



ACTIVE TRANSPORTATION PROGRAM

IMPLEMENTING AGENCY:

Monterey County Resource Management Agency Department of Public Works



PROJECT APPLICATION NO.:

5-Monterey County Resource Management Agency Department of Public Works-3

PROJECT NAME:

San Ardo and San Lucas Schools Pedestrian Improvements

PROJECT DESCRIPTION:

Construct 1.03 miles of curb, gutter, and sidewalk on one side of selected streets in the communities of San Ardo and San Lucas. Install corresponding pavement marking and signing. In addition, install pedestrian activated beacons at 2 crosswalks.

PROJECT LOCATION:

The San Ardo and San Lucas Schools Pedestrian Improvements project is located in the unincorporated South Monterey County and will serve the disadvantaged communities of San Ardo and San Lucas.

ATP FUNDED COMPONENTS

Infrastructure				Non-Infrastructure	Plan
PA&ED	PS&E	R/W	CON		
\$ 53	\$ 175	\$ 5	\$ 1,050	\$ -	\$ -
FY 19/20	FY 19/20	FY 20/21	FY 20/21	FY -	FY -

PROJECT FUNDING INFORMATION (1,000s)

Total Project \$	Total ATP \$	Total Non-ATP \$	Past ATP \$	Leveraging \$	Matching \$	Non-Participating \$	Future Local \$
1,283	1,283	-	-	-	-	-	-

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For alternate format information, contact the Active Transportation Program at (916) 653-4335, TTY 711, or write to Caltrans-Local Assistance, 1120 N Street, MS-1, Sacramento, CA 95814.



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Application Part 1: Applicant Information

Implementing Agency: This agency must enter into a Master Agreement with Caltrans and will be financially and contractually responsible for the delivery of the project within all pertinent Federal and State funding requirements, including being responsible and accountable for the use and expenditure of program funds. This agency is responsible for the accuracy of the technical information provided in the application and is required to sign the application.

IMPLEMENTING AGENCY'S NAME:

Monterey County Resource Management Agency Department of Public Works

IMPLEMENTING AGENCY'S ADDRESS

168 W. Alisal St, 2nd Floor

CITY

Salinas

ZIP CODE

CA 93901

IMPLEMENTING AGENCY'S CONTACT PERSON:

Raul Martinez

CONTACT PERSON'S TITLE:

Assistant Engineer

CONTACT PERSON'S PHONE NUMBER:

831-755-4628

CONTACT PERSON'S EMAIL ADDRESS :

martinezrr@co.monterey.ca.us

Applicants have the opportunity to insert a project picture, agency seal, or other image on the cover page. If you would like to do this, attach the image (*.jpg, *.bmp, *.png, etc) by clicking in the box.



MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans? Yes No

Implementing Agency's Federal Caltrans MA number 05-5944R

Implementing Agency's State Caltrans MA number 00518

* Implementing Agencies that do not currently have a MA with Caltrans, must be able to meet the requirements and enter into an MA with Caltrans prior to funds allocation. The MA approval process can take 6 to 12 months to complete and there is no guarantee the agency will meet the requirements necessary for the State to enter into a MA with the agency. Delays could also result in a failure to meeting the CTC Allocation timeline requirements and the loss of ATP funding.

Project Partnering Agency:

The "Project Partnering Agency" is defined as an agency, other than Implementing Agency, that will assume the responsibility for the ongoing operations and maintenance of the improved facility. The Implementing Agency must: 1) ensure the Partnering Agency agrees to assume responsibility for the ongoing operations and maintenance of the improved facility, 2) provide documentation of the agreement (e.g., letter of intent) as part of the project application, and 3) ensure a copy of the Memorandum of Understanding or Interagency Agreement between the parties is submitted with the first request for allocation. For these projects, the Project Partnering Agency's information shall be provided below.

Based on the definition above, does this project have a partnering agency? Yes No



Application Part 2: General Project Information

PROJECT NAME: (Max of 10 Words) (To be used in the CTC project list)

Words Remaining:

San Ardo and San Lucas Schools Pedestrian Improvements

SUMMARY OF PROJECT SCOPE: (Max of 200 Words)

(Summary of the Existing Condition, Project Scope, the Expected Benefits)

Words Remaining:

The project includes pedestrian improvements within the disadvantaged Communities of San Ardo and San Lucas. The project meets the ATP program goals by addressing the safety and mobility of non-motorized users, enhancing public health, ensuring that disadvantaged communities benefit from this program, achieving greenhouse gas reduction, and increasing biking and walking trips. Even though the schools are approximately 11 miles apart; the schools are located in a remote area of south Monterey County. We have combined both locations and the nearest quarry is approximately 1 hour away going north or south. Based on recent projects in this area contract bids have come in at 30 to 40% higher than in other parts of the County. Both locations have been combined, in an attempt to provide a total project that contractors can bid competitively on.

PROJECT DESCRIPTION: (Max of 50 Words)

Words Remaining:

Construct 1.03 miles of curb, gutter, and sidewalk on one side of selected streets in the communities of San Ardo and San Lucas. Install corresponding pavement marking and signing. In addition, install pedestrian activated beacons at 2 crosswalks.

PROJECT LOCATION: (Max of 50 Words)

Words Remaining:

The San Ardo and San Lucas Schools Pedestrian Improvements project is located in the unincorporated South Monterey County and will serve the disadvantaged communities of San Ardo and San Lucas.

In addition to the Location Description provided, attach a location map to the application. The location needs to show the project boundaries in relation to the Implementing Agency's boundaries.

C1 & C2.pdf

Project Coordinates: (latitude/longitude in decimal format) Lat. 36.020297 N /long. 120.905192 W

Congressional District(s):

State Senate District(s):

State Assembly District(s):

Caltrans District:

County:

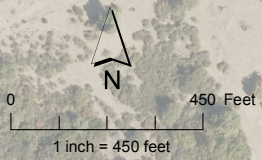
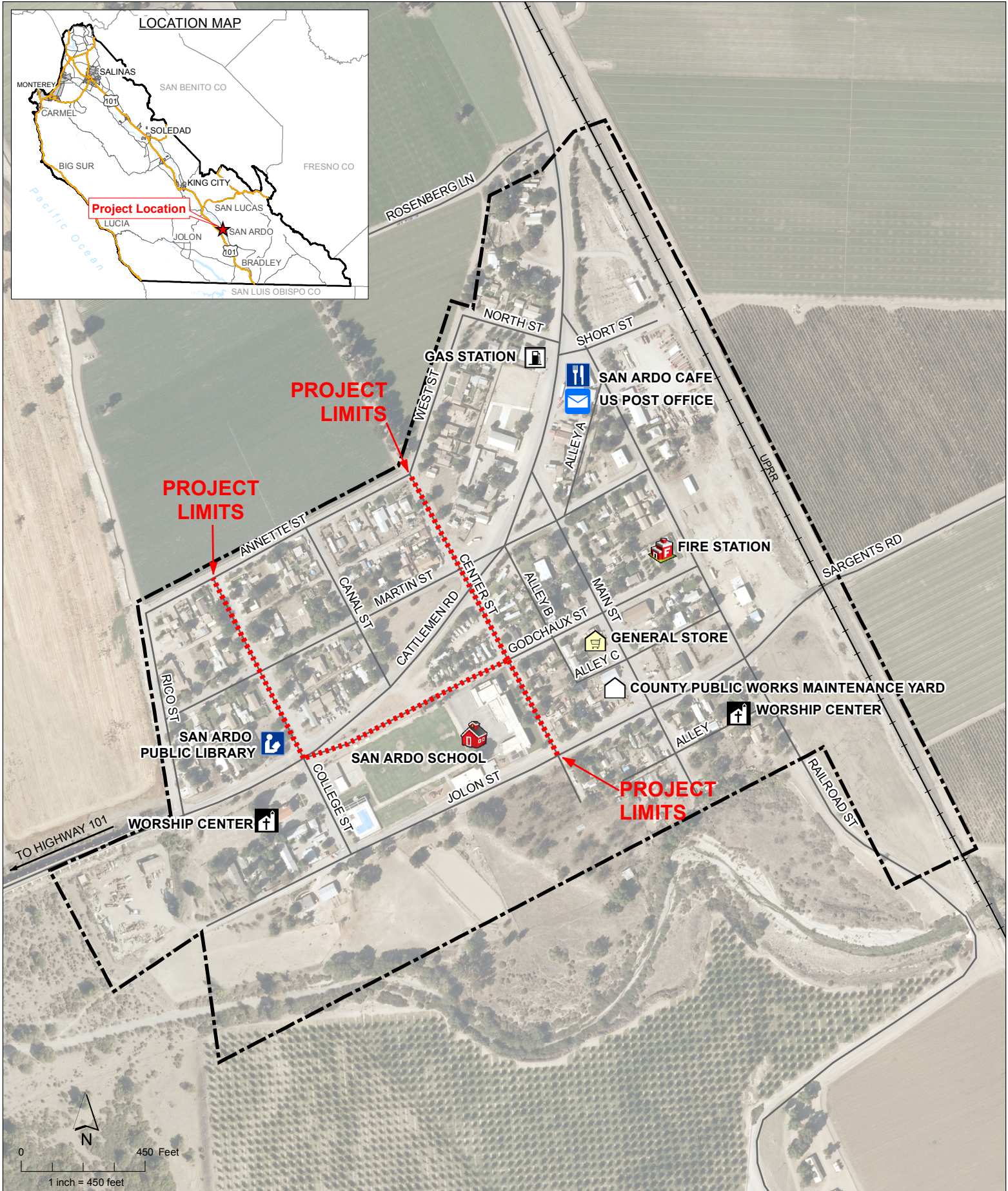
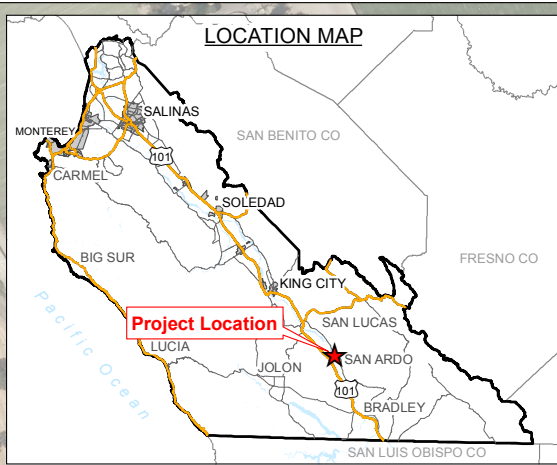
MPO:

RTPA:

Urbanized Zone Area (UZA) Population:

Past Projects: Within the last 10 years, has there been any previous State or Federal ATP, SRTS, SR2S, BTA or other ped/bike funding awards for a project(s) that are adjacent to or overlap the limits of project scope of this application?

Yes No



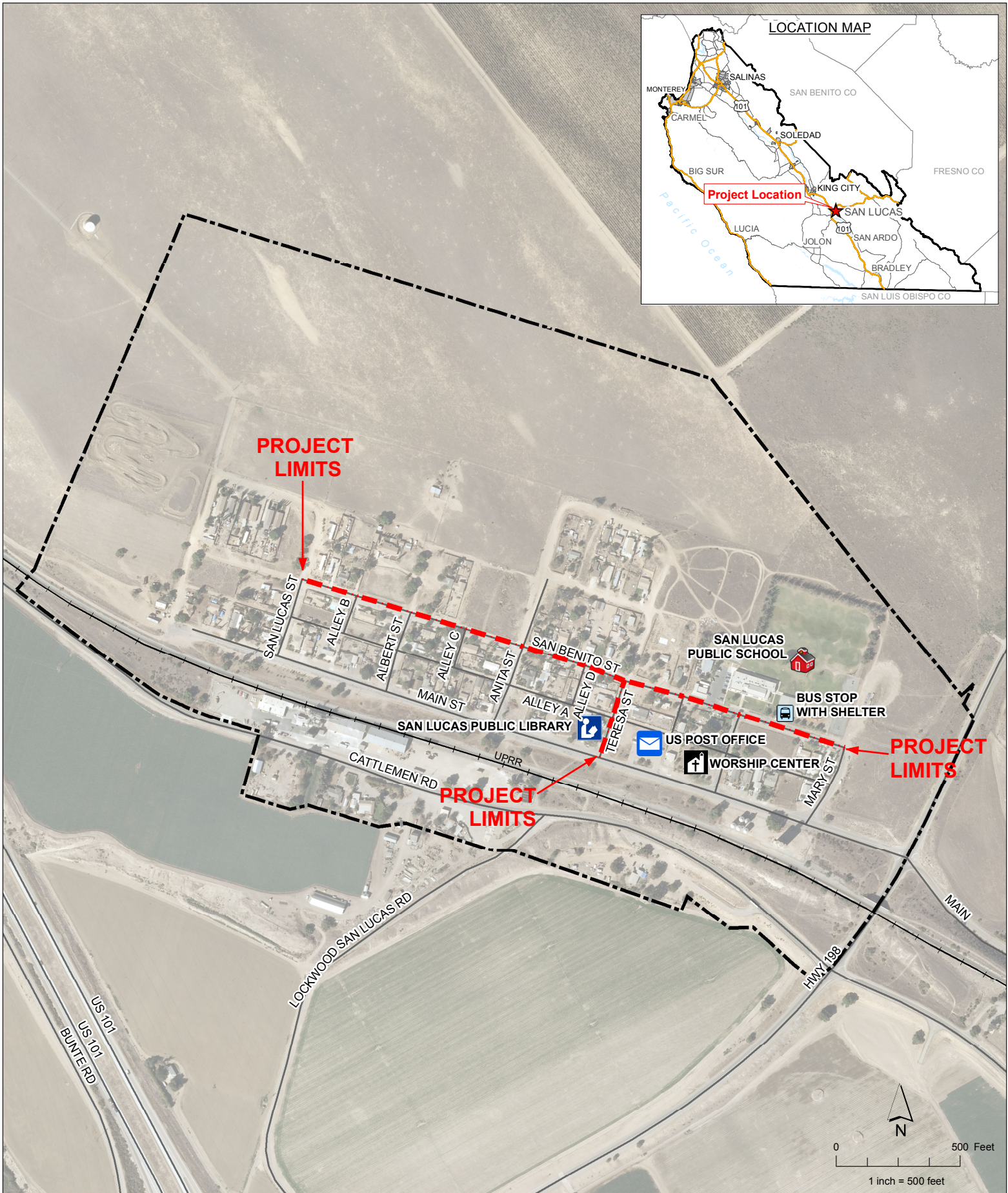
ATTACHMENT C1
LOCATION MAP

SAN ARDO PEDESTRIAN IMPROVEMENT PROJECT,
 AT SAN ARDO COMMUNITY, UNINCORPORATED MONTEREY COUNTY, CA

Legend

- Proposed San Ardo Pedestrian Improvement
- San Ardo Rural Center





ATTACHMENT C2
LOCATION MAP

SAN LUCAS PEDESTRIAN IMPROVEMENT PROJECT,
 AT SAN LUCAS COMMUNITY, UNINCORPORATED MONTEREY COUNTY, CA

Legend

- - - Proposed San Lucas Pedestrian Improvement
- San Lucas Rural Center





Application Part 3: Project Type

PROJECT TYPE: (Use the drop down menu to select Combination (I/NI), Infrastructure (I), Non-Infrastructure (NI), or Plan.

Combination (I/NI)

Indicate any of the following plans that your agency currently has: (Check all that apply)

- Bicycle Plan
 Pedestrian Plan
 Safe Routes to School Plan
 Active Transportation Plan

PROJECT SUB-TYPE (check all Project Sub-Types that apply):

- Bicycle Transportation** % of Project 0 %
 Pedestrian Transportation % of Project 100 %
 Safe Routes to School (*Also fill out Bicycle and Pedestrian Sub-Type information above*)

For a project to qualify for Safe Routes to School designation, the project must directly increase safety and convenience for public school students to walk and/or bike to school. Safe Routes to Schools infrastructure projects must be located within two miles of a public school or within the vicinity of a public school bus stop and the students must be the intended beneficiaries of the project. Other than traffic education and enforcement activities, non-infrastructure projects do not have a location restriction.

Projects with Safe Routes to School elements must fill out "School and Student Details" later in this application. As a condition of receiving funding, projects with Safe Routes to School Elements must commit to completing additional before and after student surveys as defined in the Caltrans Active Transportation Guidelines (LAPG Chapter 22).

How many schools does the project impact/serve: 2

For each school benefited by the project: 1) Fill in the school and student information; and 2) Include the required attachment information.

School Name: San Ardo Elementary
 School Address: 62428 Center St., San Ardo, CA 93450
 District Name: San Ardo Union Elementary
 District Address: 62428 Center St., San Ardo, CA 93450
 Co.-Dist.-School Code: 27-66175-6026637
 School Type: K-8

Project improvements maximum distance from school 0.3 mile

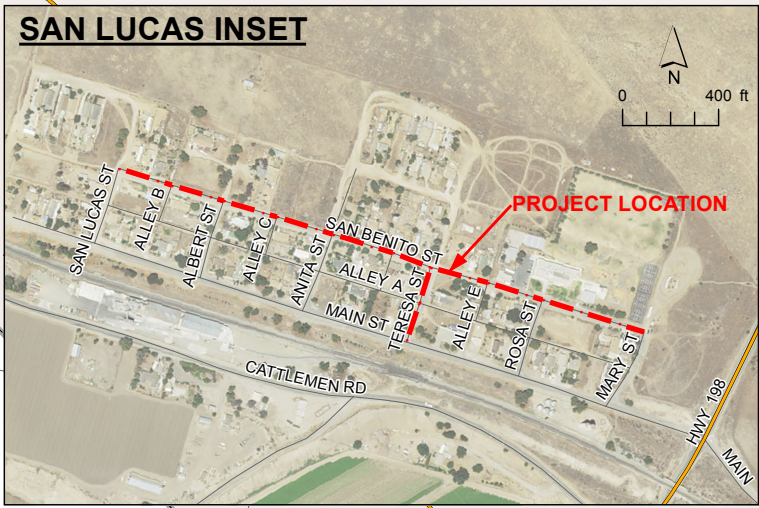
Total student enrollment:	100
Total # of students that currently walk or bike to school:	22
Approximate # of students living along route proposed for improvement:	50
Projected # of students that will walk/bike to school after the project:	90
Percentage of students eligible for free or reduced meal programs**	84 %

**Refer to the California Department of Education website: <http://www.cde.ca.gov/ds/sh/cw/filesafdc.asp>

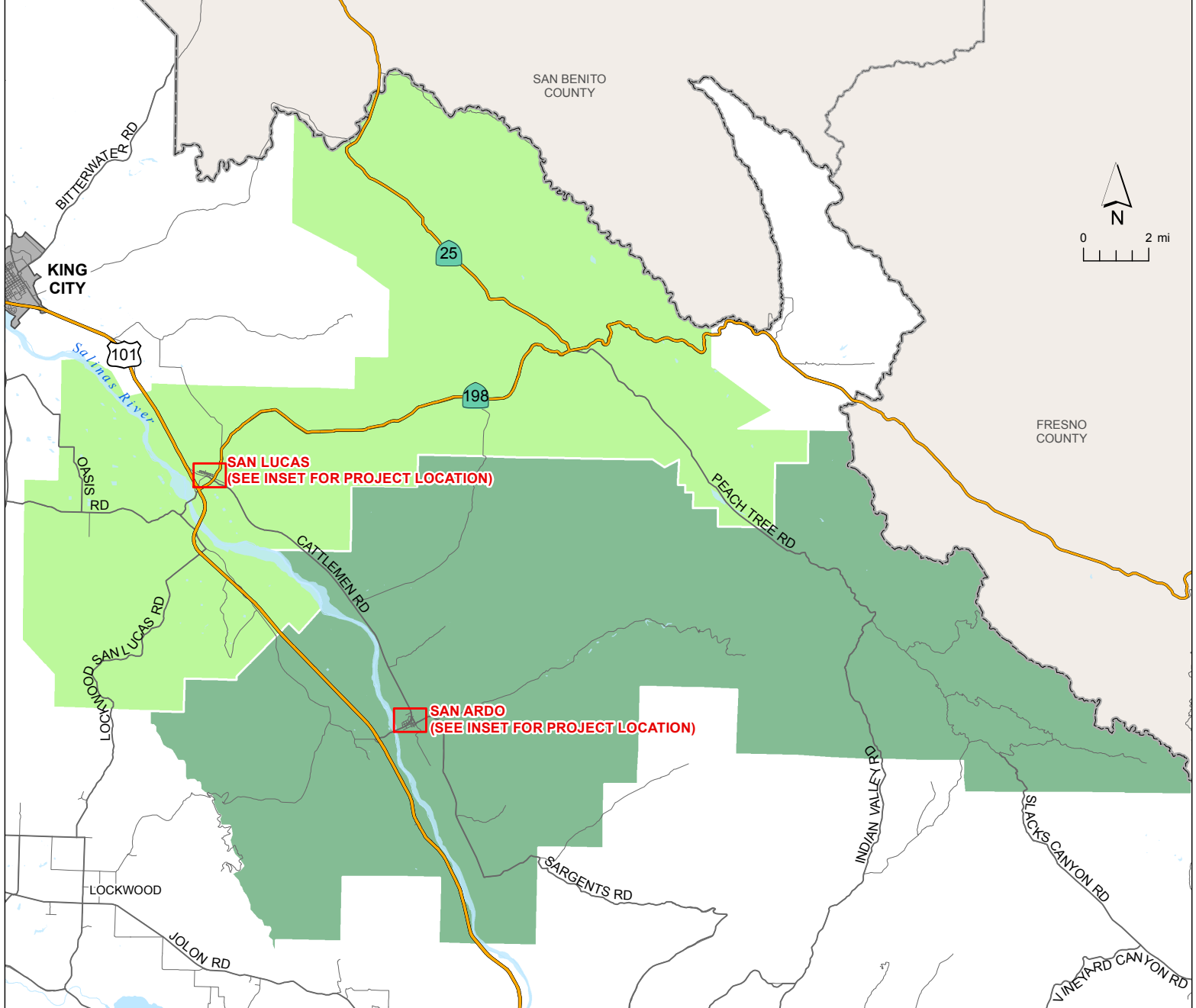
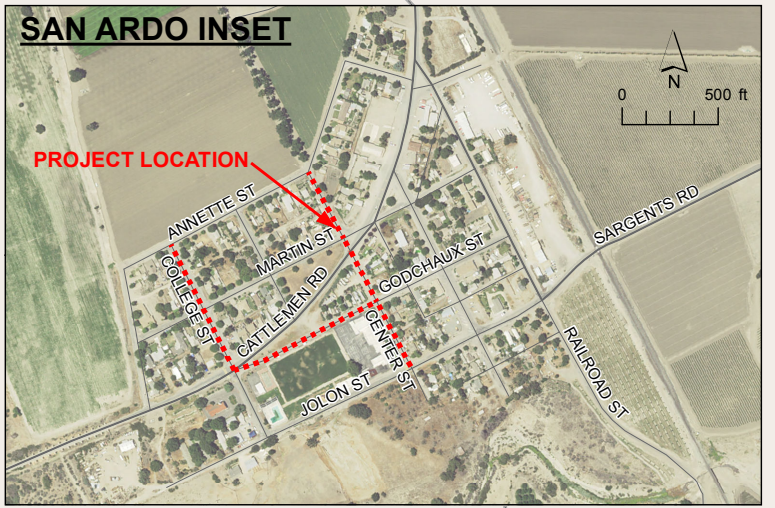
Attach the following: A) a map which clearly shows: 1) the student enrollment area, 2) the locations and limits of the proposed project improvements; and B) the contact information/person for the school, and a short statement of support combined with the signature of the school official.

San Ardo-student enrollment & locations-limits & letter.pdf

SAN LUCAS INSET



SAN ARDO INSET



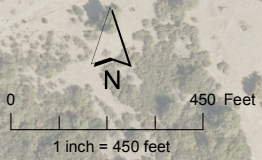
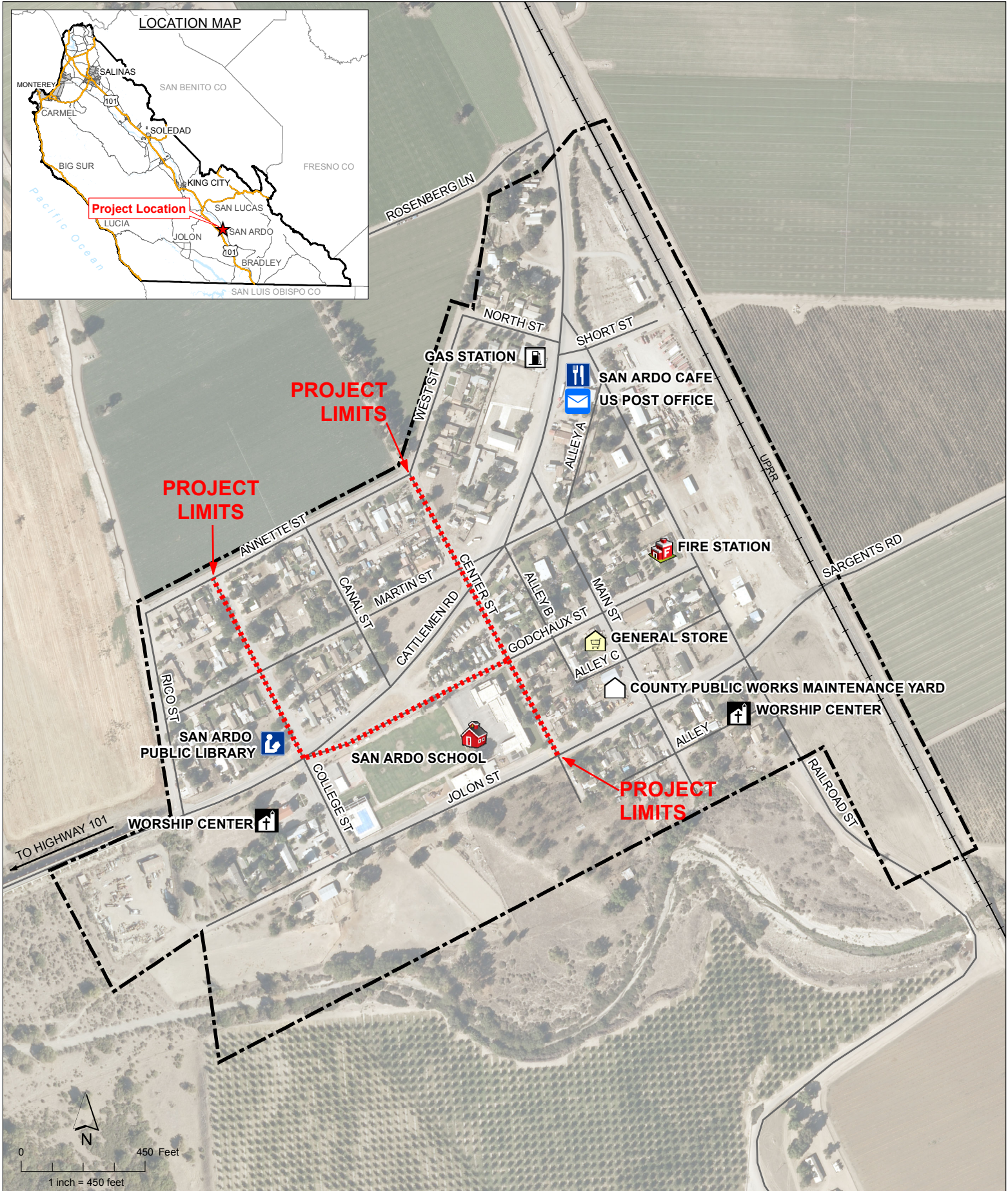
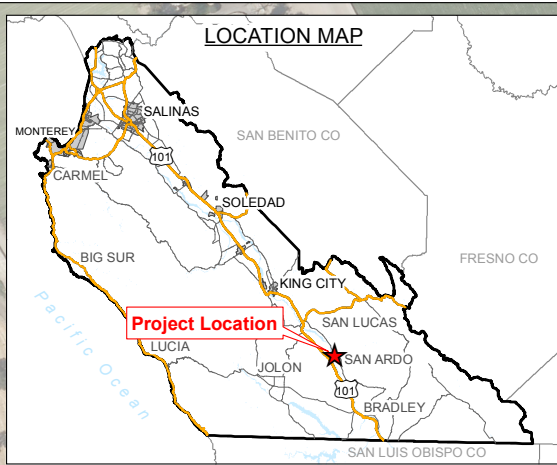
**ATTACHMENT A
STUDENT ENROLLMENT**

PEDESTRIAN IMPROVEMENT PROJECTS AT SAN LUCAS & SAN ARDO COMMUNITIES,
UNINCORPORATED MONTEREY COUNTY, CA

Legend

- - - Proposed San Lucas Pedestrian Improvement
- Proposed San Ardo Pedestrian Improvement
- San Lucas Union
- San Ardo Union





ATTACHMENT C1
LOCATION MAP

SAN ARDO PEDESTRIAN IMPROVEMENT PROJECT,
 AT SAN ARDO COMMUNITY, UNINCORPORATED MONTEREY COUNTY, CA

Legend

- Proposed San Ardo Pedestrian Improvement
- San Ardo Rural Center



San Ardo Union Elementary School District

62428 Center Street
P.O. Box 170
San Ardo, CA 93450

Administration
Catherine N. Reimer, Ed.D.
Superintendent/Principal

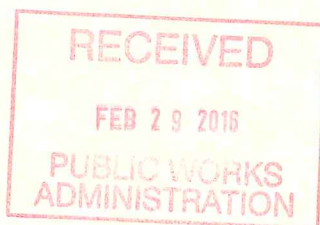
Office: (831) 627-2520
FAX: (831) 627-2078

Board of Trustees
Kaeda Barrios, President
Tiffini Moore, Clerk
Eugene Duggins
Salvador Macias
Cindy Beal

School Operations Staff
Nayeli Camacho
District/School Administrative Assistant

February 25, 2016

Raul Martinez, Assistant Engineer
County of Monterey
Resource Management Agency
Department of Public Works
168 W. Alisal Street, 2nd Floor
Salinas, CA 93901-2438



Re: Safe Route to School/Active Transportation Program

Dear Mr. Martinez,

I am writing this letter in support of providing safe walking and bicycling routes to school for the students of the San Ardo Union Elementary School District. San Ardo is a rural community in south Monterey County with limited resources and services. The student population of the school is 103 students currently. Most of the students either walk or ride their bicycles to school with under ten relying on the school van for transportation. There are currently no sidewalks in the town. Sidewalks would provide a safe path of travel for students who walk by themselves to school on a daily basis.

Thank-you for making us aware of this opportunity.

Sincerely,

A handwritten signature in blue ink that reads "Catherine Reimer". The signature is fluid and cursive.

Catherine Reimer, Ed.D.
Superintendent/Principal

ATP CYCLE 3 APPLICATION FORM

DLA-001 (NEW 4/2016)
v1.2



School Name: San Lucas Elementary
 School Address: 53675 San Benito St., San Lucas , CA 93954
 District Name: San Lucas Union Elementary
 District Address: 53675 San Benito St., San Lucas , CA 93954
 Co.-Dist.-School Code: 27-66183-6026645
 School Type: K-8

Project improvements maximum distance from school 0.4 mile

Total student enrollment:	<u>52</u>
Total # of students that currently walk or bike to school:	<u>15</u>
Approximate # of students living along route proposed for improvement:	<u>29</u>
Projected # of students that will walk/bike to school after the project:	<u>47</u>
Percentage of students eligible for free or reduced meal programs**	<u>80 %</u>

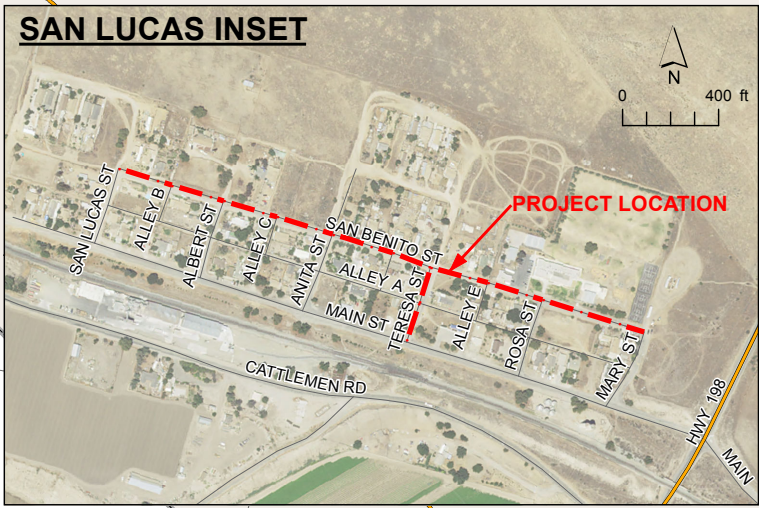
**Refer to the California Department of Education website: <http://www.cde.ca.gov/ds/sh/cw/filesafdc.asp>

Attach the following: A) a map which clearly shows: 1) the student enrollment area, 2) the locations and limits of the proposed project improvements; and B) the contact information/person for the school, and a short statement of support combined with the signature of the school official.

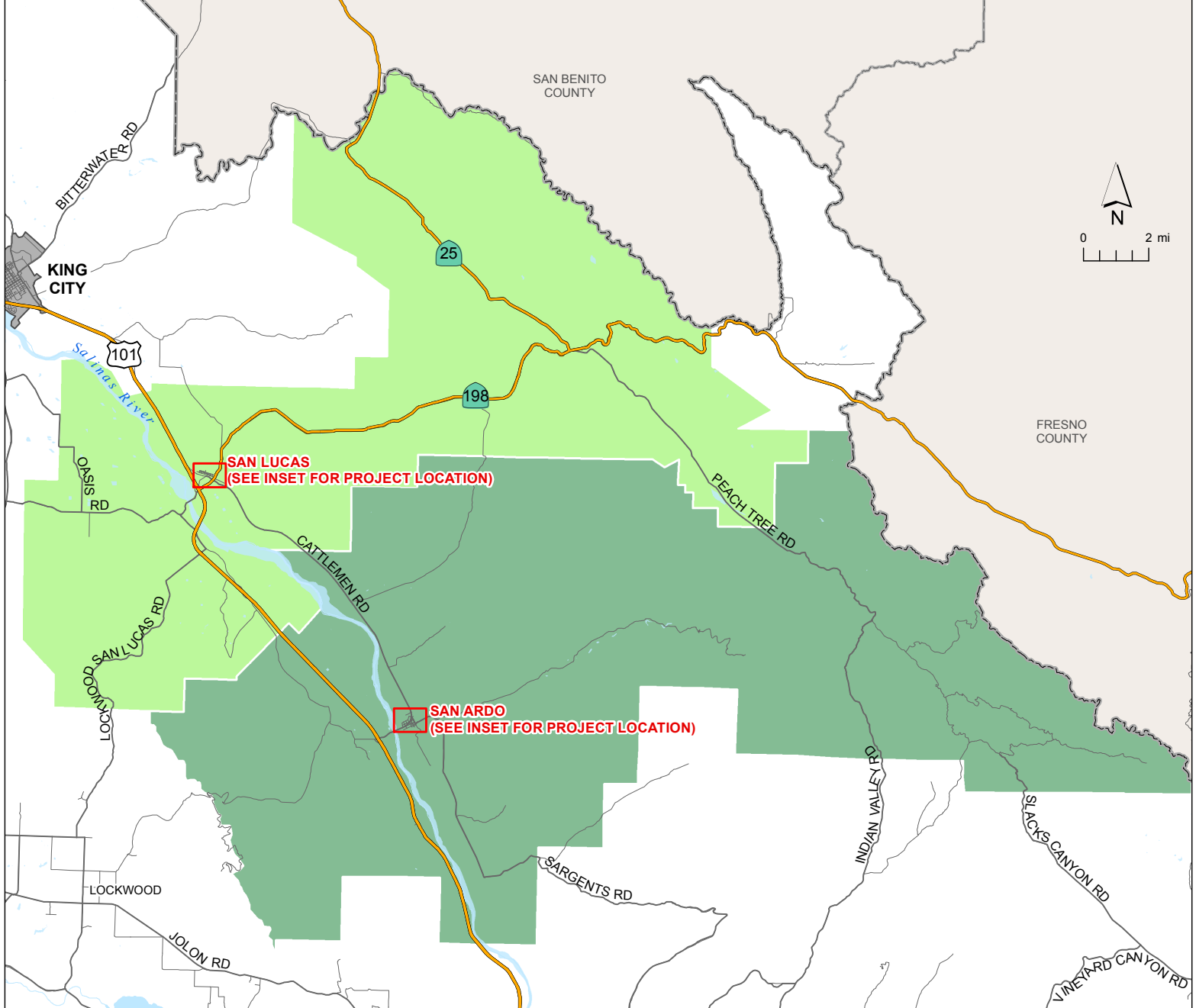
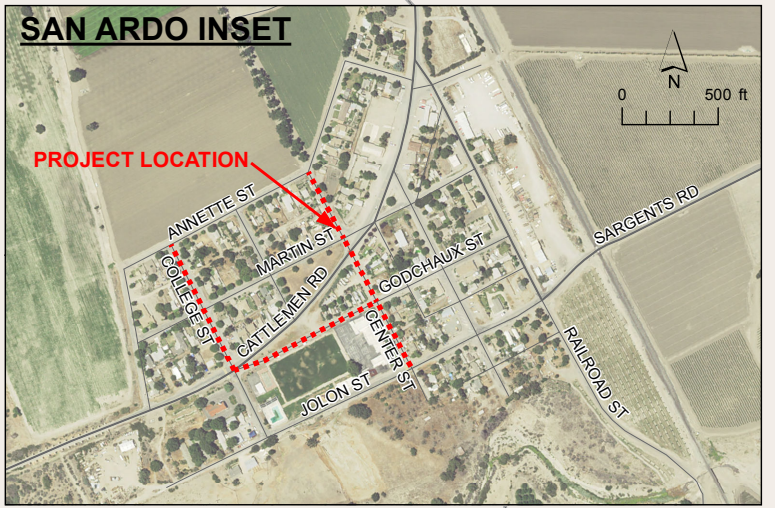
San Lucas-student enrollment & locations-limits & letter.pdf

Trails (Multi-use and Recreational): *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

SAN LUCAS INSET



SAN ARDO INSET



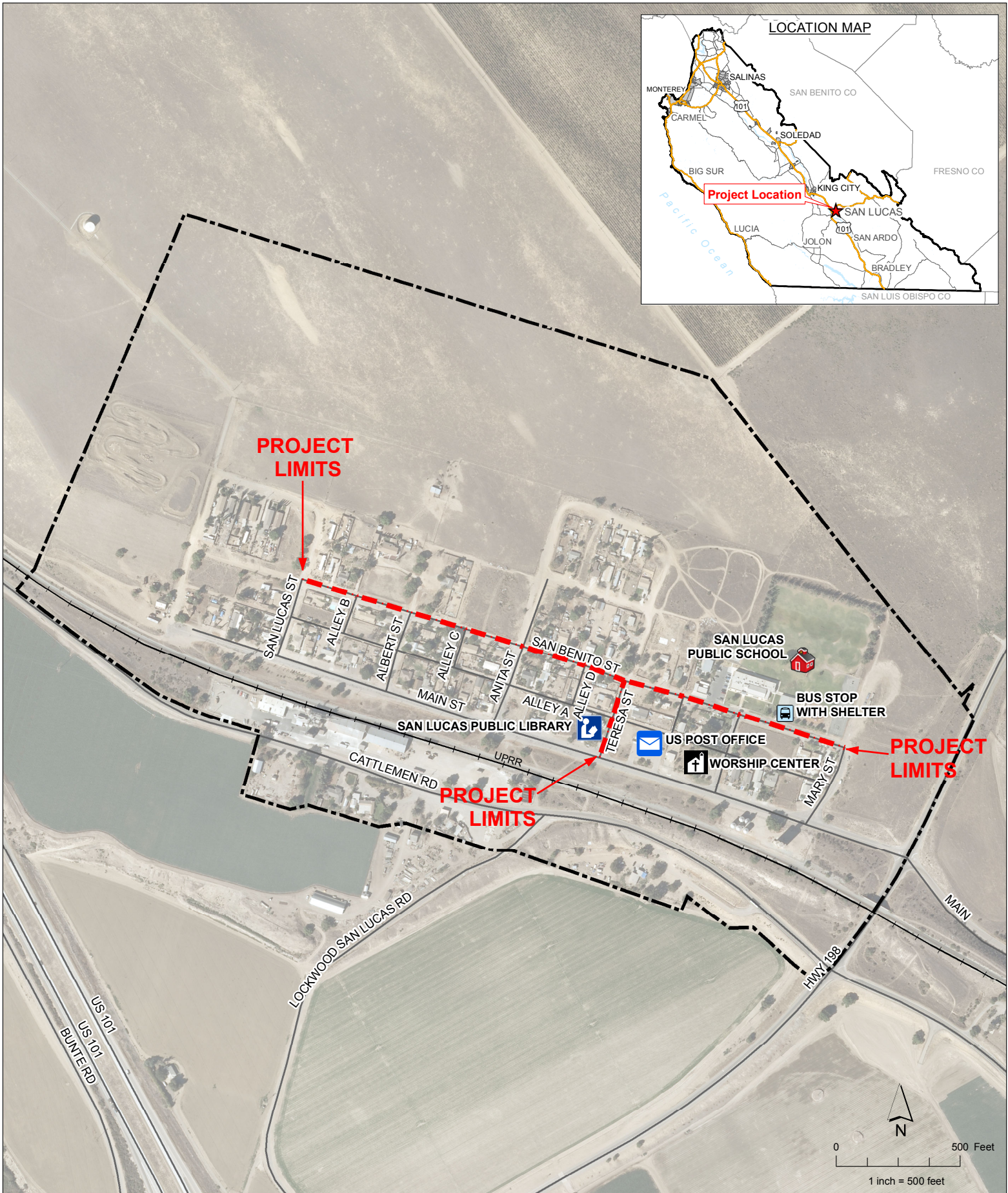
**ATTACHMENT A
STUDENT ENROLLMENT**

PEDESTRIAN IMPROVEMENT PROJECTS AT SAN LUCAS & SAN ARDO COMMUNITIES,
UNINCORPORATED MONTEREY COUNTY, CA

Legend

- - - Proposed San Lucas Pedestrian Improvement
- Proposed San Ardo Pedestrian Improvement
- San Lucas Union
- San Ardo Union





ATTACHMENT C2
LOCATION MAP

SAN LUCAS PEDESTRIAN IMPROVEMENT PROJECT,
 AT SAN LUCAS COMMUNITY, UNINCORPORATED MONTEREY COUNTY, CA

Legend

- - - Proposed San Lucas Pedestrian Improvement
- San Lucas Rural Center





San Lucas

Union School District

P.O. Box 310 53675 San Benito Street San Lucas, CA 93954
(831) 382-4426 Fax (831) 382-4088 <http://sanlucasusd-ca.schoolloop.com>

San Lucas School is a safe, educational environment with a proactive, collaborative staff working cohesively to provide experiential and discovery-based learning with high expectations for everyone to prepare for success in higher levels of education and in life.

February 16, 2016

CALTRANS
Division of Local Assistance, MS-1
Attn: Chief, Office of Active Transportation and Special Program
P.O. Box 942874
Sacramento, CA 95814

SUBJECT: ACTIVE TRANSPORTATION PROGRAM CYCLE 3 – COUNTY OF MONTEREY

To Whom It May Concern:

The San Lucas Union School District is submitting this letter in support of the County of Monterey's Active Transportation Program (ATP) Grant Application for the Pedestrian Path Project. The project will provide a pedestrian path in the community of San Lucas.

An ATP grant will provide funding for the construction of a pedestrian path from student homes to San Lucas School. Currently, there is no pedestrian path in this area, which has high highway speeds.

We support the County of Monterey's effort to provide a convenient and safe pedestrian facility for San Lucas Union School District for access, recreational, and commute usage.

Should you have any questions, please contact Nicole Hester at (831) 382-4426. Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink that reads "Nicole Hester". The signature is fluid and cursive, with a long horizontal line extending to the right.

Nicole Hester
Superintendent/Principal



Application Part 4: Project Details

INFRASTRUCTURE TYPE (Only Intended for Infrastructure Projects)

Note: When quantifying the amount of Active Transportation improvements proposed by the project, **do not double-count the improvements** that benefit both Bicyclists and Pedestrians (i.e. new RRFB/Signal should only show as a Pedestrian or Bicycle Improvement).

Bicycle Improvements

Pedestrian Improvements

What % of the PEDESTRIAN related project cost are going towards closing a "Gap" in infrastructure? 100 %

(As opposed to cost going towards "improving" existing pedestrian infrastructure.)

Sidewalks:	New (4' to 8' wide): <u>5,300</u> Linear Feet	New (over 8' wide): _____ Linear Feet
	Widen Existing: _____ Linear Feet	Reconstruct/Enhance Existing: _____ Linear Feet
	New Barrier Protected (Barrier, parking, functional-planter, etc.): _____ Linear Feet	
ADA Ramp Improvements:	New Ramp (none exist): <u>21</u> Number	Reconstruct Ramp to Standard: _____ Number
Signalized Intersections:	New Crosswalk: _____ Number	Enhance Existing Crosswalk: _____ Number
	Ped-Heads: _____ Number	Shorten Crossing: _____ Number
	Timing Improvements: _____ Number	
Un-Signalized Intersections:	New Traffic Signal: _____ Number	New Roundabout: _____ Number
	New RRFB/Signal: _____ Number	Crossing-Surface Improvements: _____ Number
	Shorten Crossing: _____ Number	
Mid-Block Crossing:	New RRFB/Signal: _____ Number	Crossing-Surface Improvements: _____ Number
Lighting:	Intersection: _____ Number	Roadway Segments: _____ Linear Feet
Pedestrian Amenities:	Benches: _____ Number	Trash Cans: _____ Number
	Shade Trees: _____ Number	Shade Tree Type: _____
Other Ped Improvements:	#1: Pedestrian activated beacons (Solar) #: <u>4</u>	#2: _____ #: _____

Multi-use Trail Improvements

Vehicular-Roadway Traffic-Calming Improvements

ATP CYCLE 3 APPLICATION FORM

DLA-001 (NEW 4/2016)

v1.2



Right of Way (R/W) Impacts (Check all that apply)

- Project is 100% within the Implementing Agency's R/W (or within their control at the time of this application submittal).
- Project will likely require R/W and/or easements from private owners or will require utility relocations from 'non-public' utility companies.
- Project will likely require R/W, Easements, encroachment and/or approval involving Governmental, Environmental, or Railroad owner's property.



Application Part 5: Project Schedule

- NOTES: 1) Per CTC Guidelines, all project applications must be submitted with the expectation of receiving federal funding and therefore the schedule below must account for the extra time needed for federal project delivery requirements and approvals, including a NEPA environmental clearance and for each CTC allocation there must also be a Notice to Proceed with Federally Reimbursable work.
 2) Prior to estimating the durations of the project delivery tasks (below), applicants are highly encouraged to review the appropriate chapters of the Local Assistance Procedures Manual and work closely with District Local Assistance Staff.
 3) The proposed CTC allocation dates must be between July 1, 2019 and June 30, 2021 to be consistent with the available ATP funds for Cycle 3.

INFRASTRUCTURE PROJECTS:

PA&ED Project Delivery Phase:

Will ATP funds be used in this phase of the project? Yes No

Proposed CTC "PA&ED Allocation" Date:

7/1/2019

Notice to Proceed with Federally Reimbursable ATP Work:

8/30/2019

Expected or Past Start Date for PA&ED activities:

8/30/2019

Time to complete the separate CEQA & NEPA studies/approvals:

10 months (See note #2, above)

Expected or Past Completion Date for the PA&ED Phase:

6/25/2020

** Applications showing the PA&ED phase as complete, must include/attach the signature pages for the CEQA and NEPA documents, which include project descriptions covering the full scope.*

Not Available or Not Applicable.pdf

PS&E Project Delivery Phase:

Will ATP funds be used in this phase of the project? Yes No

Proposed CTC "PS&E Allocation" Date:

6/26/2020

Notice to Proceed with Federally Reimbursable ATP Work:

8/25/2020

Expected or Past Start Date for PS&E activities:

8/28/2020

Time to complete the final Plans, Specification & Estimate:

10 months

Expected or Past Completion Date for the PS&E Phase:

6/24/2021

** Applications showing the PS&E phase as complete, must include/attach the signed & Stamped Title Sheet for the plans and approval page of the specifications.*

Not Available or Not Applicable.pdf

Right of Way Project Delivery Phase:

Will ATP funds be used in this phase of the project? Yes No

Proposed CTC "R/W Allocation" Date:

8/28/2020

Notice to Proceed with Federally Reimbursable ATP Work:

10/27/2020

Expected or Past Start Date for R/W activities:

10/27/2020

Time to complete the R/W Engineering, Acquisition, and Utilities:

2 months

Expected or Past Completion Date for the R/W Phase:

12/25/2020

** PS&E and Right of Way phases can be allocated at the same CTC meeting.*

** Applications showing the R/W phase as complete, must include/attach the Caltrans approved R/W Certification.*

Not Available or Not Applicable.pdf

Construction Project Delivery Phase:

Will ATP funds be used in this phase of the project? Yes No

Proposed CTC "CON Allocation" Date:

6/25/2021

Notice to Proceed with Federally Reimbursable ATP Work:

8/24/2021

Expected Start Date for Construction activities:

8/27/2021

Time to complete the Construction activities:

5 months

Expected or Past Completion Date for the CON Phase:

1/23/2022

ATP CYCLE 3 APPLICATION FORM

DLA-001 (NEW 4/2016)

v1.2



NON-INFRASTRUCTURE (NI) AND "PLAN" PROJECTS: *(This includes combined "I" and "NI" projects)*

Will ATP funds be used in this phase of the project? Yes No

Expected Start Date for "NI" or "Plan" Construction activities:

7/1/2019

Time to complete the CON-Phase activities:

0	months
---	--------

Expected Completion Date for the CON Phase:

7/1/2019

Proposed Dates for "Before" and "After" Counts *(As required by the CTC and Caltrans guidelines):*

Expected Date for "Before" counts (Ideally, within 12 months of the beginning of the Construction Activities)

8/24/2020

Expected Date for "After" counts (Ideally, at least 6 months after the end of all Construction Activities)

7/22/2022



Application Part 6: Project Funding

(1,000s)

Project Phase	Total Project Costs	Total ATP Funding	ATP Allocation Year *	Total Non-ATP Funding **	Non-Participating Funding	"Prior" ATP Funding	Leveraging Funding	Matching Funding *** (for federal \$)	Future Local Identified Funding
PA&ED	53	53	19/20	-	-	-	-	-	-
PS&E	175	175	19/20	-	-	-	-	-	-
R/W	5	5	20/21	-	-	-	-	-	-
CON	1,050	1,050	20/21	-	-	-	-	-	-
NI-CON	-	-		-	-	-	-	-	-
TOTAL	1,283	1,283		-	-	-	-	-	-

* The CTC Allocation-Year is calculated based on the information entered into the "Project Schedule" section.

** Applicants must ensure that the "Total Non-ATP Funding" values show in this table match the overall Non-ATP Funding values they enter into Page 2 of the PPR (later in this form)

*** For programming purposes, applicants, are asked to identify the portion of the Leveraging Funding that meets the requirements to be used as match for new Federal ATP funding.

ATP FUNDING TYPE REQUESTED:

Per the CTC Guidelines, all ATP projects must be eligible to receive federal funding. Most ATP projects will receive federal funding; however, it is the intent of the Commission to consolidate the allocation of federal funds to as few projects as practicable. Therefore, the smallest projects may be granted State Funding from the State Highway Account (SHA) for all or part of the project. Agencies with projects under \$1M, especially ones being implemented by agencies who are not familiar with the federal funding process, are encouraged to request State funding.

Do you believe your project warrants receiving state-only funding? Yes No

ATP PROJECT PROGRAMMING REQUEST (PPR):

Using the Project Schedule, Project Funding, and General Project information provided, this electronic form has automatically prepared the following PPR pages. Applicants must review the information in the PPR to confirm it matches their expectations.

ATP CYCLE 3 APPLICATION FORM

DLA-001 (NEW 4/2016)

v1.2



Exhibit 22-G Project Programming Request (PPR)

Date: 5/13/2016

Project Information:

Project Title:	San Ardo and San Lucas Schools Pedestrian Improvements				
District	County	Route	EA	Project ID	PPNO
5	Monterey				

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Proposed Total Project Cost (\$1,000s)

Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Notes:
E&P (PA&ED)	0	0	0	0	53	0	0	53	
PS&E	0	0	0	0	175	0	0	175	
R/W	0	0	0	0	0	5	0	5	
CON	0	0	0	0	0	1,050	0	1,050	
TOTAL	0	0	0	0	228	1,055	0	1,283	

ATP Funds	Infrastructure Cycle 3								Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	53	0	0	53	Caltrans
PS&E	0	0	0	0	175	0	0	175	Notes:
R/W	0	0	0	0	0	5	0	5	
CON	0	0	0	0	0	1,050	0	1,050	
TOTAL	0	0	0	0	228	1,055	0	1,283	

ATP Funds	Non-Infrastructure Cycle 3								Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Caltrans
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

ATP Funds	Plan Cycle 3								Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Caltrans
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

ATP Funds	Previous Cycle								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Caltrans
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

ATP CYCLE 3 APPLICATION FORM

DLA-001 (NEW 4/2016)

v1.2



Exhibit 22-G Project Programming Request (PPR)

Date: 5/13/2016

Project Information:

Project Title:	San Ardo and San Lucas Schools Pedestrian Improvements				
District	County	Route	EA	Project ID	PPNO
5	Monterey				

Summary of Non-ATP Funding

The Non-ATP funding shown on this page must match the values in the Project Funding table.

Fund No. 2:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Notes:
PS&E	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

Fund No. 3:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Notes:
PS&E	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

Fund No. 4:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Notes:
PS&E	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

Fund No. 5:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Notes:
PS&E	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

Fund No. 6:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Notes:
PS&E	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

Fund No. 7:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Notes:
PS&E	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	



Application Part 7: Application Questions

Screening Criteria

The following Screening Criteria are requirements for applications to be considered for ATP funding. Failure to demonstrate a project meets these criteria will result in the disqualification of the application.

1. Demonstrated fiscal needs of the applicant:

- Is all or part of the project currently (or has it ever been) formally programmed in an RTPA, MPO and/or Caltrans funding program? Yes No
- Are any elements of the proposed project directly or indirectly related to the intended improvements of a past or future development or capital improvement project? Yes No
- Are adjacent properties undeveloped or under-developed where standard "conditions of development" could be placed on future adjacent redevelopment to construct the proposed project improvements? Yes No

If "Yes", explain why the development cannot fund the proposed project. (Max of 200 Words)

Words Remaining: **160**

The proposed project will be constructed along properties that have been developed. Conditions of development apply to new development only. Since sidewalk was not required when the land was being developed, we can not require them to build sidewalk now.

2. Consistency with an adopted regional transportation plan:

- Is the project consistent with the relevant adopted regional transportation plan that has been developed and updated pursuant to Government Code Section 65080? Yes No

If "Yes", the applicant must provide that portion of Regional Transportation Plan showing that the proposed project is consistent. Attach a copy of ONLY the following elements of the plan: cover page and pages linking the proposed project to the plan. Highlighted and/or mark the attachment to clearly identify the connection.

2014-Monterey-County-RTP_I_ScreeningCrit.pdf

Note: Projects not providing proof will be disqualified and not be evaluated.

2014

ROADWAYS



MONTEREY COUNTY REGIONAL TRANSPORTATION PLAN

MASS TRANSIT



CYCLING

COMPLETE STREETS



Active Transportation: Bicycle and Pedestrian Investments

Bike and pedestrian facilities are integral components of Monterey County's multi-modal transportation system. The region's mild climate and relatively flat topology make biking and walking a viable mode of travel for many living in the county. The close proximity between housing and jobs in the older communities of Monterey County also support the use of bicycles and walking as a transportation alternative, although key gaps in the network currently exist.



The Regional Transportation Plan includes policies for maximizing the transportation system to promote walking and bicycle travel, including development of bicycle and pedestrian facilities, safety programs and promotional events, improved access and safety provisions, and improved linkages to bikeways and recreational trail system.

Bicycle Facilities

Monterey County's regional bikeways system, and the Agency's regional bicycle planning activities are described in more detail below.

Bikeways and Planning in Monterey County – Existing Conditions

Monterey County has approximately 246 miles of maintained bikeways on state, county and local roads. Bikeways in the county are classified as Class I, II, and III. These classifications generally follow design standards established by Caltrans. Classifications are described as follows:

- **Class I: Bicycle Paths** are bikeways separated from vehicle traffic.
- **Class II: Bicycle Lanes** provide cyclists a marked area of the roadway that is part of the roadway also used by motor vehicles. Bicycle lanes have identification signage, pavement stencils, striping, and minimum width requirements.
- **Class III: Bicycle Routes** are recommended roadways that bicycles share with motor vehicles without a marked bike lane. Bicycle Route signs are placed periodically along the route and at changes of direction.

The majority of bikeways in Monterey County are Class II and III, however a large Class I facility exists along the Monterey Peninsula coastline. The Monterey Bay Coastal Trail extends from Lovers Point in Pacific Grove to Del Monte Boulevard, north of Marina, providing a scenic and highly traveled recreational opportunity as well as an important bicycle and pedestrian commuter link in the Monterey peninsula. It is anticipated that the Monterey Bay Coastal Trail

Americans with Disabilities Act

The Americans with Disabilities Act (ADA), passed in 1990, is a comprehensive law prohibiting discrimination against people with disabilities. ADA requires access to public transportation systems for people with disabilities equal to the service available to the able-bodied. Problems commonly associated with sidewalks and pathways for the disabled are driveway cuts, lack of curb cuts, sign posts, benches, and rough and severely cracked sidewalk surfaces.

Future Needs: The Monterey County Bicycle & Pedestrian Facilities Master Plan

The Transportation Agency has worked closely with its Bicycle and Pedestrian Facilities Advisory Committee and 13 member jurisdictions to identify gaps in the countywide road and highway network where bicycle and pedestrian improvements are needed. In 2011, the Agency adopted the *Monterey County Bicycle & Pedestrian Facilities Master Plan* to provide a basis for the allocation of state and federal funds for bicycle and pedestrian projects.

The Plan serves to accomplish two main purposes. First, the plan lists all existing and proposed projects and facilities of jurisdictions within Monterey County and satisfies the General Bikeways Plan requirements set by the California Department of Transportation (California Streets and Highways Code Section 891.2). Local jurisdictions may choose to adopt the plan or submit an equally qualified plan to ensure eligibility for state and federal bicycle-funding sources.

Second, the plan establishes a countywide list of projects. This list assists the Agency in the allocation of various funds for regional bicycle and pedestrian projects. The plan identifies over 500 bicycle and pedestrian projects to accommodate non-motorized travel, which are reflected in the active transportation costs included in the Regional Transportation Plan. The plan also assigns rankings to projects in the plan to serve as a guide for funding and implementation. The top ranked projects identified in the Master Plan are identified in **Table 4-1** below.

Table 4-1: Bicycle & Pedestrian Facilities Master Plan – Top Ranked Projects

Top Ranked Bikeways				
Rank	Title	Description	Cost	Jurisdiction
1	Imjin Parkway Bike Lanes	Stripe bike lanes on Imjin Parkway in addition to Class I bike path	\$2,200,000	Marina
2	Canyon del Rey Blvd	Stripe Class II Bike lanes on east side of Canyon Del Rey Blvd and fillgaps on Westside; Stripe/Restripe bike lanes to the left of right-turn lanes.	\$32,500	Del Rey Oaks
3	Castroville Bicycle Path and Railroad Crossing	Install a Class I bike/ped path and bridge over railroad crossing	\$5,995,000	County
4	Blanco Rd	Install Class II Bikeway from Research Rd to Luther Way	\$221,880	County
5	Davis Rd	Install Class II Bikeway from Blanco Rd to Rossi St	\$3,411,000	County
6	Blanco Rd	Install Class II Bikeway from Luther Way to Abbott St	\$107,300	County
7	Broadway	Install Class II Bikeway from Del Monte Blvd to Mescal St	\$67,900	Seaside

Rank	Title	Description	Cost	Jurisdiction
8	Hwy 68 Segment	Install Class II Bikeway from Joselyn Canyon Rd to San Benancio Rd	\$351,300	Caltrans
9	Sanctuary Scenic Trail Seg. 15	Construct Class I Bikeway from Moss Landing Rd to Hwy 1 & new Elkhorn Slough Bridge	\$5,082,000	County
10	San Juan Grade Rd	Install Class II Bikeway from Russell Rd to Boronda Rd	\$39,200	Salinas
10	San Juan Grade Rd	Install Class II Bikeway from Herbert Rd to Rogge Rd	\$88,300	County
10	San Juan Grade Rd	Install Class III Bike route from Russell Rd to Rogge Rd	\$1,200	County
11	Gabilan Creek	Install Class I Bikeway from Danbury St to Constitution Blvd	\$569,300	Salinas
Priority Pedestrian Improvements				
	Title	Description	Cost	Jurisdiction
	Castroville Bicycle Path and Railroad Crossing	Install a Class I bike/ped path and bridge over railroad crossing	\$5,995,000	County
	Sanctuary Scenic Trail Segment 15	Construct Class I Bikeway from Moss Landing Rd to Hwy 1 & new Elkhorn Slough Bridge	\$5,082,000	County
	Gabilan Creek	Install Class I Bikeway from Danbury St to Constitution Blvd	\$569,300	Salinas
	Hatton Canyon Path	Install Class I path from Carmel Valley Road to Hwy 1	\$1,689,600	County
	Sanctuary Scenic Trail Segment 4B	Install Class I path from Tioga Ave to the Coastal Trail	\$292,600	Sand City

Detailed information on planned bicycle and pedestrian facilities in Monterey County can be found in the *Bicycle & Pedestrian Facilities Master Plan*.

Monterey Bay Sanctuary Scenic Trail

One of the most important planned regional bicycle facilities in Monterey County is the Monterey Bay Sanctuary Scenic Trail. The Monterey Bay Sanctuary Scenic Trail is a collaborative effort among public agencies, non-profit organizations and the public to construct a trail that would span Monterey Bay from the city of Pacific Grove to Santa Cruz County line. The primary purpose of the Trail is to enhance appreciation and protection of the Monterey Bay National Marine Sanctuary as well as provide a safe, accessible scenic trail for pedestrians, bicyclists, and other users free of automobile traffic. The Sanctuary Scenic Trail originally was a project of the Santa Cruz County Inter-Agency Task Force, a Santa Cruz Committee that formed in 1993.

The Transportation Agency completed the Monterey County portion of the Sanctuary Scenic Trail Master Plan in 2008. That plan lists the various components needed to complete the trail. There are 17 planned trail segments with a total length of 33 miles in Monterey County. With





Part B: Narrative Questions

Detailed Instructions for Question #1

QUESTION #1

DISADVANTAGED COMMUNITIES (0-10 POINTS)

This project does not qualify as a Disadvantaged Community.

A. Map of Project Boundaries, Access and Destination (0 points): Required

Provide a scaled map showing the boundaries of the proposed project/program/plan, the geographic boundaries of the disadvantaged community, and disadvantaged community access point(s) and destinations that the project/program/plan is benefiting.

San Ardo and San Lucas-projects & geo disadvantaged & access points.pdf

B. Identification of Disadvantaged Community: (0 points)

Select one of the following 4 options. Must provide information for all Census Tract/Block Group/Place # that the project affects.

- **Median Household Income**
- **CalEnviroScreen**
- **Free or Reduced Priced School Meals** - Applications using this measure must demonstrate how the project benefits the school students in the project area.
- **Other**

Select Option: Free or Reduced Priced School Meals

At least 75% of public school students in the project area are eligible to receive free or reduced-price meals under the National School Lunch Program. Data is available at: <http://www.cde.ca.gov/ds/sd/sd/filesesp.asp> (auto filled from Part A). Applicants using this measure must demonstrate how the project benefits the school students in the project area. Project must be located within two miles of the school(s) represented by this criteria.

School Name	School Enrollment	% of Students Eligible for FRPM
San Ardo Elementary	100	84
San Lucas Elementary	52	80

Highest percentage of students eligible from above (autofill): 84% (to be used for qualifying as benefiting a DAC only)

Percentage of students eligible for the Free or Reduced Price Meals Programs: 83%
 (to be used for severity calculation only)

C. Direct Benefit: (0 - 4 points)

1. Explain how the project/program/plan closes a gap, provides connections to, or addresses a deficiency in an active transportation network or meets an important community need. (Max of 50 Words) Words Remaining: **15**

Currently there are no sidewalks in the communities. The only alternative for bicycle and pedestrian traffic in this area, at this time, is along the streets' unpaved shoulders. In addition, the streets are not striped.

2. Explain how the disadvantaged community residents will have physical access to the project/program/plan. (Max of 50 Words) Words Remaining: **30**

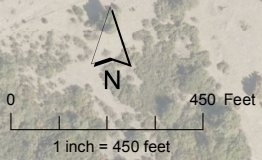
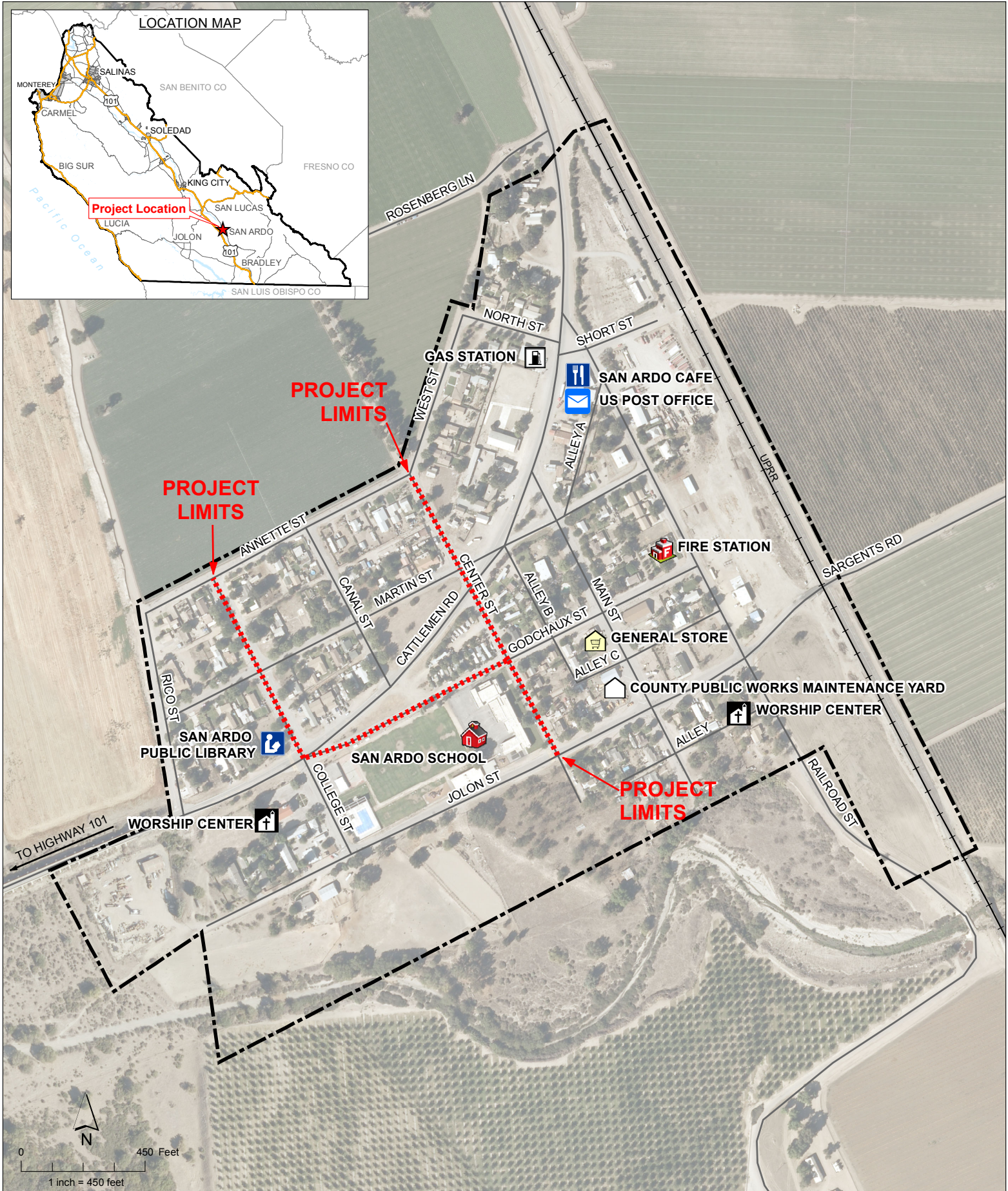
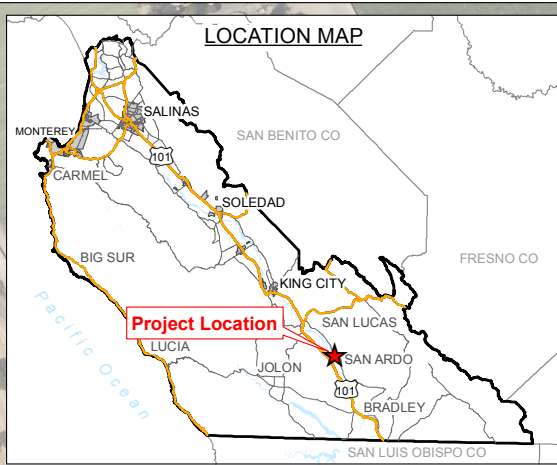
The project will provide safe access from homes to schools by offering an separation between vehicle, bicycle and pedestrian traffic.

3. Illustrate how the project was requested or supported by the disadvantaged community residents. (Max of 50 Words) Words Remaining: **20**

The project is a collaborate effort between public agencies, and the public (having direct ties to the project area) to construct sidewalk that would connect students from homes to schools.

D. Project Location: (0 - 2 points)

1. Is your project located within a disadvantaged community? Fully _____



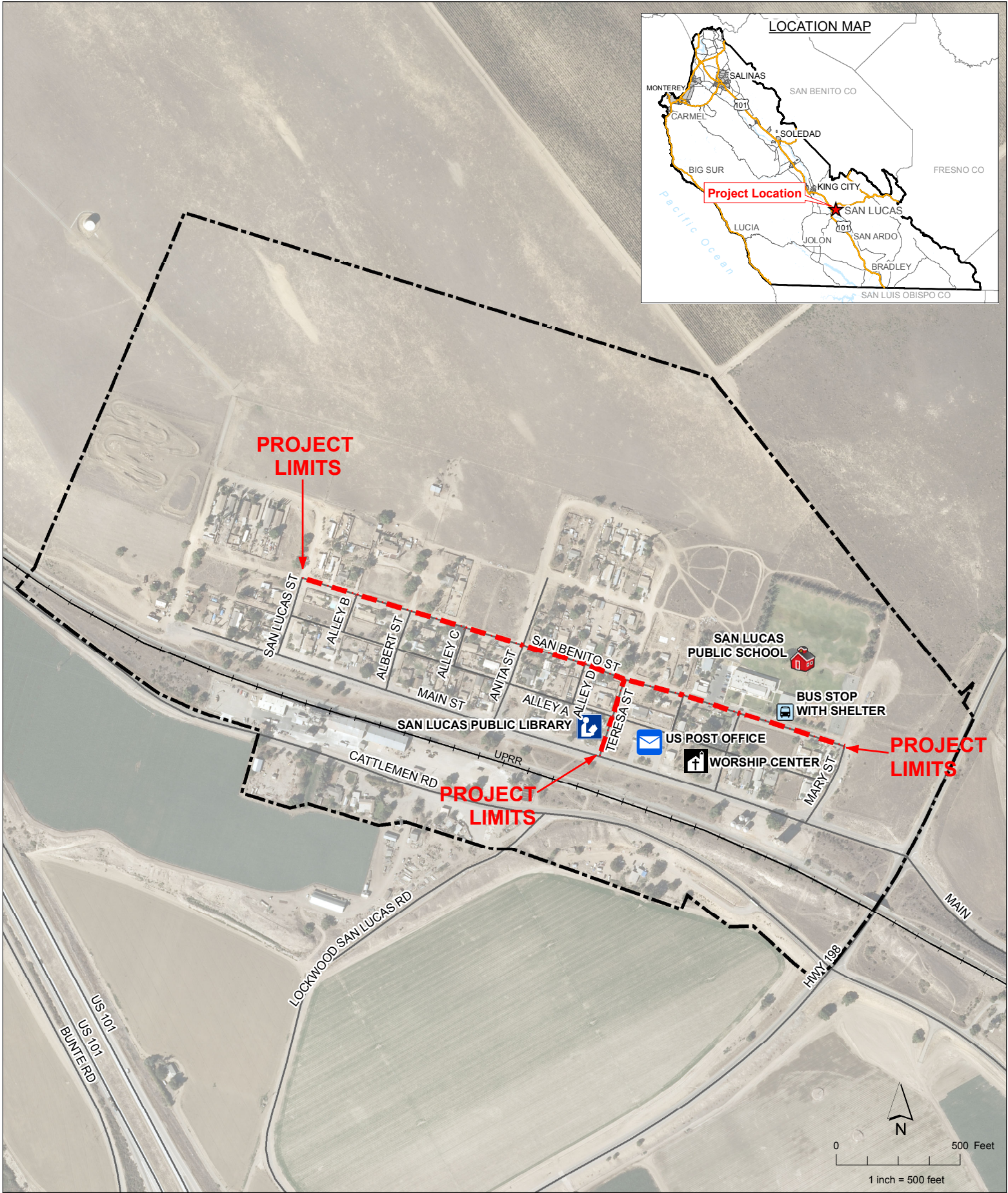
ATTACHMENT C1
LOCATION MAP

SAN ARDO PEDESTRIAN IMPROVEMENT PROJECT,
 AT SAN ARDO COMMUNITY, UNINCORPORATED MONTEREY COUNTY, CA

Legend

- Proposed San Ardo Pedestrian Improvement
- San Ardo Rural Center





ATTACHMENT C2
LOCATION MAP

SAN LUCAS PEDESTRIAN IMPROVEMENT PROJECT,
 AT SAN LUCAS COMMUNITY, UNINCORPORATED MONTEREY COUNTY, CA

Legend

- - - Proposed San Lucas Pedestrian Improvement
- San Lucas Rural Center



ATP CYCLE 3 APPLICATION FORM

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E. Severity: (0 - 4 points)

- a. Auto calculated



Part B: Narrative Questions

Question #2

QUESTION #2

POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. (0-35 POINTS)

Please provide the following information: (This must be completed to be considered for funding for infrastructure projects)

# of Users	Pedestrian	Bicycle	Date of Counts	Mark here if N/A to project
Current	117	30	4/13/2016	<input type="checkbox"/>
Projected (1 year after completion)	117	30	5/15/2023	<input type="checkbox"/>

Safe Routes to School projects and programs: The following information related to the Safe Routes to School Projects data was already entered in part 3 of the application.

School	Total Student Enrollment	Approx. # of Students Living Along School Route Proposed	# of Students Currently Walking/Biking to School	Projected # of Students that will walk/bike after project	Net projected Change in Students walking/biking
San Ardo Elementary	100	50	22	90	68
San Lucas Elementary	52	29	15	47	32
Total	152	79	37	137	100

Document the methodologies used to establish the **current** count data. (Max of 200 Words)

Words Remaining:

Manual counts were taken on Tuesday, April 5, 2016 and Wednesday, April 13, 2016 by the County's RMA PW - Traffic Section. The counts were conducted during twelve-hour periods from 6AM to 6PM to capture bicycle and pedestrian activities associated with locals, commuters, and tourists. Other factors taken into consideration were access to area employment centers, school facilities (university), bus stops, recreational locations, and the community.

A. Describe the specific active transportation need that the proposed project/plan/program will address. (0-15 points)
 (Max of 500 Words)

Words Remaining:

The project will address the safety and mobility of non-motorized users, enhance public health, ensure that disadvantaged communities benefit from this program, and increase biking and walking trips.

B. Describe how the proposed project/plan/program will address the active transportation need: (0-20 points)

1. Close a gap?

Yes No

2. Creation of new routes?

Yes No

New route = Construction of a new facility that did not previously exist for non-motorized users that provides a course or way to get from one place to another.

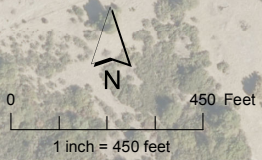
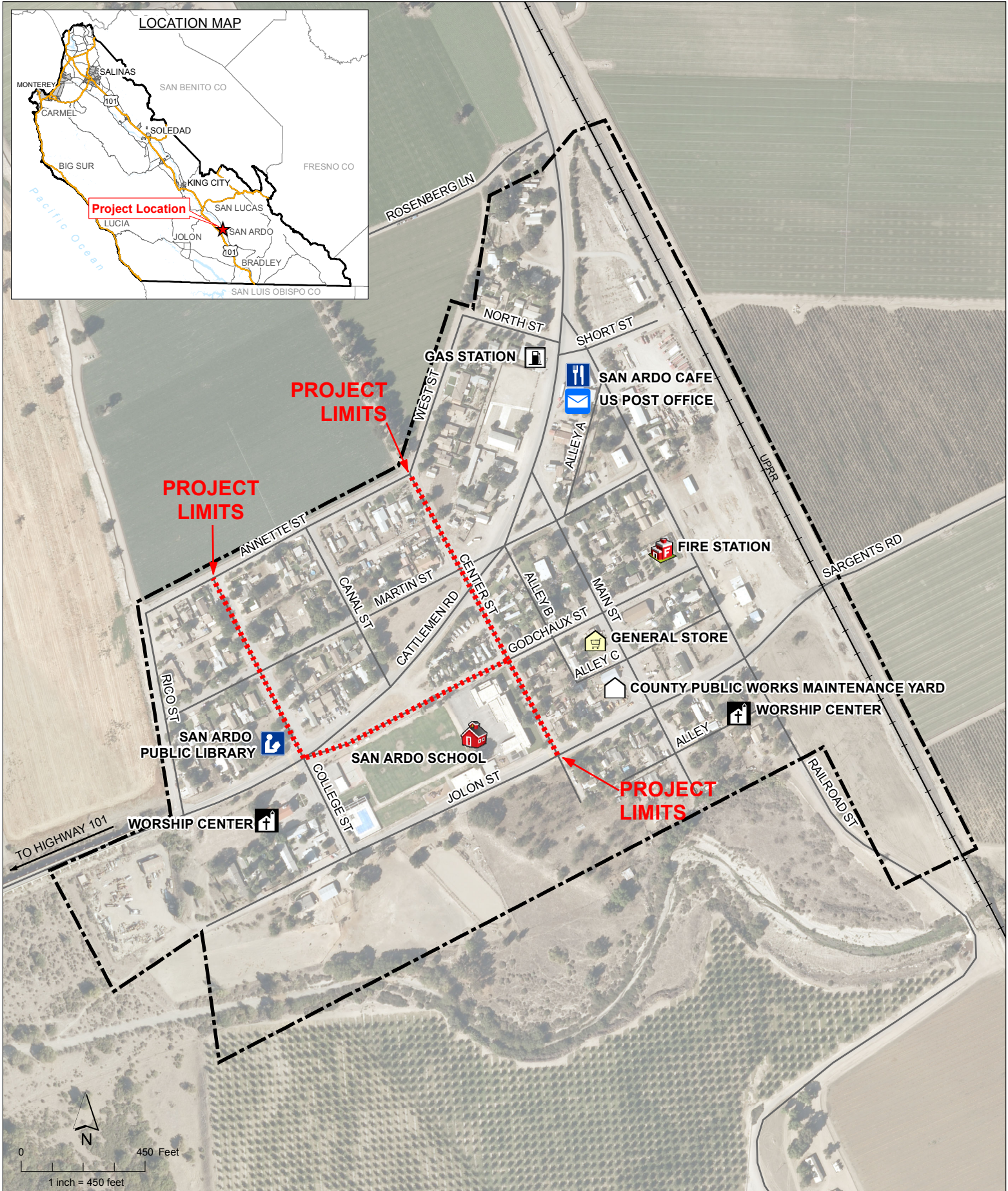
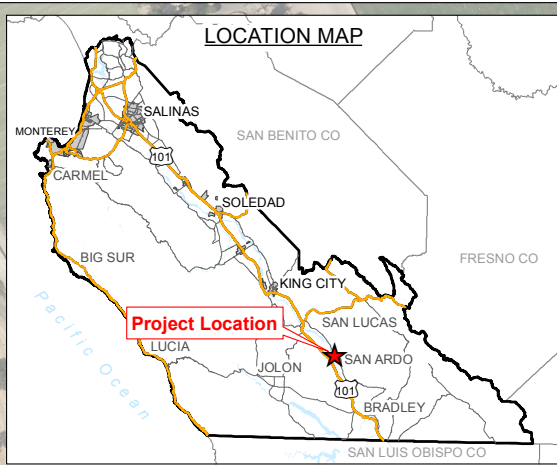
a. Must provide a map of the new route location.

San Ardo and San Lucas-projects & geo disadvantaged & access points.pdf

b. Describe the existing route(s) that currently connect the affected transportation related and community identified destinations and why the route(s) are not adequate. (Max of 100 Words)

Words Remaining:

Currently there are no sidewalks in the communities. The only alternative for bicycle and pedestrian traffic in this area, at this time, is along the streets' unpaved shoulders to go to destinations within the communities. The existing route is not adequate because it does not provide a separation between vehicle, bike and pedestrian travel way. Once completed the proposed project will provide a separation and promote walking and biking.



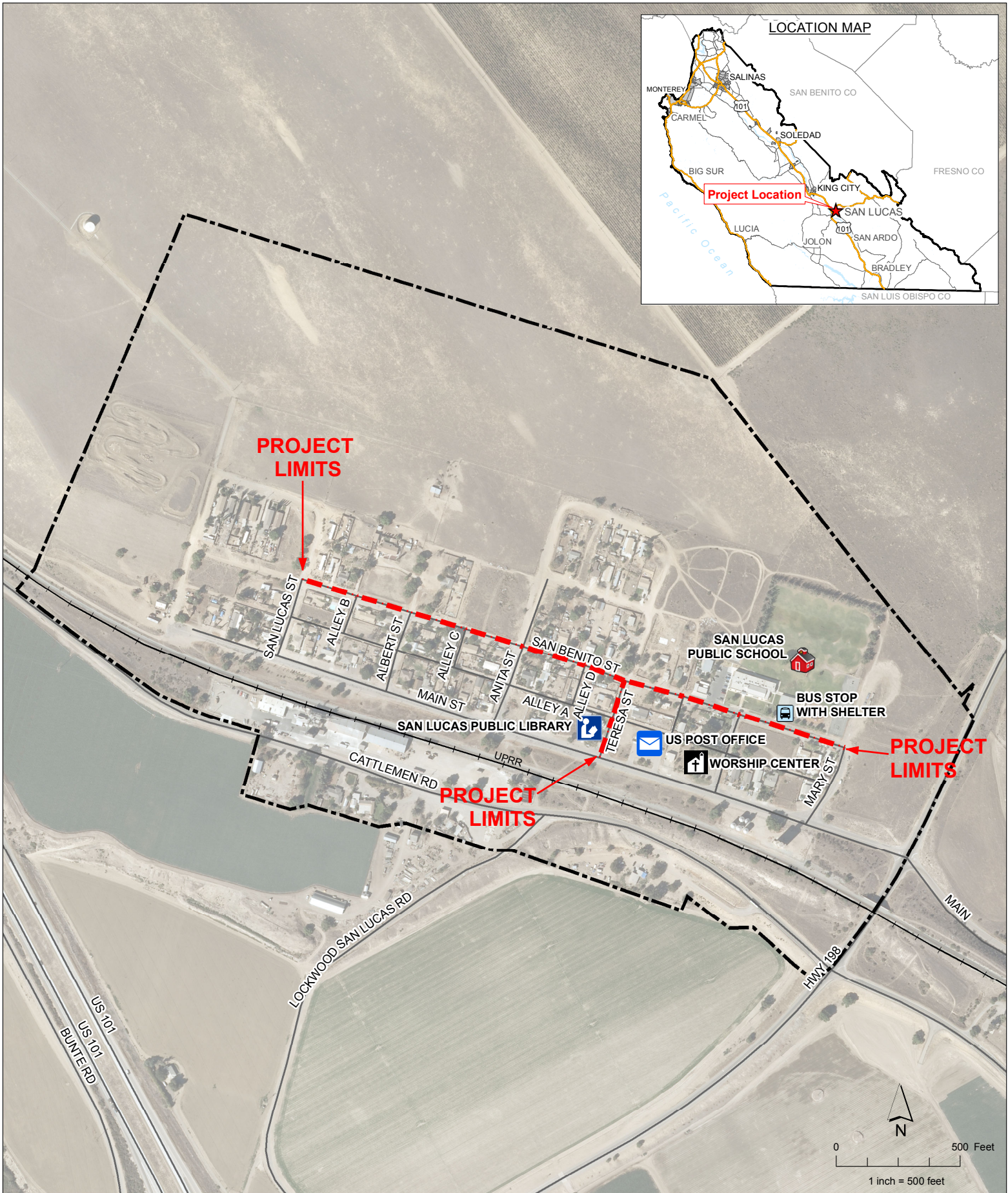
ATTACHMENT C1
LOCATION MAP

SAN ARDO PEDESTRIAN IMPROVEMENT PROJECT,
 AT SAN ARDO COMMUNITY, UNINCORPORATED MONTEREY COUNTY, CA

Legend

- Proposed San Ardo Pedestrian Improvement
- San Ardo Rural Center





ATTACHMENT C2
LOCATION MAP

SAN LUCAS PEDESTRIAN IMPROVEMENT PROJECT,
 AT SAN LUCAS COMMUNITY, UNINCORPORATED MONTEREY COUNTY, CA

Legend

- - - Proposed San Lucas Pedestrian Improvement
- San Lucas Rural Center



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- c. Describe how the project links or connects, or encourages use of existing routes to transportation-related and community identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community identified destinations. Specific destination must be identified. (Max of 100 Words)

Words Remaining: **43**

The only alternative for bicycle and pedestrian traffic in this area, at this time, is along the streets' shoulders to go to destinations within the communities. The project would use existing routes and would encourage travel to: schools, park (school's yard is used as public park), bus stop, church, library, employment centers, and residential areas destinations.

3. **Removal of barrier to mobility?** Yes No
 4. **Other improvements to routes?** Yes No

- a. Must provide a map of the new improvement location.

San Ardo and San Lucas-projects & geo disadvantaged & access points.pdf

- b. Explain the improvement. (Max of 100 Words) Words Remaining: **74**

The project creates operational and physical improvements that will be constructed to current standards. These operational and physical improvements will reduce conflicts between vehicles and pedestrians.

- c. Describe how the project links or connects, or encourages use of existing routes to transportation-related and community identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community identified destinations. Specific destination must be identified. (Max of 100 Words)

Words Remaining: **52**

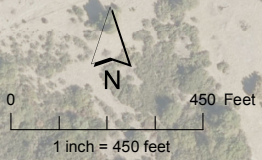
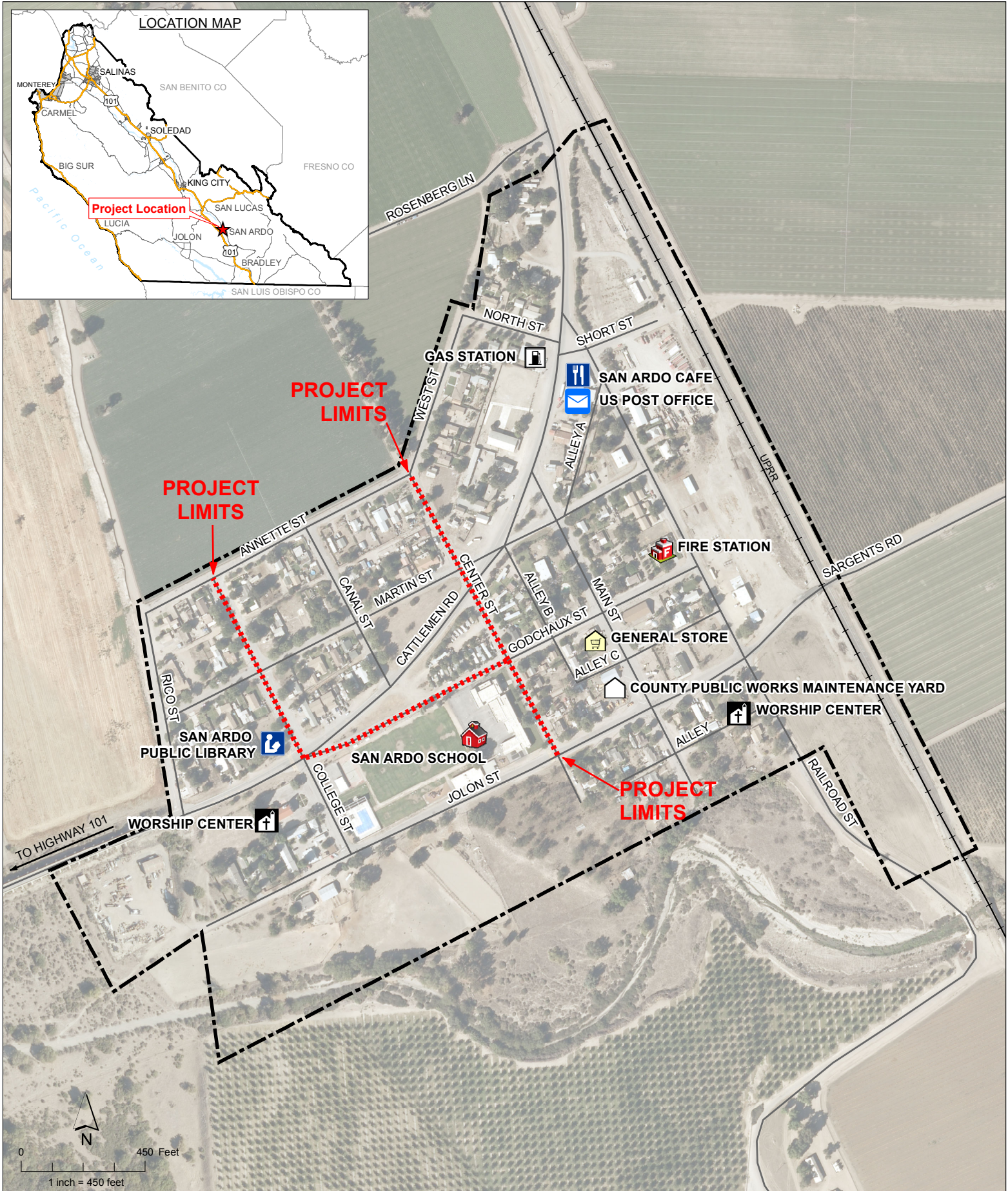
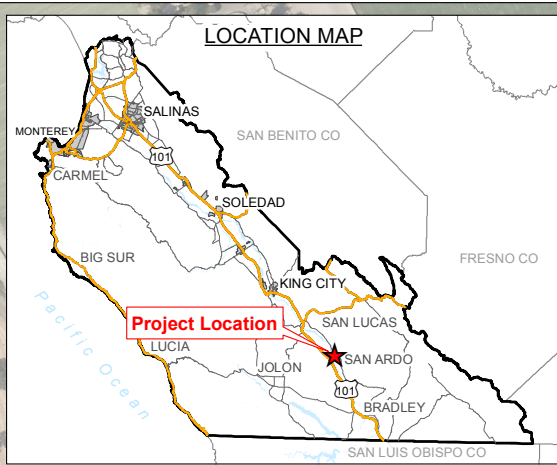
Once the project is completed it will connect to homes to schools in the disadvantaged communities of San Ardo and San Lucas. The project will provide new and enhanced access to schools, employment centers, church, libraries, and bus stops.

5. **Plan for increasing biking and walking in the community?** Yes No
 6. **Encourages and/or educates with the goal of increasing walking or biking in the community?** Yes No

- a. Describe how the program encourages walking or biking to transportation-related and community identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community identified destinations. (Max of 100 Words)

Words Remaining: **52**

The project will include a signage, delineation between vehicles and pedestrians, and providing a safer access to employment centers, transit facilities, and schools. Connects the school to residential neighborhood. Connects to community library. Provides crossings with beacons at Cattlemen Rd. Connects north and south sides of the road.



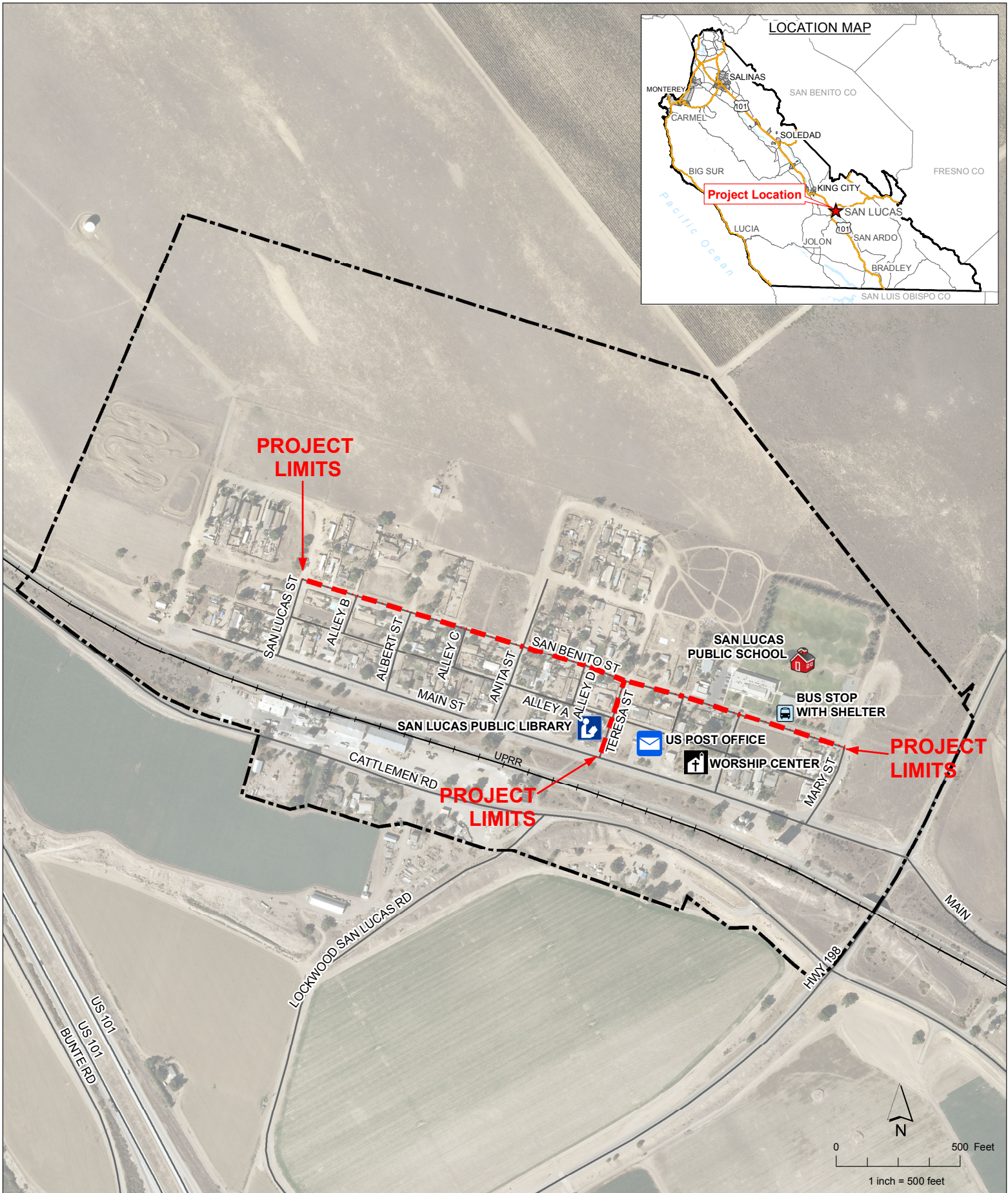
ATTACHMENT C1
LOCATION MAP

SAN ARDO PEDESTRIAN IMPROVEMENT PROJECT,
 AT SAN ARDO COMMUNITY, UNINCORPORATED MONTEREY COUNTY, CA

Legend

- Proposed San Ardo Pedestrian Improvement
- San Ardo Rural Center





ATTACHMENT C2
LOCATION MAP

SAN LUCAS PEDESTRIAN IMPROVEMENT PROJECT,
 AT SAN LUCAS COMMUNITY, UNINCORPORATED MONTEREY COUNTY, CA

Legend

- - - Proposed San Lucas Pedestrian Improvement
- San Lucas Rural Center





Part B: Narrative Questions

Detailed Instructions for Question #3

QUESTION #3

POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OR THE RISK OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-25 POINTS)

A. Describe the plan/program influence area or project location's history of collisions resulting in fatalities and injuries to non-motorized users and the source(s) of data used (e.g. collision reports, community observation, surveys, audits). (10 points max)

- The following reported crashes must have all occurred within the project's influence area within the last 5 years (only crashes that the project has a chance to mitigate):

# of Crashes	Pedestrian	Bicycle	Total
Fatalities	0	0	0
Injuries	0	0	0
Total	0	0	0

- Applicant can provide bicycle and pedestrian (only) crash rates in addition to the information required above. (Max of 200 Words)

Words Remaining: **198**

N/A

- Discuss specific accident data. (Max of 200 Words)

Words Remaining: **198**

N/A

Attach a scaled-map which shows that all documented bicycle and pedestrian collisions/incidents (only) are within the area of influence of the proposed plan, program, or project safety improvements. This data and map should demonstrate how the data illustrates a non-motorized (not vehicular) safety issue.

Not Available or Not Applicable.pdf

- Attach a SWITRS or equivalent (i.e. UC Berkeley's TIMS tool) listing of all bicycle and pedestrian crashes (only) shown in the map above and in this application.

Not Available or Not Applicable.pdf

*Applications that do not have the crash data above OR that prefer to provide additional crash data and/or safety data in a different format can provide this data below. The corresponding methodology used must also be included. Input Data and methodologies here and/or include them via a separate attachment in the field below. (Max of 200 Words)

Words Remaining: **161**

Crash data from SWITRS for all of Monterey County was used from January 1, 2011 through December 31, 2015. There was only one (1) vehicle collision between January 1, 2013 through December 31, 2013 within the San Lucas community.



B. Safety Countermeasures (15 points max)

Describe how the project/program/plan will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities (only); Countermeasures must directly address the underlying factors that are contributing to the occurrence of pedestrian and/or bicyclist collisions.

1. **Reduces speed or volume of motor vehicles in the proximity of non-motorized users?** Yes No

2. **Improves sight distance and visibility between motorized and non-motorized users?** Yes No

a. Current sight distance and/or visibility issue: (Max of 100 Words) Words Remaining: **36**

Currently, commuters and recreational bicyclists and pedestrians ride and walk on roads. While there are shoulders on the road it is not designated as a class II facility and bikes and pedestrians are expected to share the road with motor vehicle traffic. The traffic volumes, speeds, and geometrics along the project's roads create a dangerous situation by not safely accommodating bicyclists and pedestrians.

b. Anticipated sight distance and/or visibility issue resolution: (Max of 100 Words) Words Remaining:

Speed and/or volume will not change on roads due to the project providing a separate continuous, convenient, and safe facility for bicycle and pedestrian traffic.

3. **Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users?** Yes No

a. Current conflict point description: (Max of 100 Words) Words Remaining: **36**

Currently, commuters and recreational bicyclists and pedestrians ride and walk on roads. While there are shoulders on the road it is not designated as a class II facility and bikes and pedestrians are expected to share the road with motor vehicle traffic. The traffic volumes, speeds, and geometrics along the project's roads create a dangerous situation by not safely accommodating bicyclists and pedestrians.

b. Improvement that addresses conflict point: (Max of 100 Words) Words Remaining:

By creating these improvements and providing non-motorized users an alternative to roads, potential conflicts at roads will be eliminated and any new intersections that are created with the path will have significantly lower approach speeds.

4. **Improves compliance with local traffic laws for both motorized and non-motorized users?** Yes No

5. **Addresses inadequate vehicular traffic control devices?** Yes No

6. **Addresses inadequate or unsafe bicycle facilities, trails, crosswalks and/or sidewalks?** Yes No

a. List bicycle facilities, trails, crosswalks and/or sidewalks that are inadequate: (Max of 100 Words) Words Remaining: **95**

Facilities do not currently exist.

b. How are they inadequate? (Max of 100 Words) Words Remaining: **85**

The existing facilities are inadequate because it leaves students to walk on a dirt shoulder.

c. How does the project address the inadequacies? (Max of 100 Words) Words Remaining: **85**

Th project will add curb, gutter & sidewalk creating a safe separated path for school traffic.

7. **Eliminates or reduces behaviors that lead to collisions involving non-motorized users?** Yes No

a. List of behaviors: (Max of 100 Words) Words Remaining: **94**

Walking in the automobile travel ways.

b. How will the project will eliminate or reduce these behaviors? (Max of 100 Words) Words Remaining: **91**

By adding an alternate path for students to use.

ATP CYCLE 3 APPLICATION FORM

DLA-001 (NEW 4/2016)
v1.2



Attach a map to show how these hazards relate to the crashes documented in sub-questions "A". The map from sub-question "A" can be used or a new map can be created.

Not Available or Not Applicable.pdf

Plans

Describe how the plan will identify and plan to address hazards identified in the plan area, including the potential for mitigating safety hazards as a prioritization criterion, and/or including countermeasures that address safety hazards. (Max of 200 Words)

Words Remaining:

Non-Infrastructure

Describe how the program educates bicyclists, pedestrians, and/or drivers about safety hazards for pedestrians and bicyclists. Describe how the program encourages this safe behavior. If available, include documentation of effectiveness of similar programs in encouraging safe behavior. (Max of 200 Words)

Words Remaining:

N/A

Include, if applicable, a map identifying safety hazards and/or photos of safety hazards. Programs should address safety hazards that have been identified through police reports, collision history, field observations, and/or other verifiable source.



Part B: Narrative Questions

Detailed Instructions for Question #4

QUESTION #4**PUBLIC PARTICIPATION and PLANNING (0-10 POINTS)**

Describe the community based public participation process that culminated in the project/program proposal or will be utilized as part of the development of a plan.

- A. What is/was the process of defining future policies, goals, investments and designs to prepare for future needs of users of this project? How did the applicant analyze the wide range of alternatives and impacts on the transportation system to influence beneficial outcomes? (3 points max) (Max of 200 words)**

Words Remaining: **17**

Future needs of users will be identified through the various engagement efforts that the programming aspect of this project will bring about for the communities of San Lucas and San Ardo. Programming will be conducted in partnership with the Monterey County Health Department (MCHD) through their enLACE program (a Leadership and Civic Engagement Academy), the Health in All Policies Initiative (HiAP), along with Safe Routes to Schools programming. This multi-faceted approach will help educate and engage community residents so that they are prepared to participate in walking and biking efforts along with local policy and decision making. Residents will not only be a part of the identification process of barriers to active transport, but through their advocacy and support for infrastructure improvements and walking and biking, they will be part of the solution to some of the issues their communities face.

The project is a collaborate effort between public agencies, and the public to construct a pedestrian improvements that would take students from home to school and service centers was developed to articulate this vision and provide documentation for the proposed project.

- B. Who: Describe who was/will be engaged in the identification and development of this project/program/plan (for plans: who will be engaged) and how they were/will be engaged. Describe and provide documentation of the type, extent, and duration of outreach and engagement conducted to relevant stakeholders. (3 points max) (Max of 200 words)**

Words Remaining: **10**

Residents of all ages were involved in the identification of this project. They lifted up transportation and safety as main concerns during a recent community assessment that took place from 2014 - 2015, conducted by the local United Way, which captured responses from 7,100 individuals across the county. Priorities that surfaced included: community's desire to strengthen neighborhood ties, along with the need to upkeep natural and built environments, particularly designing and caring for them in a way that supports healthy living. Additionally, residents (both youth and adult) continued to echo desires for more programming and support around active transportation during surveys conducted in the community of San Lucas in May of 2016. Through this survey we heard from over 30 people that continued to identify traffic safety concerns, a desire for infrastructural improvements, and bike and pedestrian programming and education as critical needs for their community. They felt that programming along with additional eyes on the streets and the creation of transportation networks would help them feel more comfortable allowing their children to walk and bike more regularly.

www.impactmontereycounty.org

Copies of the surveys from San Lucas. (Attached)

- C. What: Describe the feedback received during the stakeholder engagement process and describe how the public participation and planning process has improved the project's overall effectiveness at meeting the purpose and goals of the ATP. (3 points max) (Max of 200 words)**

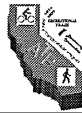
Words Remaining: **17**

The public participation process, to date, clearly demonstrates a fairly unified public desire for safer walking and biking, and for programming and infrastructure that supports these options. This project will not only allow us to make some much needed improvements in these disadvantaged communities, but we will also be able to bring in programming to maximize the infrastructure's usage. As a result of the engagement conducted so far, the communities are ready to engage in active transportation programming and promotion as well as in the policy and advocacy aspects needed for long term sustainability. There is an excitement around how the Safe Routes to Schools program, the HiAP efforts, and enLACE will help engage and educate their communities around bike and pedestrian safety and policy development. The community engagement conducted, for this grant, has already enhanced the work of the overall project because now community residents are ready to engage, they understand what the plan is and how the project will benefit their overall health outcomes, resulting in a reduction on local obesity rates that are currently higher than the state average.

ATP CYCLE 3 APPLICATION FORM

DLA-001 (NEW 4/2016)

v1.2



D. Describe how stakeholders will continue to be engaged in the implementation of the project/program/plan.
(1 point max) (Max of 200 words)

Words Remaining: **14**

Stakeholders will continue to be engaged throughout the implementation of the project by being part of all of the program components mentioned above. For example, community residents will be part of the education, awareness and encouragement campaigns of the Safe Routes to Schools work. They will participate in the enLACE program in which they will learn how to get civically engaged and will be supported, by MCHD staff, to take on small community projects related to physical activity and active transport. They will also help lead safety promotion and awareness campaigns in their communities and will help encourage others to engage in various modes of active transport. In addition, policy work will be introduced to them through HiAP, encouraging them to participate in local policy development around active transportation. We also plan to get their input and feedback on the infrastructure projects before the construction phase takes place and then again after completion to evaluate use and effectiveness. Additional community meetings will be held, if necessary, and announcements of the Project's progress will be posted on the County's website to keep the community informed.



Part B: Narrative Questions

Detailed Instructions for Question #5

QUESTION #5

IMPROVED PUBLIC HEALTH (0-10 POINTS)

- **NOTE: Applicants applying for the disadvantaged community set aside must respond to the below questions with health data specific to the disadvantaged communities. All applicants must cite information specific to project location and targeted users. Failure to do so will result in lost points.**

- A. Describe the health status of the targeted users of the project/program/plan. Describe how you considered health benefits when developing this project or program (for plans: how will you consider health throughout the plan). (5 points max) (Max of 200 words)**

Words Remaining: **1**

San Ardo and San Lucas are located in the disadvantaged rural areas of South County and experience significant socioeconomic and health inequities. In 2014, 21-25% of the two town's combined population was below the poverty line, compared to 10% in the City of Monterey. The obesity rate for South County was 31% and 30% were in fair to poor health compared to 26% and 19% for California. However, 30% of adults walked for transportation or leisure 150 minutes or more in the prior week (CHIS 2014). Notably the nearest gym or exercise facility is over a half hour drive away. The 2014-2015 community assessment found that obesity and the lack of exercise were two top health problems of concern for South County residents. One of the top things residents in South County indicated was that they needed help to exercise regularly was having safe neighborhoods to live work and play in along with specifically bike lanes, traffic controls, exercise paths, and dog parks. They also listed access to better local transportation options as a top concern. Thus, improved bikeability/walkability was considered when developing this project in order to support improved community built environment health benefits.

- B. Describe how you expect your project/proposal/plan to promote healthy communities and provide outreach to the targeted users. (5 points max) (Max of 200 words)**

Words Remaining: **34**

Monterey County Public Works is working with the MCHD to get community input and encourage use of newly developed infrastructure by targeted users in order to reduce health inequities in this community through the multi-pronged community engagement approach described above. Through enLACE, MCHD, will continue to conduct outreach to the targeted users. In addition, MCHD is also supporting South County community action teams for the early childhood development initiative, and participating in a County cradle-to-career initiative. These programs and initiatives include outreach and engagement for these projects, developing a cadre of community members that are informed and active in community improvement, supporting the development of small grassroots active community projects, and extensive development of supporting non-infrastructure Safe Routes to Schools programs in San Ardo and San Lucas to reduce crash rates. Engaged community members will be connected to active transportation efforts and community planning to encourage healthier community development approaches as part of the Health Department's Health in All Policies Council.



Part B: Narrative Questions

Detailed Instructions for Question #6

QUESTION #6

COST EFFECTIVENESS (0-5 POINTS)

A project's cost effectiveness is considered to be the relative costs of the project in comparison to the project's benefits as defined by the purpose and goals of the ATP. This includes the consideration of the safety and mobility benefit in relation to both the total project cost and the funds provided.

Explain why the project is considered to have the highest Benefit to Cost Ratio (B/C) with respect to the ATP purpose and goals of "increased use of active modes of transportation". (5 points max.) (Max of 200 words)

Words Remaining: **62**

The only alternative for bicycle and pedestrian traffic in this area is along the shoulders of roads. The project will create a physical separation between the roadway and bike and pedestrian traffic thus reducing the potential for serious bicycle and pedestrian injuries or fatalities. In addition, the project will promote walking and biking.

Using TIMS to calculate the Benefit/Cost we having the following:

Roadway Countermeasure R37 "Pedestrian and Bike Install Sidewalk/Pathway (to avoid walking along roadway)"

The total benefit of the project was calculated looking at Collision Reduction Factor (CRF) 80, see below, for bicyclist and pedestrians to travel along roads.

For the collision measure with identified CRF, the following depicts the CRF and its anticipated Project life.

R37 - Install Sidewalk/pathway (to avoid walking along roadway)

Affects Crash Type - Peds & Bike

B/C = 0.00



Part B: Narrative Questions

Detailed Instructions for Question #7

QUESTION #7
LEVERAGING OF NON-ATP FUNDS (0-5 POINTS)

A. The application funding plan will show all federal, state and local funding for the project: (5 points max.)

Based on the project funding information provided earlier in the application, the following Leveraging and Matching amounts are designated for this project. Applicants must review and verify these values meet the following criteria:

Leveraging Funds

Non-ATP funds; either already expended by the applicant or funds to be programmed for use on elements within the requested ATP project. This non-ATP funding can only be considered "Leveraging" funding if it goes towards ATP eligible costs.

Matching Funds

The portion of the Leveraging funding that can be used as the local match if Federal ATP funding is programmed. These must be non-federal funds not yet expended and provided by the applicant in a specific project phase.

If these numbers do not match this criteria and/or the applicant's expectations, the numbers inputted earlier need to be revised.

Funding in \$1,000s

PA&ED Phase Project Delivery Costs:

Leveraging Funding:
 Match Funding:

Designate the Funding Type: _____
 Designate the Funding Type: _____

PS&E Phase Project Delivery Costs:

Leveraging Funding:
 Match Funding:

Designate the Funding Type: _____
 Designate the Funding Type: _____

Right of Way Phase Project Delivery Costs:

Leveraging Funding:
 Match Funding:

Designate the Funding Type: _____
 Designate the Funding Type: _____

Construction Phase Project Delivery Costs:

Leveraging Funding:
 Match Funding:

Designate the Funding Type: _____
 Designate the Funding Type: _____

NON-INFRASTRUCTURE (NI) AND "PLAN" PROJECTS:

Leveraging Funding:
 Match Funding:

Designate the Funding Type: _____
 Designate the Funding Type: _____

OVERALL TOTALS FOR PROJECT/APPLICATION:

Total Project Costs:
 Leveraging Funding:
 Match Funding:

% of Total Project Cost:
 % of Total Project Cost:

Total Points received for "leveraging funding": (Auto-calculated) _____

Optional: If desired, clarifications can be added to explain the leveraging funding and its intended use on the ATP project.
 (Max of 100 Words)

Words Remaining:



Part B: Narrative Questions

Detailed Instructions for Question #8

QUESTION #8

USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS (0 or -5 POINTS)

- Applicant has not coordinated with both corps, or Tribal Corps (if applicable) (-5 points)
- Applicant contacted the corps; but does not intend to partner with any corps (-5 points)

Step 1: The applicant must submit the following information via email concurrently to both the CCC AND certified community conservation corps at least 5 days prior to application submittal to Caltrans. The CCC and certified community conservation corps will respond within five (5) business days from receipt of the information.

- Project Title
- Project Description
- Detailed Estimate
- Project Schedule
- Project Map
- Preliminary Plan

Click on the following links for the California Conservation Corps and community conservation corps Representative ATP contact information:

<http://calocalcorps.org/active-transportation-program/>
<http://www.ccc.ca.gov/work/programs/ATP/Pages/ATP%20home.aspx>

The applicant must also attach any email correspondence from the CCC and certified community conservation corps or Tribal corps (if applicable) to the application verifying communication/participation. Failure to attach their email responses will result in a loss of 5 points.

Attach submittal email, response email and any attachment(s) from the CCC:

CCC letter.pdf

Attach submittal email, response email and any attachment(s) from the certified community conservation corps:

ATP letter.pdf

Attach submittal email, response email and any attachment(s) from the Tribal corps (If applicable):

Step 2: The applicant has coordinated with the CCC AND with the certified community conservation corps, or the Tribal corps and determined the following: (check appropriate box)

- Applicant intends to utilize the CCC, certified community conservation corps, or the Tribal corps on the following items listed below. (0 points) (Max of 50 Words)
- No corps can participate in the project. (0 points)
- At the time that the application was submitted, the applicant had not received a response from the following corps: (0 points)
 - the CCC
 - the community conservation corps
 - the Tribal corps (if applicable)

Martinez, Raul R. x4628

From: Wallace, Melanie@CCC <Melanie.Wallace@ccc.ca.gov>
Sent: Wednesday, June 08, 2016 4:40 PM
To: Martinez, Raul R. x4628
Subject: FW: ATP Grant Application Submittal for San Ardo and San Lucas Schools Pedestrian Improvement Project

Hi Raul,

Sorry for the delay. The CCC is not able to assist on this project. Please include a copy of this email with your applications.

Thank you,

Melanie Wallace
Chief Deputy Analyst
California Conservation Corps
1719 24th Street
Sacramento, CA 95816
O (916)341-3153
M (916)508-1167
F (877)315-5085
melanie.wallace@ccc.ca.gov

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From: Martinez, Raul R. x4628 [<mailto:MartinezRR@co.monterey.ca.us>]
Sent: Thursday, May 26, 2016 4:58 PM
To: ATP@CCC <ATP@CCC.CA.GOV>
Subject: RE: ATP Grant Application Submittal for San Ardo and San Lucas Schools Pedestrian Improvement Project

Hi Melanie,

It was nice talking with you. As follow-up to our conversation related to the Dropbox file, I have attached the PDF with the Project's title, description, and schedule.

Please let me know if this would suffix your requirements.

Thank you.

Raul

From: Martinez, Raul R. x4628
Sent: Thursday, May 26, 2016 3:29 PM
To: 'ATP@CCC.CA.GOV'; 'inquiry[at]atpcommunitycorps.org'
Subject: ATP Grant Application Submittal for San Ardo and San Lucas Schools Pedestrian Improvement Project

Dear California Conservation Corps and California Association of Local Conservation Corps representatives,

The County of Monterey is submitting an Active Transportation Program grant application for the San Ardo and San Lucas Schools Pedestrian Improvement Project. As required, attached are:

- Project Title.
- Project Description.
- Detailed Estimate.
- Project Schedule.
- Project Map.
- Preliminary Map.

If you have any question please let me know.

Thank you.

Raul

Raul Martinez

Assistant Engineer

Traffic Section

Department of Public Works

County of Monterey

168 W. Alisal Street, 2nd Floor

Salinas, CA 93901

Direct: (831) 755-4628

Fax: (831) 755-4958

www.co.monterey/publicworks/

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Martinez, Raul R. x4628

From: Active Transportation Program <inquiry@atpcommunitycorps.org>
Sent: Monday, June 06, 2016 11:19 AM
To: Martinez, Raul R. x4628
Subject: Re: ATP Grant Application Submittal for San Ardo and San Lucas Schools Pedestrian Improvement Project

Hello Raul,

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

Thank you,
Dominique

On Fri, May 27, 2016 at 1:17 PM, Martinez, Raul R. x4628 <MartinezRR@co.monterey.ca.us> wrote:

Hi Donnie,

Thank you for your call. As follow-up to your voicemail, I am forwarding this PDF with the Project's title, description, and schedule.

Please let me know if this would suffix your requirements.

Thank you.

Raul

From: Martinez, Raul R. x4628
Sent: Thursday, May 26, 2016 3:29 PM
To: 'ATP@CCC.CA.GOV'; 'inquiry@atpcommunitycorps.org'
Subject: ATP Grant Application Submittal for San Ardo and San Lucas Schools Pedestrian Improvement Project

Dear California Conservation Corps and California Association of Local Conservation Corps representatives,

The County of Monterey is submitting an Active Transportation Program grant application for the San Ardo and San Lucas Schools Pedestrian Improvement Project. As required, attached are:

- Project Title.
- Project Description.
- Detailed Estimate.

- Project Schedule.
- Project Map.
- Preliminary Map.

If you have any question please let me know.

Thank you.

Raul

Raul Martinez
Assistant Engineer
Traffic Section

Department of Public Works

County of Monterey

168 W. Alisal Street, 2nd Floor
Salinas, CA 93901

Direct: [\(831\) 755-4628](tel:8317554628)

Fax: [\(831\) 755-4958](tel:8317554958)

www.co.monterey/publicworks/

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Dominique Lofton | Program Assistant
Environmental & Energy Consulting
1121 L Street, Suite 400
Sacramento, CA 95814
[916.426.9170](tel:916.426.9170) | inquiry@atpccommunitycorps.org



EEC
Environmental &
Energy Consulting



Part B: Narrative Questions
Detailed Instructions for Question #9

QUESTION #9

APPLICANT'S PERFORMANCE ON PAST ATP FUNDED PROJECTS (0 - 10 points)

For Caltrans use only.



Part C: Application Attachments

Applicants must ensure all data in this part of the application is fully consistent with the other parts of the application. See the Application Instructions and Guidance document for more information and requirements related to Part C.

List of Application Attachments

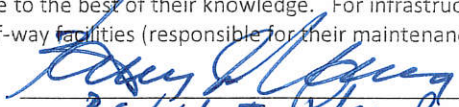
The following attachment names and order must be maintained for all applications. Depending on the Project Type (I, NI or Plans) some attachments will be intentionally left blank. All non-blank attachments must be identified in hard-copy applications using "tabs" with appropriate letter designations

Application Signature Page (Required for all applications)	Attachment A
Signature page.pdf	
Engineer's Checklist (Required for Infrastructure & Combo Projects)	Attachment B
Engineers Checklist.pdf	
Project Location Map (Required for all applications)	Attachment C
C1 & C2.pdf	
Project Map/Plans showing existing and proposed conditions (Required for all Infrastructure Projects; Optional for 'Non-Infrastructure' and 'Plan' Projects)	Attachment D
San Ardo and San Lucas-Preliminary Plans.pdf	
Photos of Existing Conditions (Required for all applications)	Attachment E
Photos.pdf	
Project Estimate (Required for all Infrastructure Projects)	Attachment F
EngrEstimate-(Attachment F)-6-8-16-San Ardo and San Lucas.xlsm	
Non-Infrastructure Work Plan (Form 22-R) (Required for all projects with Non-Infrastructure Elements)	Attachment G
Letters of Support (10 maximum) (Required or recommended for all projects as designated in the instructions) (All letters must be scanned into one document.)	Attachment H
Support Letters.pdf	
Exhibit 22-F State Funding	Attachment I
Additional Attachments (Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.) (All additional attachments must be scanned into one document.)	Attachment J
San Lucas Surveys (002).pdf	

Part C: Attachments Attachment A: Signature Page

IMPORTANT: Applications will not be accepted without all required signatures.

Implementing Agency: Chief Executive Officer, Public Works Director, or other officer authorized by the governing board
The undersigned affirms that their agency will be the "Implementing Agency" for the project if funded with ATP funds and they are the Chief Executive Officer, Public Works Director or other officer **authorized by their governing board with the authority to commit the agency's resources and funds.** They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge. For infrastructure projects, the undersigned affirms that they are the manager of the public right-of-way facilities (responsible for their maintenance and operation) or they have authority over this position.

Signature:		Date:	6/13/16
Name:	BENNY J. YOUNG	Phone:	(831) 755-1831
Title:	DIRECTOR OF PUBLIC WORKS	e-mail:	young@e.co.monterey.ca.us

For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board
(For use only when appropriate)

The undersigned affirms that their agency is committed to partner with the "Implementing Agency" and agrees to assume the responsibility for the ongoing operations and maintenance of the facility upon completion by the implementing agency and they intend to document such agreement per the CTC guidelines. The undersigned also affirms that they are the Chief Executive Officer or other officer authorized by their governing board with the authority to commit the agency's resources and funds. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge.

Signature:	<hr/>	Date:	<hr/>
Name:	<hr/>	Phone:	<hr/>
Title:	<hr/>	e-mail:	<hr/>

For projects with encroachments on the State right-of-way: Caltrans District Traffic Operations Office Approval*
(For use only when appropriate)

If the application's project proposes improvements within a freeway or state highway right-of-way, whether it affects the safety or operations of the facility or not, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support/acknowledgement from the traffic operations office be attached or the signature of the traffic manager be secured in the application. The Caltrans letter and/or signature does not imply approval of the project, but instead is only an acknowledgement that Caltrans District staff is aware of the proposed project; and upon initial review, the project appears to be reasonable and acceptable.

Is a letter of support/acknowledgement attached? If yes, no signature is required. If no, the following signature is required.

Signature:	<hr/>	Date:	<hr/>
Name:	<hr/>	Phone:	<hr/>
Title:	<hr/>	e-mail:	<hr/>

* Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at <http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm>

ATP Engineer's Checklist for Infrastructure Projects

Required for "Infrastructure" applications ONLY


This application checklist is to be used by the engineer in "responsible charge" of the preparation of this ATP application to ensure all of the primary elements of the application are included as necessary to meet the CTC's requirements for a PSR-Equivalent document (per CTC's ATP Guidelines and CTC's Adoption of PSR Guidelines - Resolution G-99-33) and to ensure the application is free of critical errors and omissions; allowing the application to be accurately ranked in the statewide and regional ATP selection processes.


Special Considerations for Engineers before they Sign and Stamp this document attesting to the accuracy of the application:


Chapter 7; Article 3; Section 6735 of the Professional Engineer's Act of the State of California requires engineering calculation(s) or report(s) be either prepared by or under the responsible charge of a licensed civil engineer. Since the corresponding ATP Infrastructure-application defines the scope of work of a future civil construction project and requires complex engineering principles and calculations which are based on the best data available at the time of the application, the application must be signed and stamped by a licensed civil engineer.


By signing and stamping this document, the engineer is attesting to this application's technical information and engineering data upon which local agency's recommendations, conclusions, and decisions are made. This action is governed by the Professional Engineer's Act and the corresponding Code of Professional Conduct, under Sections 6775 and 6735.

The following checklist is to be completed by the engineer in "responsible charge" of defining the project's Scope, Cost and Schedule per the expectations of the CTC's PSR Equivalent. The checklist is expected to be used during the preparation of the documents, but not initialed and stamped by the engineer until the final application and application attachments are complete and ready for submission to Caltrans.

1. **Vicinity map /Location map** Engineer's Initials: 
 - a. The project limits must be clearly depicted in relationship to the overall agency boundary

2. **Project layout-plan/map** showing existing and proposed conditions must: Engineer's Initials: 
 - a. Be to a scale which allows the visual verification of the overall project "construction" limits and limits of each primary element of the project. Scale must be shown on the plan/map
 - b. Show the full scope of the proposed project, including any non-participating construction items
 - c. Show all changes to existing motorized/non-motorized lane and shoulder widths. Label the proposed widths
 - d. Show agency's right of way (ROW) lines when permanent or temporary ROW impacts are possible. (As appropriate, also show Caltrans', Railroad, and all other government agencies ROW lines)

3. **Typical cross-section(s)** showing existing and proposed conditions. Engineer's Initials: 
(Include cross-section for each controlling configuration that varies significantly from the typical)
 - a. Show and dimension: changes in lane widths, ROW lines, side slopes, etc.

4. **Detailed Engineer's Estimate** Engineer's Initials: 
 - a. The Caltrans Project Estimate (Attachment F) must be filled out per the instructions and attached to the application, in the appropriate location.
 - b. Each of the main project elements are broken out into separate construction items. The costs for each item are based on calculated quantities and appropriate corresponding unit costs
 - c. All non-participating costs in relation to the ATP funding are clearly identified and accounted for separately from the eligible costs. The non-participating (or ineligible) costs must be consistent with Caltrans guidelines as shown in Local Assistance Program Guidelines chapter 22.6
 - d. All project elements the applicant intends to utilize the CCC, certified community conservation corps, or tribal corps on need to be clearly identified and accounted for
 - e. All project development costs to be funded by the ATP need to be accounted for in the total project cost

5. Crash/Safety Data, Collision maps and Countermeasures:

Engineer's Initials: RC

- a. Confirmation that crash data shown is depicted accurately, is shown to scale, and occurred within influence area of proposed improvements.

6. Project Schedule and Requested programming of ATP funding

Engineer's Initials: RC

- a. All applicants must anticipate receiving federal ATP funding for the project and therefore the project schedules and programming included in the application must account for all applicable federal requirements and timeframes.
- b. "Completed Dates" for project Milestone Dates shown in the application have been reviewed and verified
- c. "Expected Dates" for project Milestone Dates shown in the application account for all reasonable project timetables, including: Interagency MOUs, Caltrans agreements, CTC allocations, FHWA authorizations, federal environmental studies and approvals, federal right-of-way acquisitions, federal consultant selections, project permits, etc.
- d. The fiscal year and funding amounts shown in the PPR must be consistent with Implementing Agency's expected project milestone dates and available matching funds.

7. Warrant studies/guidance (Check if not applicable)

Engineer's Initials: _____

N/A

- a. For new Traffic Control Signals – an engineering study that includes analysis of Signal Warrants 1- 9 (CA MUTCD) must be submitted. For ATP funding, warrants 4, 5 or 7 should be met but the final decision to install a signal must be made by the engineer. The engineering study (and any additional documentation of the engineering judgment supporting the Traffic Control Signal, if needed) must include the name and license number of the responsible engineer and must be attached to the application in the "Additional Attachments" section.

8. Additional narration and documentation:

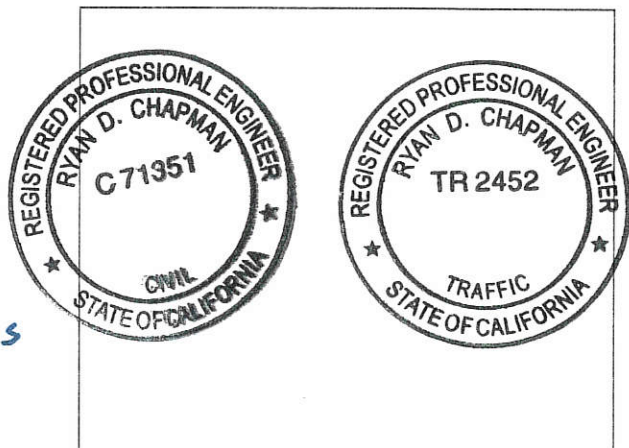
Engineer's Initials: RC

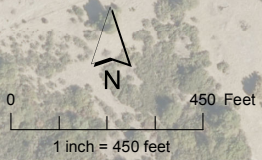
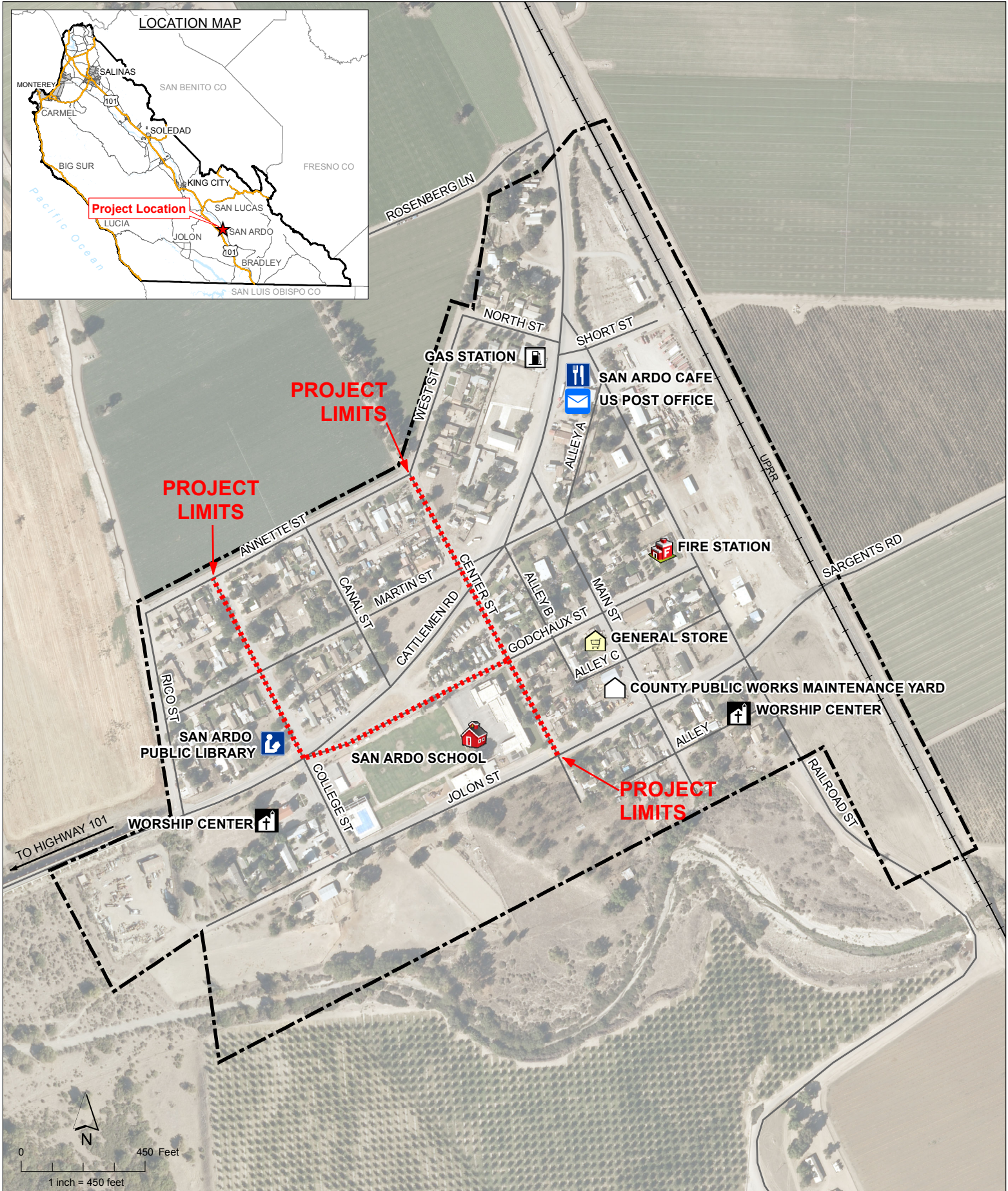
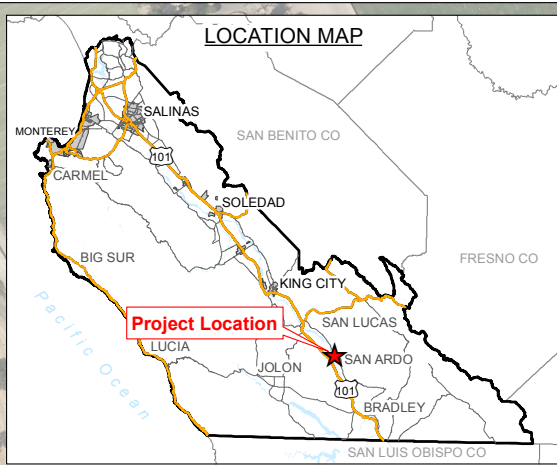
- a. The text in the "Narrative Questions" in the application is consistent with and supports the engineering logic and calculations used in the development of the plans/maps and estimate
- b. When needed to clarify non-standard ATP project elements (i.e. vehicular roadway widening necessary for the construction of the primary ATP elements); appropriate documentation is attached to the application to document the engineering decisions and calculations requiring the inclusion of these non-standard elements.

Licensed Engineer:

Name (Last, First): Chapman, Ryan
 Title: Traffic Engineer
 Engineer License Number: C71351, Tr 2452
 Signature: [Signature]
 Date: 6/8/16
 Email: chapmanr@co.monterey.ca.us
 Phone: (831) 796-3009

Engineer's Stamp:





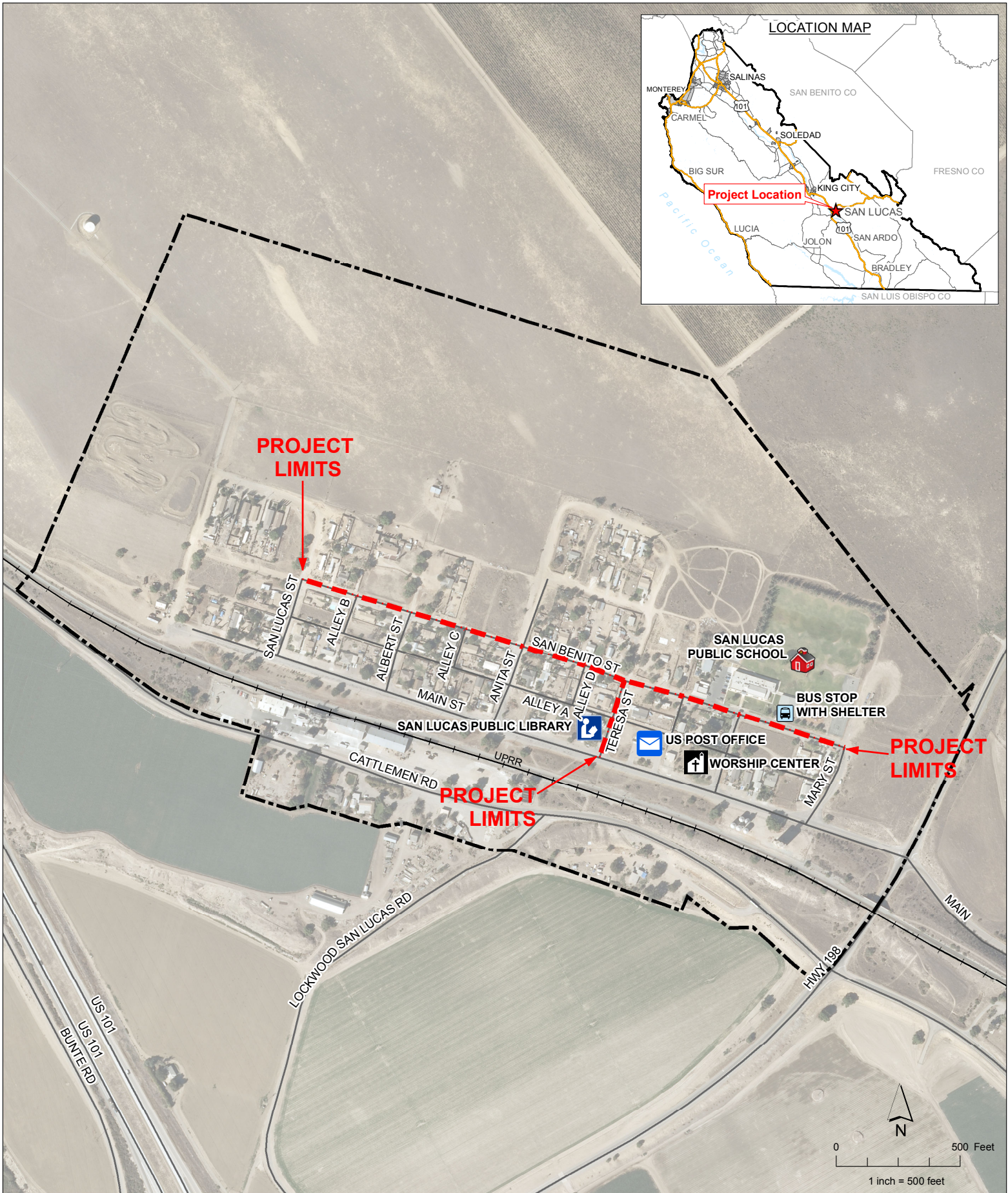
ATTACHMENT C1
LOCATION MAP

SAN ARDO PEDESTRIAN IMPROVEMENT PROJECT,
 AT SAN ARDO COMMUNITY, UNINCORPORATED MONTEREY COUNTY, CA

Legend

- Proposed San Ardo Pedestrian Improvement
- San Ardo Rural Center





ATTACHMENT C2
LOCATION MAP

SAN LUCAS PEDESTRIAN IMPROVEMENT PROJECT,
 AT SAN LUCAS COMMUNITY, UNINCORPORATED MONTEREY COUNTY, CA

Legend

- - - Proposed San Lucas Pedestrian Improvement
- San Lucas Rural Center



SHEET NUMBER	TOTAL SHEETS
1	2



SUBMITTED BY, RYAN CHAPMAN, P.E.
 PROJECT MANAGER
 DESIGN BY, BARNEY GUZMAN
 PROJECT ENGINEER
 DRAWN BY, THANT NYUNT
 SPECIFICATIONS WRITTEN BY
 APPROVAL RECOMMENDED BY, ENRIQUE M. SAAVEDRA, P.E.
 ACTING ASSISTANT DIRECTOR OF PUBLIC WORKS



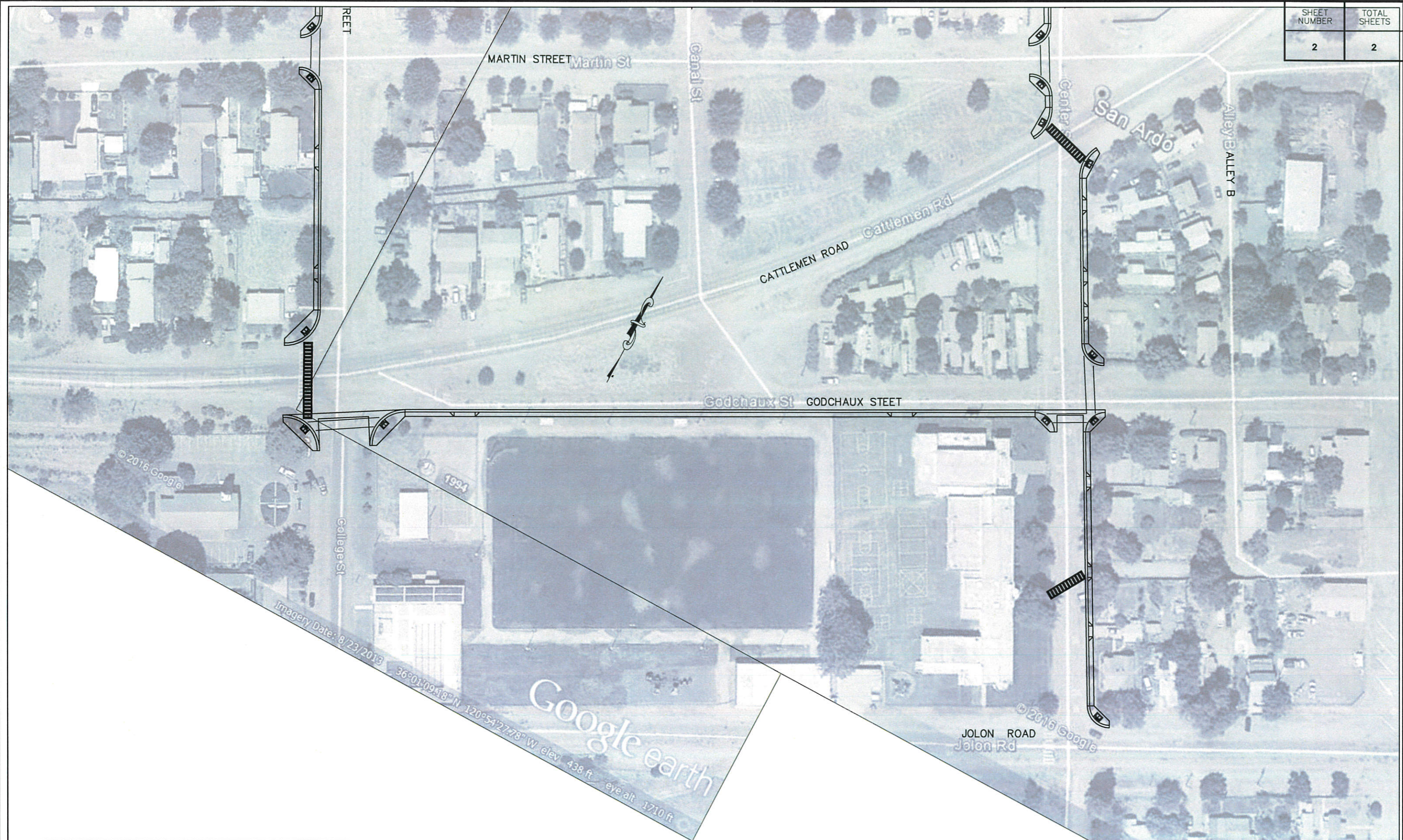
NO.	DATE	REVISION	APPROVED
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COUNTY OF MONTEREY
 RESOURCE MANAGEMENT AGENCY
 DEPARTMENT OF PUBLIC WORKS
 DESIGN SECTION
 168 WEST ALISAL STREET, 2nd FLOOR
 SALINAS, CALIFORNIA 93901
 (831)755-4800/FAX (831)755-4958

SAN ARDO SIDE WALK PROJECT
 PROJECT NO.
 LAYOUT PLAN
 DATE 5/5/16
 SCALE 1" = 200'
 RELATIVE BORDER SCALE: IN INCHES
 VIEW LAYOUT1
 SHEET L-1

SHEET NUMBER	TOTAL SHEETS
2	2



SUBMITTED BY, RYAN CHAPMAN, P.E. PROJECT MANAGER	
DESIGN BY, BARNEY GUZMAN PROJECT ENGINEER	CHKD BY.
DRAWN BY, THANT NYUNT	CHKD BY, B.G.
SPECIFICATIONS WRITTEN BY	CHKD BY.
APPROVAL RECOMMENDED BY, ENRIQUE M., SAAVEDRA, P.E. ACTING ASSISTANT DIRECTOR OF PUBLIC WORKS	



NO.	DATE	REVISION	APPROVED
▲			
▲			
▲			
▲			



COUNTY OF MONTEREY
RESOURCE MANAGEMENT AGENCY
DEPARTMENT OF PUBLIC WORKS
DESIGN SECTION
168 WEST ALISAL STREET, 2nd FLOOR
SALINAS, CALIFORNIA 93901
(831)755-4800/FAX (831)755-4958

SAN ARDO SIDE WALK PROJECT		
PROJECT NO.		
LAYOUT PLAN		
DATE 5/5/16	RELATIVE BORDER SCALE: IN INCHES 0 1 2 3	SHEET L-2
SCALE 1" = 200'	VIEW LAYOUT 2	

SHEET NUMBER	TOTAL SHEETS
1	3



SUBMITTED BY, RYAN CHAPMAN, P.E.
PROJECT MANAGER

DESIGN BY, BARNEY GUZMAN CHKD BY
PROJECT ENGINEER

DRAWN BY, THANT NYUNT CHKD BY .B.G.
SPECIFICATIONS WRITTEN BY CHKD BY

APPROVAL RECOMMENDED BY, ENRIQUE M., SAAVEDRA, P.E.
ACTING ASSISTANT DIRECTOR OF PUBLIC WORKS



NO.	DATE	REVISION	APPROVED
▲			
▲			
▲			
▲			



COUNTY OF MONTEREY
RESOURCE MANAGEMENT AGENCY
DEPARTMENT OF PUBLIC WORKS

DESIGN SECTION

168 WEST ALISAL STREET, 2nd FLOOR
SALINAS, CALIFORNIA 93901
(831)755-4800/FAX (831)755-4958

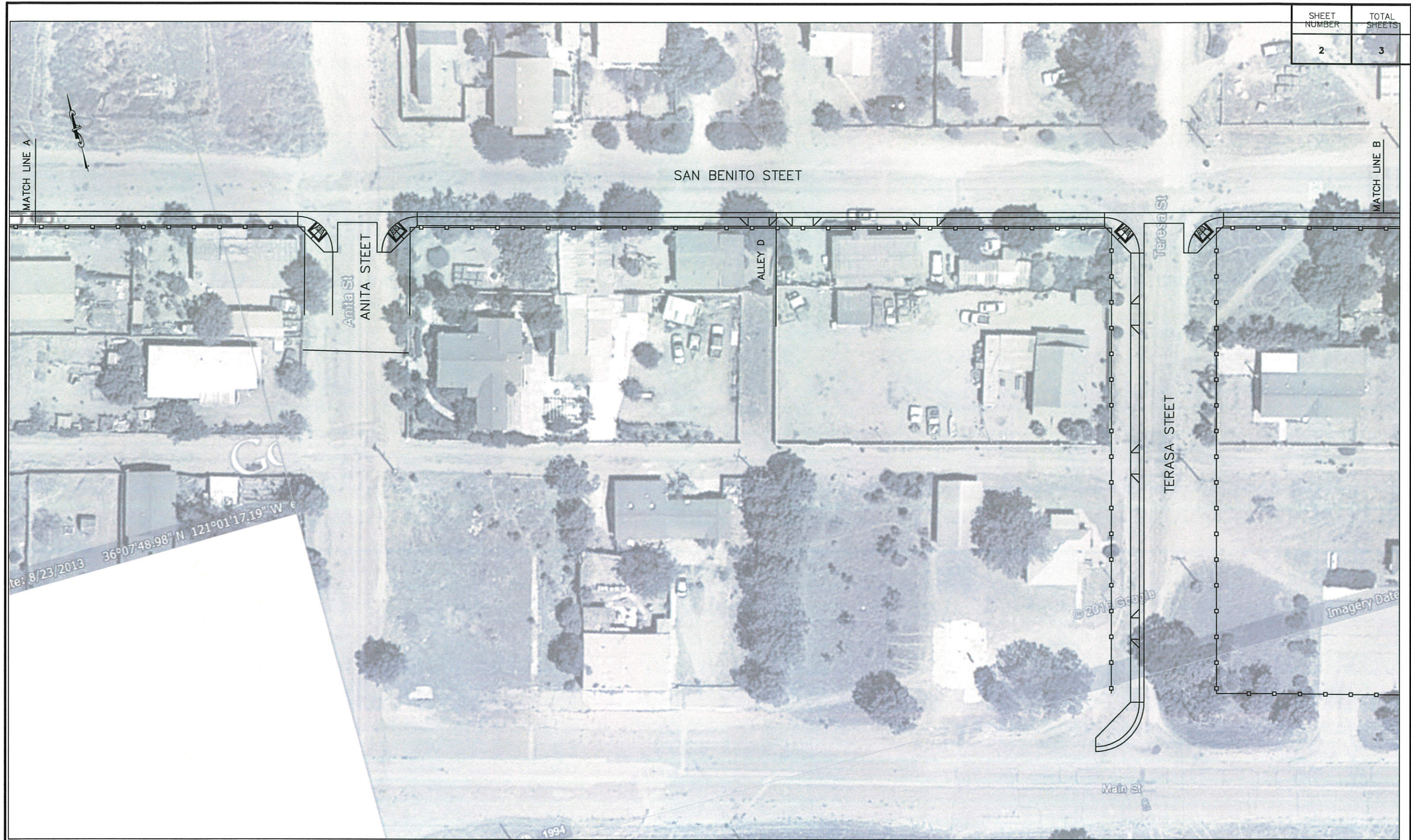
SAN LUCAS SIDE WALK PROJECT

PROJECT NO.

LAYOUT PLAN

DATE 5/3/16	RELATIVE BORDER SCALE: IN INCHES 0 1 2 3	SHEET L-1 60
SCALE 1" = 100'	VIEW LAYOUT A	

SHEET NUMBER	TOTAL SHEETS
2	3



SUBMITTED BY, RYAN CHAPMAN, P.E.
PROJECT MANAGER

DESIGN BY, BARNEY GUZMAN
PROJECT ENGINEER

DRAWN BY, THANT NYUNT

SPECIFICATIONS WRITTEN BY

APPROVAL RECOMMENDED BY, ENRIQUE M. SAAVEDRA, P.E.
ACTING ASSISTANT DIRECTOR OF PUBLIC WORKS



NO.	DATE	REVISION	APPROVED
▲			
▲			
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▲			



COUNTY OF MONTEREY
 RESOURCE MANAGEMENT AGENCY
 DEPARTMENT OF PUBLIC WORKS

DESIGN SECTION

168 WEST ALISAL STREET, 2nd FLOOR
 SALINAS, CALIFORNIA 93901
 (831)755-4800/FAX (831)755-4958

SAN LUCAS SIDE WALK PROJECT

PROJECT NO.

LAYOUT PLAN

DATE 5/3/16	RELATIVE BORDER SCALE: IN INCHES 0 1 2 3	SHEET L-2 6'
SCALE 1" = 100'	VIEW LAYOUT B	

SHEET NUMBER	TOTAL SHEETS
3	3



SUBMITTED BY, RYAN CHAPMAN, P.E.
PROJECT MANAGER

DESIGN BY, BARNEY GUZMAN PROJECT ENGINEER
DRAWN BY, THANT NYUNT
SPECIFICATIONS WRITTEN BY

APPROVAL
RECOMMENDED BY, ENRIQUE M. SAAVEDRA, P.E.
ACTING ASSISTANT DIRECTOR OF PUBLIC WORKS



NO.	DATE	REVISION	APPROVED
△			
△			
△			
△			
△			



COUNTY OF MONTEREY
RESOURCE MANAGEMENT AGENCY
DEPARTMENT OF PUBLIC WORKS

DESIGN SECTION

168 WEST ALISAL STREET, 2nd FLOOR
SALINAS, CALIFORNIA 93901
(831)755-4800/FAX (831)755-4958

SAN LUCAS SIDE WALK PROJECT

PROJECT NO.

LAYOUT PLAN

DATE 5/3/16	RELATIVE BORDER SCALE: IN INCHES 0 1 2 3	SHEET L-362
SCALE 1" = 100'	VIEW LAYOUT C	

San Ardo and San Lucas Schools Pedestrian Improvements

San Ardo School



Center St./Jolon St. intersection looking North (San Ardo)



Center St./Godchaux St. intersection looking South (San Ardo)



Center St./Godchaux St. intersection looking West (San Ardo)



Center St./Godchaux St. intersection looking North (San Ardo)



Center St./Godchaux St. intersection looking East (San Ardo)



Godchaux St./College St. intersection looking East (San Ardo)



Godchaux St./College St. intersection looking South (San Ardo)



Godchaux St./College St. intersection looking West (San Ardo)



Godchaux St./College St. intersection looking North (San Ardo)



College St./Martin St. intersection looking South (San Ardo)



College St./Martin St. intersection looking East (San Ardo)



College St./Martin St. intersection looking North (San Ardo)



College St./Martin St. intersection looking West (San Ardo)



Center St./Cattlemen Rd. intersection looking South (San Ardo)



Center St./Cattlemen Rd. intersection looking West (San Ardo)



Center St./Cattlemen Rd. intersection looking North (San Ardo)



Center St./Cattlemen Rd. intersection looking East (San Ardo)

San Lucas School



Mary St./San Benito St. intersection looking West (San Lucas)



Mary St./San Benito St. intersection looking South (San Lucas)



San Benito St looking West (San Lucas)



Mary St./San Benito St. intersection looking West (San Lucas)



Mary St./San Benito St. intersection looking West (San Lucas)



Teresa St./San Benito St. intersection looking East (San Lucas)



Teresa St./San Benito St. intersection looking South (San Lucas)



Teresa St./San Benito St. intersection looking West (San Lucas)



Teresa St./San Benito St. intersection looking North (San Lucas)



Teresa St./Main St. intersection looking North (San Lucas)



Anita St./San Benito St. intersection looking West (San Lucas)



San Lucas St./San Benito St. intersection looking East (San Lucas)

Detailed Engineer's Estimate and Total Project Costs- Cycle 3

Important: Read the Instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).

Project Information:

Agency:	County of Monterey RMA	Date:	5/27/2016
Project Description:	San Ardo and San Lucas Schools Pedestrian Improvements Project		
Project Location:	1		
Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate:		License #:	

Engineer's Estimate and Cost Breakdown:

Engineer's Estimate (for Construction Items Only)							Cost Breakdown					
Item No.	Item	F, D or M	Quantity	Units	Unit Cost	Total Item Cost	ATP Eligible Costs/Items		ATP Ineligible Costs/Items		Corps/CCC to construct	
							%	\$	%	\$	%	\$
General Overhead-Related Construction Items												
1	Mobilization			LS			100%					
2	Traffic Control		2	LS	\$23,375.00	\$46,750	100%	\$46,750				
3	Stormwater Protection Plan		2	LS	\$4,250.00	\$8,500	100%	\$8,500				
4				LS			100%					
5							100%					
General Construction Items (non-decorative only)												
6	Construction Area Signs		2	LS	\$4,250.00	\$8,500	100%	\$8,500				
7	Job Site Management		2	LS	\$3,400.00	\$6,800	100%	\$6,800				
8	Remove Pipe		280	LF	\$25.50	\$7,140	100%	\$7,140				
9	Adjust Frame and Cover to Grade		32	EA	\$510.00	\$16,320	100%	\$16,320				
10	Cold Plane Asphalt Concrete Pavement		2670	SQYD	\$12.75	\$34,043	100%	\$34,043				
11	Clearing and grubbing		2	LS	\$12,750.00	\$25,500	100%	\$25,500				
12	Remove Tree		25	EA	\$510.00	\$12,750	100%	\$12,750				
13	Imported Material (Shoulder backing)		390	TON	\$42.50	\$16,575	100%	\$16,575				
14	Plant Oak Tree		25	EA	\$340.00	\$8,500	100%	\$8,500				
15	Place Hot Mix Asphalt (Miscellaneous)		310	TON	\$85.00	\$26,350	100%	\$26,350				
16	Minor Concrete (Type C Curb and		230	CY	\$552.50	\$127,075	100%	\$127,075				
17	Minor Concrete (Residential Dwy)		126	CY	\$573.75	\$72,293	100%	\$72,293				
18	Minor Concrete (Commercial Dwy)		20	CY	\$637.50	\$12,750	100%	\$12,750				
19	Minor Concrete (Cross gutter)		63	CY	\$637.50	\$40,163	100%	\$40,163				
20	Minor Concrete (Sidewalk)		233	CY	\$552.50	\$128,733	100%	\$128,733				
21	Minor Concrete (Type B Curb Ramp)		254	CY	\$595.00	\$151,130	100%	\$151,130				
22	Survey Monument		12	EA	\$850.00	\$10,200	100%	\$10,200				
23	Thermoplastic Pavement Marking		1840	SQFT	\$3.40	\$6,256	100%	\$6,256				
24	Flashing beacons		4	EA	\$16,000.00	\$64,000	100%	\$64,000				
Decorative & Landscaping-related Items (Label items as "F" for Functional, "D" for Decorative, or "M" for a mix of Decorative and Functional)												
25	Trees			EA					100%			
26	Shrubs/groundcover			SQFT					100%			
27	Irrigation / Water Connection			LS					100%			
28									100%			
29									100%			
30									100%			
31									100%			
Subtotal of Construction Items:						\$830,326		\$830,326				
								\$41,516	<= 5% of eligible CON costs (max. decorative, if applicable)			
Construction Item Contingencies (% of Construction Items):						10.00%	\$83,033	\$83,033				
Total (Construction Items & Contingencies) cost:						\$913,359		\$913,359				

Project Delivery Costs:

Type of Project Cost	Cost \$	ATP Eligible Costs	Non-participating Costs	
Preliminary Engineering (PE)				
Environmental Studies and Permits(PA&ED):	\$ 53,340	\$53,340		
Plans, Specifications and Estimates (PS&E):	\$ 175,000	\$175,000		"PE" costs / "CON" costs
Total PE:	\$ 228,340	\$228,340		25% 25% Max
Right of Way (RW)				
Right of Way Engineering:	\$ 5,000	\$5,000		
Acquisitions and Utilities:	\$ -			
Total RW:	\$ 5,000	\$5,000		
Construction Engineering (CE)				
Construction Engineering (CE):	\$ 137,004	\$137,004		"CE" costs / "CON" costs
Total Project Delivery:	\$370,344	\$370,344		15% 15% Max
Total Construction Costs:		\$1,050,363		

ATP Eligible Costs Non-participating Costs

Detailed Engineer's Estimate and Total Project Costs- Cycle 3

Important: Read the Instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).

Project Information:

Agency:	County of Monterey RMA	Date:	5/27/2016
Project Description:	San Ardo and San Lucas Schools Pedestrian Improvements Project		
Project Location:	1		
Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate:		License #:	
Total Project Cost:	\$1,283,703	\$1,283,703	

Documentation of Ineligible (Non-Participating) Costs:

The Engineer's logic and/or calculations for splitting costs between ATP-Eligible and Non-participating costs must be documented in this section of the Estimate form. Separate logic is required for each construction item listed above which is partly ineligible for ATP funding or is required for the construction of an ineligible item/element of the project.

Item Number(s):	Description of Engineer's Logic: (See examples shown in the Instructions)

MONTEREY COUNTY



BOARD OF SUPERVISORS ■ 168 West Alisal Street, 3rd Floor, Salinas, CA 93901
SIMÓN SALINAS, SUPERVISOR ■ District Three ■ Chief of Staff, Christopher M. Lopez
Telephone: (831) 755-5033 ■ Fax: (831) 796-3022 ■ District3@co.monterey.ca.us
June 6, 2016

CALTRANS
Division of Local Assistance, MS-1
Attn: Chief, Office of Active Transportation and Special Program
P.O. Box 942874
Sacramento, CA 95814

SUBJECT: ACTIVE TRANSPORTATION PROGRAM CYCLE 3 – COUNTY OF MONTEREY

To Whom It May Concern:

As Monterey County Supervisor for the third district, I am submitting this letter in support of the County of Monterey's Active Transportation Program (ATP) Grant Application for the San Ardo and San Lucas Schools Pedestrian Improvements project. The project is located in the unincorporated South Monterey County and will serve the disadvantaged communities of San Ardo and San Lucas.

The project will construct curb, gutter, and sidewalk on one side of selected streets in the communities of San Ardo and San Lucas. Install corresponding pavement marking and signing, and install pedestrian activated beacons at 2 crosswalks.

An ATP grant will provide funding for the construction of these pedestrian improvements from students homes to school. Currently, there are no pedestrian improvements in these locations.

The majority of the families in San Ardo and San Lucas are low income. Their children should not have to walk to school through mud in the winter, or in the streets used by large produce trucks to avoid the same slippery conditions. An investment in these improvements is an investment in the children of our small communities. I hope that you agree with me that there is no smarter investment, these children are our future.

If you have any questions, please feel free to contact me and thank you for your consideration.

Sincerely,

Simón Salinas
Monterey County Board of Supervisors, District 3
(831) 755-5033



June 7, 2016

CALTRANS

Division of Local Assistance, MS-1

Attn: Chief, Office of Active Transportation and Special Program

P.O. Box 942874

Sacramento, CA 95814

SUBJECT: ACTIVE TRANSPORTATION PROGRAM CYCLE 3 – COUNTY OF MONTEREY

To Whom It May Concern:

The Transportation Agency for Monterey County is submitting this letter in support of the County of Monterey's Active Transportation Program (ATP) Grant Application for the San Ardo and San Lucas Schools Pedestrian Improvements project. The project is located in the unincorporated South Monterey County and will serve the disadvantaged communities of San Ardo and San Lucas.

The project will construct curb, gutter, and sidewalk on one side of selected streets in the communities of San Ardo and San Lucas. Install corresponding pavement marking and signing, and install pedestrian activated beacons at 2 crosswalks.

An ATP grant will provide funding for the construction of these pedestrian improvements from students homes to school. Currently, there are no pedestrian improvements in these locations.

We support the County of Monterey's effort to provide a convenient and safe pedestrian facility for San Ardo and San Lucas Schools for access, recreational, and commute usage.

Should you have any questions, please contact Michael Zeller, Senior Transportation Planner, of my staff at 831-775-4416. Thank you for your consideration.

Sincerely,

Debra L. Hale
Executive Director

San Ardo Union Elementary School District

62428 Center Street
P.O. Box 170
San Ardo, CA 93450

Administration
Catherine N. Reimer, Ed.D.
Superintendent/Principal

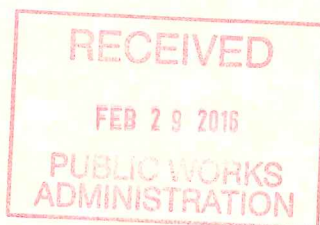
Office: (831) 627-2520
FAX: (831) 627-2078

Board of Trustees
Kaeda Barrios, President
Tiffini Moore, Clerk
Eugene Duggins
Salvador Macias
Cindy Beal

School Operations Staff
Nayeli Camacho
District/School Administrative Assistant

February 25, 2016

Raul Martinez, Assistant Engineer
County of Monterey
Resource Management Agency
Department of Public Works
168 W. Alisal Street, 2nd Floor
Salinas, CA 93901-2438



Re: Safe Route to School/Active Transportation Program

Dear Mr. Martinez,

I am writing this letter in support of providing safe walking and bicycling routes to school for the students of the San Ardo Union Elementary School District. San Ardo is a rural community in south Monterey County with limited resources and services. The student population of the school is 103 students currently. Most of the students either walk or ride their bicycles to school with under ten relying on the school van for transportation. There are currently no sidewalks in the town. Sidewalks would provide a safe path of travel for students who walk by themselves to school on a daily basis.

Thank-you for making us aware of this opportunity.

Sincerely,

A handwritten signature in blue ink that reads "Catherine Reimer". The signature is fluid and cursive, with a large initial "C" and "R".

Catherine Reimer, Ed.D.
Superintendent/Principal



San Lucas

Union School District

P.O. Box 310 53675 San Benito Street San Lucas, CA 93954
(831) 382-4426 Fax (831) 382-4088 <http://sanlucasusd-ca.schoolloop.com>

San Lucas School is a safe, educational environment with a proactive, collaborative staff working cohesively to provide experiential and discovery-based learning with high expectations for everyone to prepare for success in higher levels of education and in life.

February 16, 2016

CALTRANS
Division of Local Assistance, MS-1
Attn: Chief, Office of Active Transportation and Special Program
P.O. Box 942874
Sacramento, CA 95814

SUBJECT: ACTIVE TRANSPORTATION PROGRAM CYCLE 3 – COUNTY OF MONTEREY

To Whom It May Concern:

The San Lucas Union School District is submitting this letter in support of the County of Monterey's Active Transportation Program (ATP) Grant Application for the Pedestrian Path Project. The project will provide a pedestrian path in the community of San Lucas.

An ATP grant will provide funding for the construction of a pedestrian path from student homes to San Lucas School. Currently, there is no pedestrian path in this area, which has high highway speeds.

We support the County of Monterey's effort to provide a convenient and safe pedestrian facility for San Lucas Union School District for access, recreational, and commute usage.

Should you have any questions, please contact Nicole Hester at (831) 382-4426. Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink that reads "Nicole Hester". The signature is written in a cursive style and is followed by a horizontal line.

Nicole Hester
Superintendent/Principal

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0030
(916) 319-2030
FAX (916) 319-2130

DISTRICT OFFICE
100 WEST ALISAL STREET, SUITE 134
SALINAS, CA 93901
(831) 759-8676
FAX (831) 759-2961

E-MAIL
Assemblymember.Alejo@assembly.ca.gov

Assembly California Legislature



LUIS A. ALEJO
ASSEMBLYMEMBER, THIRTIETH DISTRICT

COMMITTEES
CHAIR: CALIFORNIA LATINO
LEGISLATIVE CAUCUS
CHAIR: ENVIRONMENTAL SAFETY
AND TOXIC MATERIALS
LOCAL GOVERNMENT
JUDICIARY
GOVERNMENTAL ORGANIZATION
VETERANS AFFAIRS

June 3, 2016
CALTRANS
Division of Local Assistance, MS-1
Attn: Chief, Office of Active Transportation and Special Program
P.O. Box 942874
Sacramento, CA 95814

Re: ACTIVE TRANSPORTATION PROGRAM CYCLE 3 – COUNTY OF MONTEREY

To Whom It May Concern:

I am writing to express support for Monterey County's Active Transportation Program (ATP) Grant Application for the San Ardo and San Lucas Schools Pedestrian Improvements Project. This project is located in unincorporated South Monterey County and will serve the rural disadvantaged communities of San Ardo and San Lucas.

The project will construct sidewalks, curbs and gutters on one side of selected streets in the communities of San Ardo and San Lucas. It will also install pedestrian activated Beacons at 2 crosswalks with the appropriate pavement markings and signage.

Currently, there is a lack of no pedestrian facilities at these locations. An ATP grant will provide the necessary funding for the construction of these pedestrian projects. It will help insure the safety of students traveling from their homes to school.

In advance, I want thank you for your attention and consideration of this request. Please let me know if you have any questions or need additional information, I can be reached at (831) 759-8676 or via email at assemblymember.alejo@assembly.ca.gov

Sincerely,

A handwritten signature in blue ink that reads "Luis A. Alejo".

LUIS A. ALEJO
Assemblymember
30th District

COMMITTEES
BANKING AND FINANCE
HUMAN SERVICES
NATURAL RESOURCES

SELECT COMMITTEES
CHAIR: COASTAL PROTECTION
CHAIR: EXPANDING ACCESS TO
CALIFORNIA'S NATURAL RESOURCES

Assembly California Legislature



MARK STONE
CHAIR, JUDICIARY
ASSEMBLYMEMBER, TWENTY-NINTH DISTRICT

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0029
(916) 319-2029
FAX (916) 319-2129

DISTRICT OFFICES
701 OCEAN STREET, SUITE 318B
SANTA CRUZ, CA 95060
(831) 425-1503 or
(408) 782-0647
FAX (831) 425-2570

99 PACIFIC STREET, SUITE 575G
MONTEREY, CA 93940
(831) 649-2832
FAX (831) 649-2935

June 8, 2016

CALTRANS

Division of Local Assistance, MS-1

Attn: Chief, Office of Active Transportation and Special Program

P.O. Box 942874

Sacramento, CA 95814

RE: Active Transportation Program Cycle 3: County of Monterey, San Ardo and San Lucas Schools Pedestrian Improvement Project

To Whom It May Concern:

I am writing to express my support of the County of Monterey's Active Transportation Program (ATP) Cycle 3 Grant Application for the *San Ardo and San Lucas Schools Pedestrian Improvements Project*. This project is located in unincorporated South Monterey County, and would serve the disadvantaged communities of San Ardo and San Lucas.

An ATP Cycle 3 grant would help fund the construction of curbs, gutters, and sidewalks on selected streets in the communities of San Ardo and San Lucas. It would also help fund the installation of corresponding pavement marking and signing, and of pedestrian activated beacons at two crosswalks.

Currently, there have been limited pedestrian improvements made in these locations where there is a lot of movement and activity by students going to and from their schools and homes.

I support the County of Monterey's effort to provide a convenient and safe pedestrian facility for San Ardo and San Lucas Schools for access, recreational, and commute usage. Thank you for your consideration of this very worthy program. If you have any questions, please feel free to contact me at (831) 425-1503.

Sincerely,

A handwritten signature in blue ink, appearing to read "Mark Stone".

Mark Stone

Assemblymember

California State Assembly – 29th District



STATE CAPITOL
SACRAMENTO, CA 95814
(916) 651-4012

2561 THIRD STREET
SUITE A
CERES, CA 95307
(209) 581-9827

1640 N STREET
SUITE 210
MERCED, CA 95340
(209) 726-5495

369 MAIN STREET
SUITE 208
SALINAS, CA 93901
(831) 769-8040

California State Senate

SENATOR
ANTHONY CANNELLA
TWELFTH SENATE DISTRICT



COMMITTEES
AGRICULTURE
VICE-CHAIR
TRANSPORTATION &
HOUSING
VICE-CHAIR
ENERGY, UTILITIES &
COMMUNICATIONS
RULES

June 3, 2016

April Nitsos
Chief, Office of Active Transportation & Special Programs
State of California Department of Transportation
Division of Local Assistance, MS-1
P.O. Box 942874
Sacramento, CA 95814

RE: Letter in Support of the County of Monterey Caltrans Cycle 3 ATP Funding Request for the San Ardo and San Lucas Schools Pedestrian Improvements Project

Dear Chief Nitsos,

I write this letter in support of the County of Monterey's Active Transportation Program (ATP) Grant Application for the San Ardo and San Lucas Schools Pedestrian Improvements Project. The project is located in the unincorporated South Monterey County and will serve the disadvantaged communities of San Ardo and San Lucas.

The project will construct curb, gutter, and sidewalk on one side of selected streets in the communities of San Ardo and San Lucas. Install corresponding pavement marking and signing, and install pedestrian activated beacons at 2 crosswalks.

An ATP grant will provide funding for the construction of these pedestrian improvements from students homes to school. Currently, there are no pedestrian improvements in these locations.

As a legislator representing the County of Monterey and as Vice Chair of the Senate Transportation and Housing Committee, I have been proud to support the creation of safe routes for schools. I respectfully request that you strongly consider the County of Monterey's effort to provide a convenient and safe pedestrian facility for San Ardo and San Lucas Schools for access, recreational, and commute usage.

Should you have any questions, please contact my Legislative Director, Tyler Munzing in my Capitol Office at 916-651-4012. Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "AC", representing Anthony Cannella.

Anthony Cannella
Senator, 12th District.



Walkability Checklist

When walking in your neighborhood:

1. Did you have room to walk during the whole trip?

- (Mark all that apply if answer is "No")
- Yes
 - No, a sidewalk or path was missing.
 - No, a sidewalk or path was blocked.
 - No, a sidewalk or path was broken or cracked.
 - No, something else: _____

Place of problems: _____
 laughing!!! actually no sidewalk + pavement missing

2. Was it easy to cross streets?

- (Mark all that apply if answer is "No")
- Yes
 - No, cars were going too fast.
 - No, I needed traffic lights.
 - No, I could not see cars coming because they were blocked by parked cars or trees.
 - No, the traffic lights did not give enough time to cross, or made me wait too long.
 - No, something else: _____

Place of problems: _____
 There are no stop signs but I stop to be safe

3. Did drivers behave well?

- (Mark all that apply if answer is "No")
- Yes
 - No, drivers backed out of driveways without looking.
 - No, cars went too fast.
 - No, drivers did not wait for me to cross safely.
 - No, something else: _____

Place of problems: _____
 The drivers are pretty human - we have no street signs

4. How was your walk?

- (Mark all that apply if answer is "Bad")
- Good
 - Bad, there were scary dogs.
 - Bad, there was suspicious activity.
 - Bad, not enough lighting.
 - Bad, the cars went too fast.
 - Bad, there was too much trash.
 - Bad, something else: _____

Place of problems: _____
 (But) there are small loose dogs that bite, I don't walk a lot there is trash, no sidewalks

5. Are there any barriers in your neighborhood that prevent you from walking? Example: unpaved roads, cracked or broken sidewalks, no lighting, or dogs.

Place of problems: _____
 NO

6. Do you feel bike and pedestrian safety education programs would be of help in your community?

we have dirt bikes in our community + I am worried about a collision





5/17/16

Walkability Checklist

When walking in your neighborhood:

1. Did you have room to walk during the whole trip?

(Mark all that apply if answer is "No")

- Yes No, a sidewalk or path was missing.
- No, a sidewalk or path was blocked.
- No, a sidewalk or path was broken or cracked.
- No, something else: _____

Place of problems: Town

2. Was it easy to cross streets?

(Mark all that apply if answer is "No")

- Yes No, cars were going too fast.
- No, I needed traffic lights.
- No, I could not see cars coming because they were blocked by parked cars or trees.
- No, the traffic lights did not give enough time to cross, or made me wait too long.
- No, something else: NO CROSS WALKS

Place of problems: _____

3. Did drivers behave well?

(Mark all that apply if answer is "No")

- Yes No, drivers backed out of driveways without looking.
- No, cars went too fast.
- No, drivers did not wait for me to cross safely.
- No, something else: _____

Place of problems: _____

4. How was your walk?

(Mark all that apply if answer is "Bad")

- Good Bad, there were scary dogs.
- Bad, there was suspicious activity.
- Bad, not enough lighting.
- Bad, the cars went too fast.
- Bad, there was too much trash.
- Bad, something else: _____

Place of problems: Town is undeveloped

5. Are there any barriers in your neighborhood that prevent you from walking? Example: unpaved roads, cracked or broken sidewalks, no lighting, or dogs.

Place of problems: yes, This town is very undeveloped

6. Do you feel bike and pedestrian safety education programs would be of help in your community?

yes, our children need safety to be outside.





Walkability Checklist

When walking in your neighborhood:

1. Did you have room to walk during the whole trip?

- Yes
- (Mark all that apply if answer is "No")
 - No, a sidewalk or path was missing.
 - No, a sidewalk or path was blocked.
 - No, a sidewalk or path was broken or cracked.
 - No, something else: _____

Place of problems: _____

we have no sidewalks -
just dirt/sand

2. Was it easy to cross streets?

- Yes
- (Mark all that apply if answer is "No")
 - No, cars were going too fast. San Benito St.
 - No, I needed traffic lights.
 - No, I could not see cars coming because they were blocked by parked cars or trees.
 - No, the traffic lights did not give enough time to cross, or made me wait too long.
 - No, something else: _____

Place of problems: _____

There are no stop signs
+ they do not stop for
us

3. Did drivers behave well?

- Yes
- (Mark all that apply if answer is "No")
 - No, drivers backed out of driveways without looking.
 - No, cars went too fast.
 - No, drivers did not wait for me to cross safely. I depends but mostly not
 - No, something else: _____

Place of problems: _____

4. How was your walk?

- Good
- (Mark all that apply if answer is "Bad")
 - Bad, there were ^{loose} scary dogs.
 - Bad, there was suspicious activity.
 - Bad, not enough lighting.
 - Bad, the cars went too fast.
 - Bad, there was too much trash.
 - Bad, something else: _____

Place of problems: _____

afraid of the loose dogs b/c
of my kids

5. Are there any barriers in your neighborhood that prevent you from walking? Example: unpaved roads, cracked or broken sidewalks, no lighting, or dogs.

Place of problems: _____

no lights - so I can not
go for a walk in the
evening

6. Do you feel bike and pedestrian safety education programs would be of help in your community?

Yes -

