Attachment D

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COUNTY OF MONTEREY
DEPARTMENT OF PUBLIC WORKS, FACILITIES AND PARKS
1441 SCHILLING PLACE, SOUTH 2ND FLOOR
SALINAS, CA 93901-4527
(831) 755-4800

REQUEST FOR PROPOSALS #10911

For
PROFESSIONAL ENGINEERING SERVICES FOR ATP PROJECTS IN THE COMMUNITIES OF CHUALAR, SAN ARDO AND CASTROVILLE

Proposals are due by 3:00 p.m. PST on Thursday, November 9, 2023

APPROVED AS TO FORM
OFFICE OF THE COUNTY COUNSEL
LESLIE J. GIRARD, COUNTY COUNSEL

DocuSigned by:
Mary Grace Perry
A1933B26E747442...
MARY GRACE PERRY
DEPUTY COUNTY COUNSEL

8/29/2023 | 11:00 AM PDT
Date

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SOLICITATION DETAILS SECTION

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1.0 INTENT

1.1 The County of Monterey Public Works, Facilities and Parks Department, hereinafter referred to as "County", is soliciting proposals to provide **Professional Engineering Services for Active Transportation Program (ATP) projects in the Communities of Chualar, San Ardo and Castroville**, hereinafter referred to as "Projects", as outlined within Section 5.0, Scope of Work. The purpose of this solicitation is to provide the County with a qualified firm or firms to provide engineering services, hereinafter referred to as "CONTRACTOR" or "CONTRACTORS". The objective of the CONTRACTOR will be to develop the design, prepare the design and bid package, and obtain environmental clearance and permits for the Projects.

1.2 This solicitation is intended to create three separate exclusive AGREEMENTs. However, CONTRACTOR is allowed to submit proposals on one, two or all three PROJECTS listed in this RFP.

2.0 BACKGROUND

2.1 The ATP was created by Senate Bill 99 Assembly Bill 101 and signed into law on September 26, 2013. It combines various elements from the Transportation Enhancement, Recreational Trails Program, and the Safe Routes to School programs into a single program. The ATP is funded from various Federal and State funds appropriated in the annual Budget Act. The goals of the ATP include increasing the proposition of trips accomplished walking and biking, increasing the safety and mobility of non-motorized users, advancing efforts of regional agencies to achieve greenhouse reduction goals, enhancing public health, and providing a broad spectrum of project to benefit many types of users including disadvantage communities.

2.2 Projects in the Communities of Chualar, San Ardo, and Castroville were selected by California Transportation Commission (CTC) for Cycle 6 ATP funded projects. The Projects and associated improvements are listed below:

A. Chualar:
This project consists of constructing approximately 6,600 lineal feet of curb and gutter, 39,600 square feet of sidewalk, curb ramps and installing corresponding pavement marking, signage, beacons and bike lanes to close gaps in pedestrian facilities to increase safe community and school connections.

B. San Ardo:
This project consists of constructing approximately 2,690 lineal feet of sidewalks, curb ramps, curb and gutter and installing corresponding pavement marking, signage, lighting and beacons.

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C. Castroville:

This project consists of constructing 24 sidewalk improvements, curb ramps, curb and gutter on selected streets in the community of Castroville, including installing corresponding pavement marking, and bike lanes.

2.4 The Request for Proposals (RFP) #10911 seeks qualified CONTRACTORS who will abide by all local, state, and federal regulations and who are also capable of providing all necessary materials and supervision in the course of providing professional engineering services for the Project.

3.0 CALENDAR OF EVENTS

3.1	Release RFP	September 21, 2023
3.2	Deadline for Written Questions	5:00 p.m., PST, October 26, 2023
3.3	Posted Response to Written Questions	5:00 p.m., PST, November 3, 2023
3.4	Proposal Submittal Deadline	3:00 p.m., PST, November 9, 2023
3.5	Estimated Notification of Selection	December 2023
3.6	Estimated AGREEMENT Date	January 2024

This schedule is subject to change as necessary.

3.7 **FUTURE ADDENDA:** CONTRACTORS who received notification of this solicitation by means other than through a County mailing shall contact the person designated in the COUNTY POINT OF CONTACT herein to request to be added to the mailing list. Inclusion on the mailing list is the only way to ensure timely notification of any addenda and/or information that may be issued prior to the solicitation submittal date. **IT IS EACH CONTRACTOR'S SOLE RESPONSIBILITY TO ENSURE THAT THEY RECEIVE ANY AND ALL ADDENDA FOR THIS RFP** by either informing the County of their mailing information or by regularly checking the County's Solicitation Center web page at https://www.co.monterey.ca.us/government/departments-a-h/administrative-office/contracts-purchasing/solicitation-center. Addenda will be posted on the website the day they are released.

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4.0 COUNTY POINT OF CONTACT

4.1 Questions and correspondence regarding this solicitation shall be directed to:

Primary Contact for the County:

Isabelo Dela Merced, Assistant Engineer
County of Monterey
Department of Public Works, Facilities and Parks
1441 Schilling Place South, 2nd Floor
Salinas, CA 93901-4527
Phone: (831) 755-4746
Email: Delamercedi@co.monterey.ca.us

4.2 All questions regarding this solicitation shall be submitted in writing (email is acceptable and preferable). Answers to questions received by the County will be communicated to all known interested CONTRACTORS after the deadline for receipt of questions.

4.3 The deadline for submitting written questions regarding this solicitation is indicated in the **CALENDAR OF EVENTS** herein. Questions submitted after the deadline will not be answered.

4.4 Only answers to questions communicated by formal written addenda will be binding.

4.5 Prospective CONTRACTOR(s) shall not contact County officers or employees with questions or suggestions regarding this solicitation except through the primary contact person listed above. **Any unauthorized contact may be considered undue pressure and cause for disqualification of the CONTRACTOR(s).**

5.0 SCOPE OF WORK

5.1 Contractor Minimum Work Performance Percentage: CONTRACTOR shall perform not less than fifty percent (50%) of the original total AGREEMENT price, except that any designated "Specialty Items" may be performed by subcontract and the amount of any such "Specialty Items" so performed may be deducted from the original total AGREEMENT price before computing the amount of work required to be performed by CONTRACTOR with its organization.

5.2 Services to be provided for the Project are in general, the full-range of professional engineering services, including all disciplines that may be required for the Project. CONTRACTOR shall have extensive experience and knowledge of Federal Highway Program Guidelines, Local Assistance Procedures Manual (LAPM) and Local Assistance Program Guidelines (LAPG), California Environmental Quality Act (CEQA), and National Environmental Policy Act (NEPA) requirements.

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5.3 The Design phase of the three projects is funded by a combination of State and Federal Funds. To meet the Design Phase funding allocation deadline, the plans, specification and engineer's estimate (PS&E) must be completed on or before December 30, 2024.

5.3 CONTRACTOR shall apply its expertise to include in its proposal a Scope of Work that provides all tasks needed for PS&E documents and permits necessary for the project.

The professional services must include the following:

5.3.1 Project Management

5.3.1.1 Project team meetings
5.3.1.2 Schedule Project tasks using Microsoft Project
5.3.1.3 Public meetings and presentations (assume two [2])
5.3.1.4 Coordination with permitting agencies and County staff (to include Monterey County Health Department [MCHD] staff for Non-Infrastructure [NI] project phase)
5.3.1.5 Provide Public Information Officer support services

5.3.2 Mapping and Surveys

5.3.2.1 Topographic Surveys
5.3.2.2 Right-of-Way Determination
5.3.2.3 Road Alignments
5.3.2.4 Utility Identification

5.3.3 Utility Coordination and Support

5.3.3.1 Coordinate with various utility companies for relocation

5.3.4 Geotechnical Investigation

5.3.3.2 Utility potholing
5.3.3.3 Retaining Structures
5.3.3.4 Earthwork
5.3.3.5 "R" values if required

5.3.5 Environmental Permitting

5.3.3.6 Consultation with regulatory agencies
5.3.3.7 Preparation of applications

5.3.6 Design/Engineering

5.3.5.1 Preparation of thirty percent (30%) Preliminary Design
5.3.5.2 Sixty percent (60%) PS&E following state guidelines

5.3.7 Final Design/Engineering

5.3.7.1 Ninety Percent (90%) PS&E
5.3.7.2 One Hundred Percent (100%) PS&E

5.3.8 Engineering support for right-of-way activities

5.3.8.1 Preparation of plats and legal descriptions (if required)

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5.3.8.2 Right-of-Way monumentation mapping (if required)
5.3.8.3 Preparation of documents for Right of Way Certification

5.3.9 Services During Construction (for Chualar and San Ardo Projects Only)

5.3.9.1 Bid Assistance
5.3.9.2 Design support during Construction

5.4 Interested CONTRACTOR(s) shall provide bid assistance during the construction bidding process. Bid assistance includes, but is not limited to, answering questions of potential bidders, issuing addenda, and attending a pre-bid conference and site walk. This is applicable to Chualar and San Ardo ATP Projects only.

5.5 The exact scope for professional engineering design services will be determined prior to a notice to proceed (NTP). The County may negotiate the scope and cost of the proposal prior to issuance of the NTP. The County has the right to reject any submitted proposal.

5.6 Project funding may include federal and state funds, which require right-of-way services to be in conformance with the State of California Department of Transportation (Caltrans) LAPM and Right of Way Manual. CONTRACTOR shall be familiar with documentation and procedures required by these manuals to maintain compliance with federal rules, guidelines and laws. This includes preparation of right-of-way contracts and coordinating with County in the review and finalization of the right-of-way contracts.

5.7 All work shall be performed in conformance with all applicable County, state and federal laws including but not limited to County Standards, Caltrans Standard Plans & Specifications, and Manual on Uniform Traffic Control Devices (MUTCD), as may be revised and amended from time to time.

6.0 AGREEMENT TERM

6.1 The term of the AGREEMENT will be for a period of three (3) years with the option to extend the AGREEMENT for two (2) additional years.

6.1.1 County is not required to state a reason if it elects not to renew.

6.2 If the AGREEMENT includes options for renewal or extension, CONTRACTOR must commence negotiations for any desired rate changes a minimum of ninety (90) days prior to the expiration of the AGREEMENT.

6.2.1 Both parties must agree upon rate extension(s) or changes in writing.

6.3 The AGREEMENT shall contain a clause that provides that County reserves the right to cancel the AGREEMENT, or any extension of the AGREEMENT, without cause, with a thirty (30) day written notice, or immediately with cause.

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7.0 LICENSING/SECURITY REQUIREMENTS

7.1 CONTRACTOR shall ensure that all services, costs, and materials must, at minimum, meet the specifications for the State of California and the Division of Occupational Safety and Health (Cal-OSHA) regulations, as applicable.

7.2 CONTRACTOR shall ensure that insurance and required licenses under both state and local jurisdictions are current during the full term of the AGREEMENT.

8.0 PROPOSAL/QUALIFICATIONS PACKAGE REQUIREMENTS

8.1 CONTENT AND LAYOUT:

8.1.1 CONTRACTOR should provide the information as requested and as applicable to the proposed goods and services. The proposal package shall be organized as per the table below; headings and section numbering utilized in the proposal package shall be the same as those identified in the table. Proposal packages shall include, at a minimum, but not limited to, the following information in the format indicated:

Proposal or Qualifications Package Layout; Organize and Number Sections as Follows:	
Section 1	COVER LETTER (INCLUDING CONTACT/FIRM INFORMATION)
	SIGNED SIGNATURE PAGE
	SIGNED ADDENDA (IF ANY)
	TABLE OF CONTENTS
Section 2	PROPOSED SCOPE OF WORK QUALIFICATIONS
	LICENSING AND WORK QUALIFICATIONS
Section 3	ASSIGNED KEY STAFF RESUMES
	RELATED PROJECT EXPERIENCE
	REFERENCES
Section 4	ENVIRONMENTALLY FRIENDLY PRACTICES
Section 5	PRICING (ATTACHMENT A) **(SUBMIT FEE SCHEDULE AND COST PROPOSAL IN SEPARATE SEALED ENVELOPE)**
Section 6	EXCEPTIONS
Section 7	APPENDIX

Section 1 Requirements:

Cover Letter: All proposals must be accompanied by a cover letter not exceeding two (2) pages and should provide contact and firm information as follows:

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Contact Information: The name, address, and telephone number of CONTRACTOR's primary contact person during the solicitation process through to potential AGREEMENT award.

Firm Information: Description of the type of organization (e.g., corporation, partnership, including joint venture teams and subcontractors) and how many years it has been in existence.

Signed Signature Page and Signed Addenda (if any addenda were released for this solicitation). Any proposal or qualifications package submitted without this page will be deemed non-responsive. All signatures must be manual and in BLUE ink. All prices and notations must be typed or written in BLUE ink. Errors may be crossed out and corrections printed in BLUE ink or typed adjacent, and must be initialed in BLUE ink by the person signing the proposal.

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Section 2, Pre-Qualifications/Licensing Requirements:

Pre-Qualifications/Licensing: CONTRACTOR must acknowledge in writing that it meets all the pre-qualifications and licensing requirements as set forth in Section 7.0, Licensing/Security Requirements, herein.

Section 3, Project Experience & References:

Key Staff Persons: CONTRACTOR shall identify key staff and their qualifications and experience proposed for the service identified herein.

Experience & References: CONTRACTOR shall describe at least three (3) similar projects for which it provided services like the scope of work described herein. Please include phone number and email address if possible as the County will conduct reference checks using this information.

Violations: CONTRACTOR shall submit copies of all notices of violations, corrective action notices, enforcement actions or orders, warning notices, writings, or other forms of permit violation/non-compliance documentation (such as Cal-OSHA notices) received by CONTRACTOR, or any business organization owned or operated by the CONTRACTOR, which are its parent company and/or subsidiaries, from any public agency during 2017 up to and including the present day.

Section 4, Environmentally Friendly Practices:

CONTRACTOR shall summarize all environmentally friendly practices it adheres to while doing business as relevant to the County's Climate-Friendly Purchasing Policy at:

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https://www.co.monterey.ca.us/home/showpublisheddocument/22305/636241459023900000.

CONTRACTOR shall indicate whether it is a 'Green Certified' Business and state which governing authority administered the certification.

Section 5, Pricing: (ATTACHMENT A) (Submit in separate sealed envelope.)

CONTRACTOR shall complete and submit ATTACHMENT A – PRICING attached hereto, which includes a Fee Schedule and Cost Proposal by task, and submit within their proposal package in a separate sealed envelope. Fees may be negotiated after the tentative award announcement is made for this solicitation. If fee negotiations with the firm determined most qualified are not successful, and/or the fees discussed are outside the budgetary constraints for the Project, County reserves the right to suspend negotiations with the most qualified firm, and proceed to second most qualified firm, and so on.

Selection of CONTRACTOR shall be based on qualifications per the Selection Criteria listed herein.

Section 6, Exceptions:

Submit all exceptions to this solicitation on separate pages, and clearly identify the top of each page with "EXCEPTION TO MONTEREY COUNTY RFP #10911". Each exception shall reference the page number and section number, as appropriate. CONTRACTOR should note that the submittal of an exception does not obligate the County to revise the terms of the RFP or AGREEMENT.

Section 7, Appendix:

Appendices: CONTRACTOR may provide any additional information that it believes to be applicable to this proposal or qualifications package and include such information in an Appendix section.

8.2 ADDITONAL REQUIREMENTS: To be considered "responsive", submitted proposal packages shall adhere to the following:

8.2.1 Three (3) sets of the proposal package (one [1] original proposal marked "Original" plus two [2] copies) shall be submitted in response to this solicitation. Each copy shall include a cover indicating the company name submitting, and reference to "RFP #10911". In addition, submit one (1) electronic version of the entire proposal package on a CD, DVD, or USB memory stick. Additional copies may be requested by the County at its discretion.

8.2.2 Proposal package shall be prepared on 8-1/2" x 11" paper, preferably duplex printed bound with front and back covers. Fold out charts, tables, spreadsheets,

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brochures, pamphlets, and other pertinent information or work product examples may be included as appendices.

8.2.3 Reproductions of the Monterey County Seal shall not be used in any documents submitted in response to this solicitation.

8.2.4 CONTRACTOR shall not use white-out or a similar correction product to make late changes to their proposal or qualifications package but may instead line out and initial in BLUE ink any item which no longer is applicable or accurate.

8.2.5 To validate your proposal or qualifications package, **submit the SIGNATURE PAGE (contained herein) with your proposal**. Proposal packages submitted without that page will be deemed non-responsive. Proposal signature must be manual, in BLUE ink, and included with the original copy of the proposal. Photocopies of the Signature Page may be inserted into the remaining proposal copies. All prices and notations must be typed or written in BLUE ink in the original proposal copy as well. Errors may be crossed out and corrections printed in BLUE ink or typed adjacent and must be initialed in BLUE ink by the person signing the proposal.

8.3 **CONFIDENTIAL OR PROPRIETARY CONTENT:** All proposals become the property of the County, which is a public agency subject to disclosure requirements of the California Public Records Act ("CPRA"). If CONTRACTOR proprietary information is contained in documents submitted to County, and CONTRACTOR claims that such information falls within one (1) or more CPRA exemptions, CONTRACTOR must clearly mark such information "CONFIDENTIAL AND PROPRIETARY" and identify the specific lines containing the information. In the event of a request for such information, the County will make best efforts to provide notice to CONTRACTOR prior to such disclosure. If CONTRACTOR contends that any documents are exempt from the CPRA and wishes to prevent disclosure, it is required to obtain a protective order, injunctive relief or other appropriate remedy from a court of law in Monterey County before the County's deadline for responding to the CPRA request. If CONTRACTOR fails to obtain such remedy within County's deadline for responding to the CPRA request, County may disclose the requested information. CONTRACTOR further agrees that it shall defend, indemnify, and hold County harmless against any claim, action or litigation (including but not limited to all judgments, costs, fees, and attorney's fees) that may result from denial by County of a CPRA request for information arising from any representation, or any action (or inaction), by the CONTRACTOR.

9.0 SUBMITTAL INSTRUCTIONS & CONDITIONS

9.1 Submittal Identification Requirements: ALL SUBMITTALS MAILED OR DELIVERED CONTAINING PROPOSAL PACKAGES MUST BE SEALED AND BEAR ON THE OUTSIDE, PROMINENTLY DISPLAYED IN THE LOWER LEFT CORNER THE SOLICITATION NUMBER: **RFP #10911 and CONTRACTOR'S COMPANY NAME.**

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9.2 Mailing Address: Proposal packages shall be mailed to County at the mailing address indicated on the **Signature Page** of this solicitation.

9.3 Due Date: Proposal packages must be received by County ON OR BEFORE the time and date specified, at the location and to the person specified on the **Signature Page** of this solicitation. It is the sole responsibility of the CONTRACTOR to ensure that the proposal package is received at or before the specified time. Postmarks and facsimiles are not acceptable. Proposals received after the deadline shall be rejected and returned unopened.

9.4 Shipping Costs: Unless stated otherwise, the Free on Board (FOB) for receivables shall be destination. Charges for transportation, containers, packaging, and other related shipping costs shall be borne by the shipper.

9.5 Acceptance: Proposals are subject to acceptance at any time within ninety (90) days after opening. County reserves the right to reject any and all proposal packages, or part of any proposal package, to postpone the scheduled deadline date(s), to make an award in its own best interest, and to waive any informalities or technicalities that do not significantly affect or alter the substance of an otherwise responsible proposal package and that would not affect a CONTRACTOR's ability to perform the work adequately as specified.

9.6 Ownership: All submittals in response to this solicitation become the property of the County of Monterey. If a CONTRACTOR does not wish to submit a proposal package but wishes to acknowledge the receipt of the request, the reply envelope shall be marked "No Bid".

9.7 Compliance: Proposal packages that do not follow the format, content and submittal requirements as described herein, or fail to provide the required documentation, may receive lower evaluation scores, or be deemed non-responsive.

9.8 Cal-OSHA: The items proposed shall conform to all applicable requirements of the California Occupational Safety and Health Administration Act of 1973 (Cal-OSHA).

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10.0 SELECTION CRITERIA

10.1 The selection of CONTRACTOR and subsequent AGREEMENT award(s) will be based on the criteria contained in this solicitation, as demonstrated in the submitted proposal. CONTRACTOR should submit information sufficient for the County to easily evaluate proposals with respect to the selection criteria. The absence of required information may cause the proposal to be deemed non-responsive and may be cause for rejection.

10.2 The selection criteria include the following: **(100 points total).**

SELECTION CRITERIA	**Max Possible Score**
Project Understanding and Approach/Work Plan, and demonstrated capacity to fulfill scope of work	35
Experience of Key Project staff assigned to Project	25
Experience in successfully completing similar projects	25
References	15
TOTAL	**100**

10.3 To the extent of personnel and equipment are to be provided under this AGREEMENT, CONTRACTOR, if so requested, shall afford the County an opportunity to inspect CONTRACTOR's equipment prior to award of the AGREEMENT.

10.4 The award resulting from this RFP will be made to the CONTRACTOR that submits a response that, in the sole opinion of the County, best serves the overall interest of the County.

10.5 The award made from this RFP may be subject to approval by the County Board of Supervisors.

11.0 PRICING

11.1 CONTRACTOR will complete ATTACHMENT A - PRICING for the provision of services as outlined within this RFP.

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11.2 CONTRACTOR prices stated in ATTACHMENT A - PRICING shall be effective from the date the proposal is submitted to the day the AGREEMENT is awarded and through the initial term of the AGREEMENT.

11.3 Prior to the start of the Project, the County and CONTRACTOR will mutually agree upon the budget for the Project.

11.3.1 A Cost Proposal shall be submitted with ATTACHMENT A – PRICING in a separate sealed envelope. Cost Proposal shall be based on Cost-Plus fixed Fee Schedule.

11.4 Invoicing by CONTRACTOR will clearly itemize but is not limited to the following:

11.4.1 County Department receiving services.

11.4.2 Multi-year Agreement (MYA) number.

11.4.3 Delivery Order (DO) number under which the invoice is to be charged.

11.4.4 Project name and services provided.

11.4.5 Date(s) of services.

11.5 Travel/Mileage

11.5.1 Any travel/mileage must be agreed upon and approved by the County in writing prior to services being performed.

11.5.2 Travel/mileage must adhere to the current rate per mile at the time of service as provide by the United States General Services Administration (US GSA). Rates are listed at: https://www.gsa.gov/travel/plan-book/transportation-airfare-pov-etc/privately-owned-vehicle-pov-mileage-reimbursement-rates.

11.5.3 Travel/mileage fees must be listed as a line-item within the corresponding invoice for associated services.

11.5.3.1 Travel/mileage fees more than the US GSA rate at the time services are provided will not be processed. CONTRACTOR must correct the invoice containing the incorrect fee to adhere to the current US GSA rates at the time of service prior to processing of invoice.

12.0 INSURANCE REQUIREMENTS

12.1 Evidence of Coverage:

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12.1.1 Prior to commencement of an AGREEMENT, CONTRACTOR shall provide a "Certificate of Insurance" certifying that coverage as required herein has been obtained. Individual endorsements executed by the insurance carrier shall accompany the certificate. In addition, CONTRACTOR upon request shall provide a certified copy of the policy or policies.

12.1.2 This verification of coverage shall be sent to the County's Contracts/Purchasing Division, unless otherwise directed. CONTRACTOR shall not receive an "NTP" with the work under this AGREEMENT until it has obtained all insurance required and the County has approved such insurance. This approval of insurance shall neither relieve nor decrease the liability of the CONTRACTOR.

12.2 Qualifying Insurers: All coverages, except surety, shall be issued by companies that hold a current policy holder's alphabetic and financial size category rating of not less than A-VII, according to the current Best's Key Rating Guide, or a company of equal financial stability that is approved by the County's Contracts/Purchasing Officer.

12.3 Insurance Coverage Requirements:

12.3.1 Without limiting CONTRACTOR's duty to indemnify, CONTRACTOR shall maintain in effect throughout the term of AGREEMENT a policy or policies of insurance with the following minimum limits of liability:

(i) Commercial General Liability Insurance, including but not limited to premises and operations, including coverage for Bodily Injury and Property Damage, Personal Injury, Contractual Liability, Broad form Property Damage, Independent Contractors, Products and Completed Operations, with a combined single limit for Bodily Injury and Property Damage of not less than $1,000,000 per occurrence.

Note: Any proposed modifications to these commercial general liability insurance requirements shall be attached as an Exhibit hereto, and the section(s) above that are proposed as not applicable shall be lined out in blue ink. All proposed modifications are subject to County approval.

(ii) Business Automobile Liability Insurance for AGREEMENT **Over $100,000**:

Business Automobile Liability Insurance, covering all motor vehicles, including owned, leased, non-owned, and hired vehicles, used in providing services under this AGREEMENT, with a combined single limit for Bodily Injury and Property Damage of not less than $1,000,000 per occurrence.

Note: Any proposed modifications to these business automobile liability insurance requirements shall be attached as an Exhibit hereto, and the section(s) above that are proposed as not applicable shall be lined out in blue ink. All proposed modifications are subject to County approval.

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(iii) Workers' Compensation Insurance, if CONTRACTOR employs others in the performance of this AGREEMENT, in accordance with California Labor Code section 3700 and with Employer's Liability limits not less than $1,000,000 each person, $1,000,000 each accident and $1,000,000 each disease.

Note: Any proposed modifications to these workers' compensation insurance requirements shall be attached as an Exhibit hereto, and the section(s) above that are proposed as not applicable shall be lined out in blue ink. All proposed modifications are subject to County approval.

(iv) Professional Liability Insurance, if required for the professional services being provided, (e.g., those persons authorized by a license to engage in a business or profession regulated by the California Business and Professions Code), in the amount of not less than $1,000,000 per claim and $2,000,000 in the aggregate, to cover liability for malpractice or errors or omissions made in the course of rendering professional services. If professional liability insurance is written on a "claims-made" basis rather than an occurrence basis, the CONTRACTOR shall, upon the expiration or earlier termination of this AGREEMENT, obtain extended reporting coverage ("tail coverage") with the same liability limits. Any such tail coverage shall continue for at least three (3) years following the expiration or earlier termination of this AGREEMENT.

Note: Any proposed modifications to these professional liability insurance requirements shall be attached as an Exhibit hereto, and the section(s) above that are proposed as not applicable shall be lined out in blue ink. All proposed modifications are subject to County approval.

12.4 Other Insurance Requirements:

12.4.1 All insurance required by the AGREEMENT shall be with a company acceptable to County and issued and executed by an admitted insurer authorized to transact insurance business in the State of California. Unless otherwise specified by an AGREEMENT, all such insurance shall be written on an occurrence basis, or, if the policy is not written on an occurrence basis, such policy with the coverage required herein shall continue in effect for a period of three years following the date CONTRACTOR completes its performance of services under an AGREEMENT.

12.4.2 Each liability policy shall provide that County shall be given notice in writing at least thirty days in advance of any endorsed reduction in coverage or limit, cancellation, or intended non-renewal thereof. Each policy shall provide coverage for CONTRACTOR and additional insureds with respect to claims arising from each subcontractor, if any, performing work under an AGREEMENT, or be accompanied by a certificate of insurance from each subcontractor showing each subcontractor has identical insurance coverage to the above requirements.

12.4.3 **Commercial general liability and automobile liability policies shall provide an endorsement naming the County of Monterey, its officers, agents, and**

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employees as Additional Insureds with respect to liability arising out of the CONTRACTOR's work, including ongoing and completed operations, **and shall further provide that such insurance is primary insurance to any insurance or self-insurance maintained by the County and that the insurance of the Additional Insureds shall not be called upon to contribute to a loss covered by the CONTRACTOR's insurance.** The required endorsement form for Commercial General Liability Additional Insured is ISO Form CG 20 10 11-85 or CG 20 10 10 01 in tandem with CG 20 37 10 01 (2000). The required endorsement form for Automobile Additional Insured endorsement is ISO Form CA 20 48 02 99.

12.4.4 Prior to the execution of an AGREEMENT by County, CONTRACTOR shall file certificates of insurance with County's Contract Administrator and County's Contracts/Purchasing Division, showing that CONTRACTOR has in effect the insurance required by this AGREEMENT. CONTRACTOR shall file a new or amended certificate of insurance within five (5) calendar days after any change is made in any insurance policy which would alter the information on the certificate then on file. Acceptance or approval of insurance shall in no way modify or change the indemnification clause in an AGREEMENT which shall continue in full force and effect.

12.4.5 CONTRACTOR shall always during the term of this AGREEMENT maintain in force the insurance coverage required under this AGREEMENT and shall send, without demand by County, annual certificates to County's Contract Administrator and County's Contracts/Purchasing Division. If the certificate is not received by the expiration date, County shall notify CONTRACTOR and CONTRACTOR shall have five (5) calendar days to send in the certificate, evidencing no lapse in coverage during the interim. Failure by CONTRACTOR to maintain such insurance is a default of an AGREEMENT which entitles County, at its sole discretion, to terminate an AGREEMENT immediately.

13.0 AGREEMENT AWARD

13.1 No Guaranteed Value: County does not guarantee a minimum or maximum dollar value for any AGREEMENT resulting from this solicitation.

13.2 Board of Supervisors: The award made from this solicitation may be subject to approval by the County Board of Supervisors.

13.3 Interview: County reserves the right to interview selected CONTRACTOR before an AGREEMENT is awarded. The costs of attending any interview are the CONTRACTOR's responsibility.

13.4 Incurred Costs: County is not liable for any costs incurred by CONTRACTOR in response to this solicitation.

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13.5 Notification: All CONTRACTORS who have submitted a proposal or qualifications package will be notified of the final decision as soon as it has been determined.

13.6 In County's Best Interest: The award(s) resulting from this solicitation will be made to the CONTRACTOR that submits a response that, in the sole opinion of County, best serves the overall interest of County.

14.0 PREVAILING WAGE

If applicable, CONTRACTOR shall comply with provisions of the Labor Code (sections 1720, et seq.) governing public works, including payment of prevailing wages, payroll records and employment of apprentices. Copies of the determination of the general prevailing rate of per diem wages are available to interested parties at: http://www.dir.ca.gov/public-works/prevailing-wage.html.

15.0 SEQUENTIAL AGREEMENT NEGOTIATION

County will pursue AGREEMENT negotiations with the CONTRACTOR who submits the best proposal or is deemed the most qualified in the sole opinion of County, and which is in accordance with the criteria as described within this solicitation. If the AGREEMENT negotiations are unsuccessful, in the opinion of either County or CONTRACTOR, County may pursue AGREEMENT negotiations with the entity that submitted a proposal which County deems to be the next best qualified to provide the services, or County may issue a new solicitation or take any other action which it deems to be in its best interest.

16.0 AGREEMENT TERMS AND CONDITIONS

CONTRACTOR selected through the solicitation process will be expected to execute a formal AGREEMENT with County for the provision of the requested service. The AGREEMENT shall be written by County in a standard format approved by the Office of the County Counsel, that is similar to the AGREEMENT in the SAMPLE AGREEMENT SECTION. Submission of a signed proposal and the **SIGNATURE PAGE** will be interpreted to mean CONTRACTOR HAS AGREED TO ALL THE TERMS AND CONDITIONS set forth in the pages of this solicitation and the standard provisions included in the **SAMPLE AGREEMENT SECTION** herein. County may but is not required to consider including language from the CONTRACTOR's proposed AGREEMENT, and any such submission shall be included in the Exceptions Section of CONTRACTOR's proposal.

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17.0 COLLUSION

CONTRACTOR shall not conspire, attempt to conspire, or commit any other act of collusion with any other interested party for the purpose of secretly, or otherwise, establishing an understanding regarding rates or conditions to the solicitation that would bring about any unfair conditions.

18.0 RIGHTS TO PERTINENT MATERIALS

All responses, inquiries, and correspondence related to this solicitation and all reports, charts, displays, schedules, exhibits, and other documentation produced by the CONTRACTOR that are submitted as part of the submittal will become the property of the County when received by the County **and may be considered public information under applicable law.** Any proprietary information in the submittal must be identified as such and marked "CONFIDENTIAL INFORMATION" or "PROPRIETARY INFORMATION", in conformity with the specific requirements set forth in Section 8.3, above. The County will not disclose proprietary information to the public, unless required by law; however, the County cannot guarantee that such information will be held confidential. **As a California government entity, County is subject to the California Public Records Act (CPRA) and other public transparency laws and, as such, cannot guarantee the confidentiality of information marked confidential or proprietary.** County will respond to requests for disclosure of records related to this solicitation in accord with applicable law on disclosure requirements and exemptions to disclosure.

SAMPLE AGREEMENT SECTION

The COUNTY OF MONTEREY AGREEMENT FOR PROFESSIONAL SERVICES WITH SURVEYORS, ARCHITECTS, ENGINEERS & DESIGN PROFESSIONALS ($100,000 OR MORE) with all terms and conditions (which are hereby incorporated by reference as though set forth entirely herein) may be viewed at: http://www2.co.monterey.ca.us/cao/pdfs/PSA_DesignProf_over$100k.pdf.

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ATTACHMENTS/EXHIBITS AND SIGNATURE PAGE

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ATTACHMENT A – PRICING

Sample Cost Proposal 1

Cost-Plus-Fixed Fee or lump sum or Firm Fixed Price contracts
(Design, Engineering and Environmental Studies)

Note: Mark-ups are Not Allowed ☐ Prime Consultant ☐ Subconsultant ☐ 2nd Tier Subconsultant

Consultant		Project No.	
Contract No.		Date	

DIRECT LABOR

Classification/Title	Name	Hours	Actual Hourly Rate	Total
(Project Manager)*				$0.00
(Sr. Civil Engineer)				$0.00
(Envir. Scientist)				$0.00
(Inspector)**				$0.00

LABOR COSTS

a) Subtotal Direct Labor Costs

b) Anticipated Salary Increase (see page 2 for calculation)

c) **TOTAL DIRECT LABOR COSTS** [(a) + (b)] $0.00

INDIRECT COSTS

d) Fringe Benefits (Rate: %)

e) Total Fringe Benefits [(c) x (d)] $0.00

f) Overhead (Rate: %)

g) Overhead [(c) x (f)] $0.00

h) General and Administrative (Rate: %)

i) Gen & Admin [(c) x (h)] $0.00

j) **Total Indirect Costs** [(e) + (g) + (i)] $0.00

FIXED FEE

q) Fixed Fee (Rate: %)

k) **TOTAL FIXED FEE** [(c) + (j)] x (q) $0.00

l) **CONSULTANT'S OTHER DIRECT COSTS (ODC) – ITEMIZE (Add additional pages if necessary)**

Description of Item	Quantity	Unit	Unit Cost	Total
Mileage Costs				$0.00
Equipment Rental and Supplies				$0.00
Permit Fees				$0.00

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Plan Sheets				$0.00
Test				$0.00

l) **TOTAL OTHER DIRECT COSTS** $0.00

m) **SUBCONSULTANTS' COSTS (Add additional pages if necessary)**

	Subconsultant's Name	**Cost**
Subconsultant 1:		$0.00
Subconsultant 2:		$0.00
Subconsultant 3:		$0.00
Subconsultant 4:		$0.00

m) **TOTAL SUBCONSULTANTS' COSTS** $0.00

n) Total Other Direct Costs INCLUDING SUBCONSULTANTS [(l)+(m)] $0.00

TOTAL COST [(c) + (j) + (k) + (n)] $0.00

NOTES:

1. Key personnel **must** be marked with an asterisk (*) and employees that are subject to prevailing wage requirements must be marked with two asterisks (**). All costs must comply with the Federal cost principles. Subconsultants will provide their own cost proposals.

2. The cost proposal format shall not be amended. Indirect cost rates shall be updated on an annual basis in accordance with the consultant's annual accounting period and established by a cognizant agency or accepted by Caltrans.

3. Anticipated salary increases calculation (page 2) must accompany.

– End of Attachment A –

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EXHIBIT A – CHUALAR PROJECT LOCATION MAP

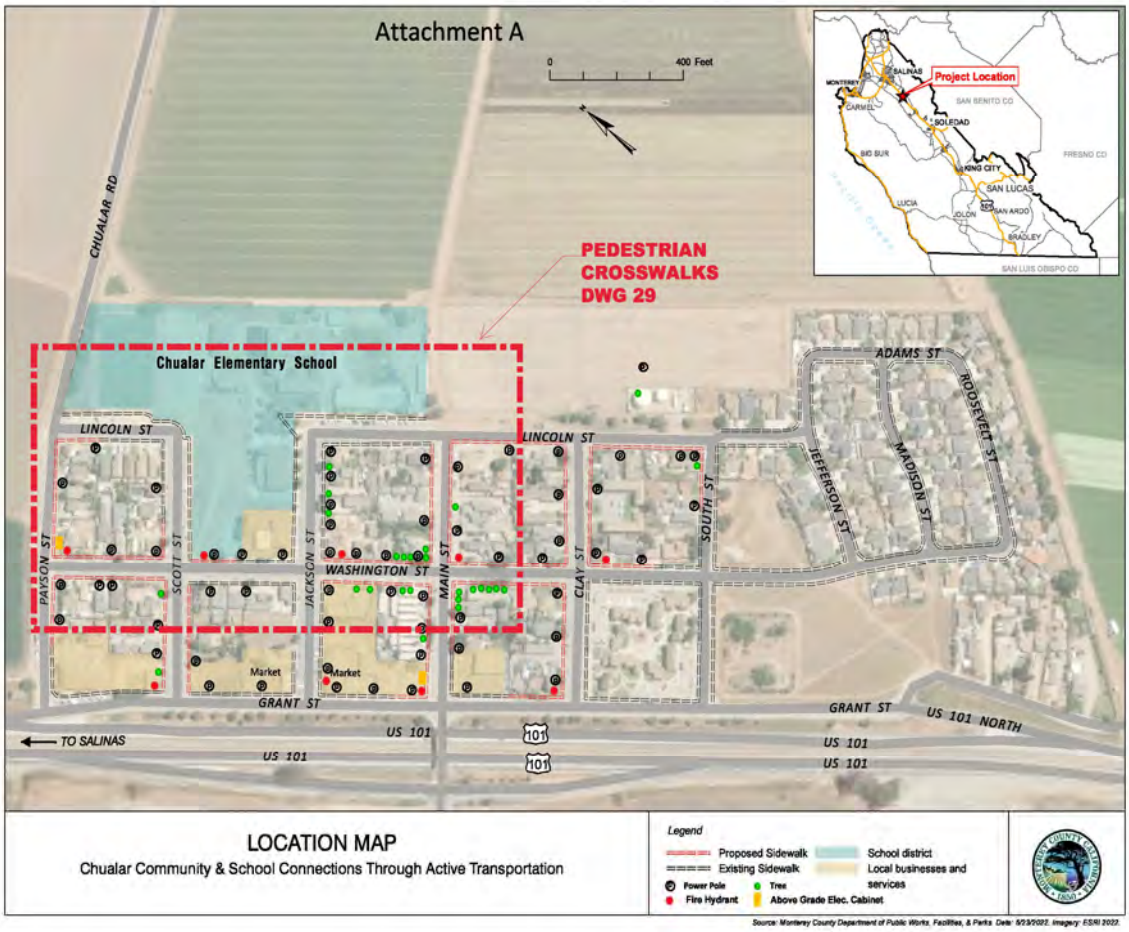

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EXHIBIT B – SAN ARDO PROJECT LOCATION MAP

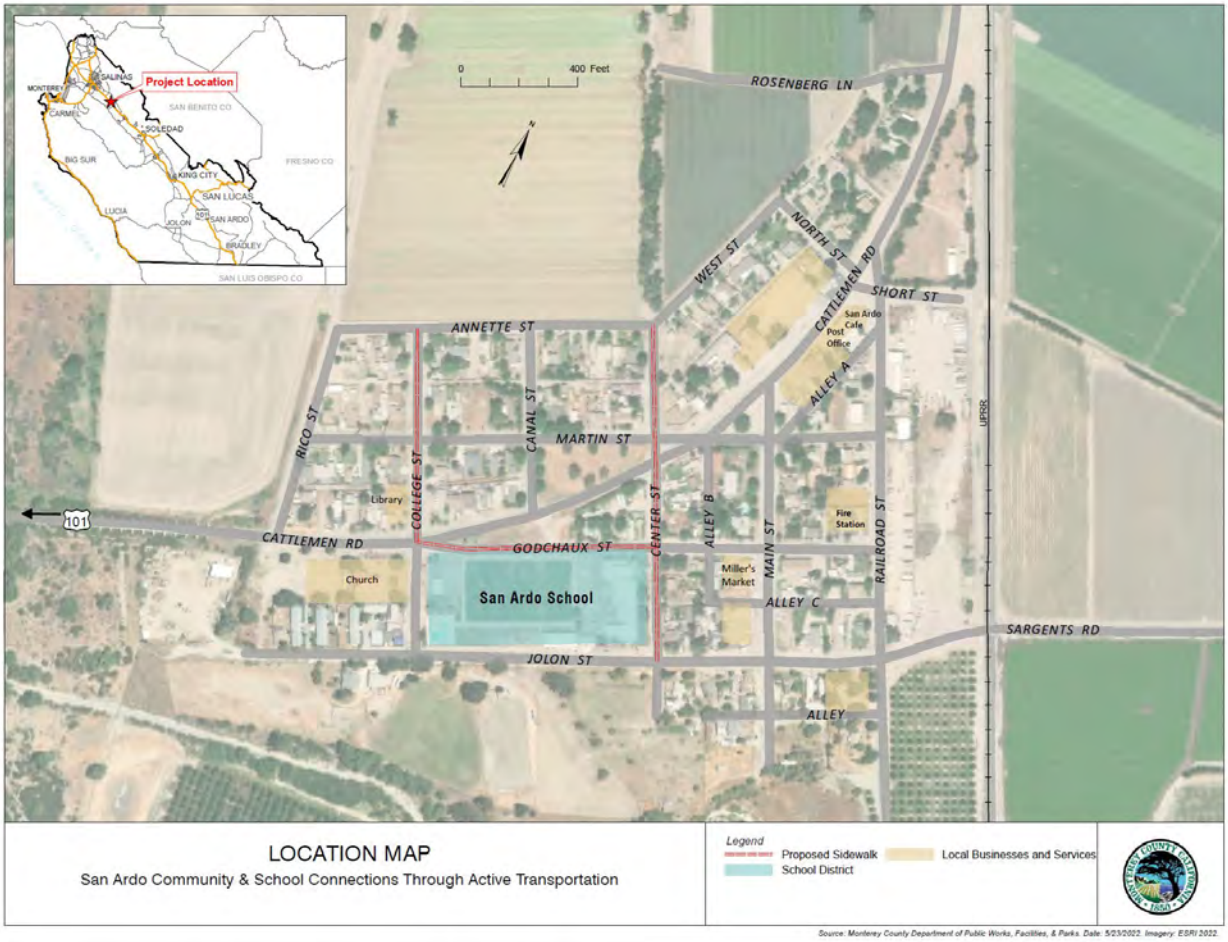

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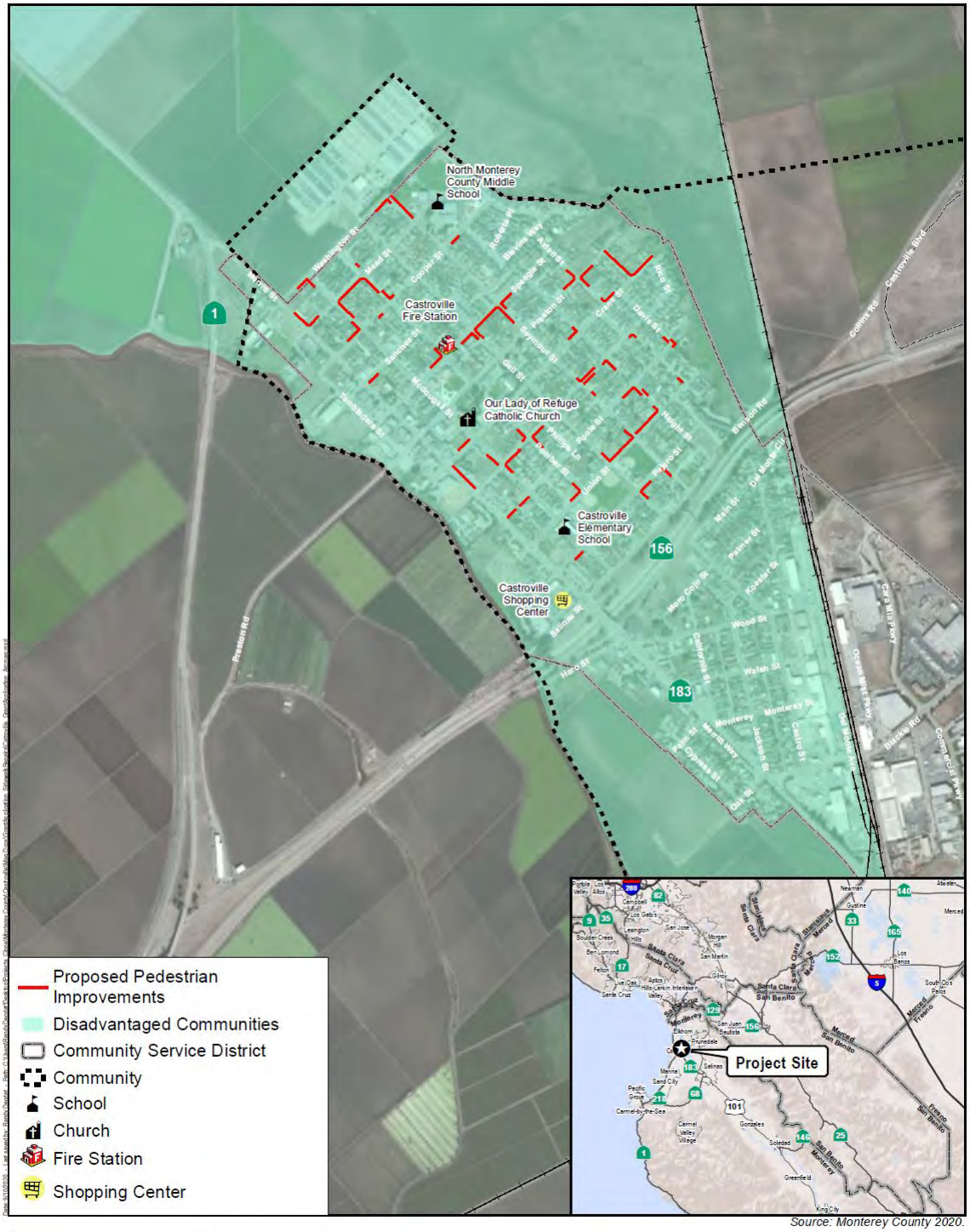
EXHIBIT C – CASTROVILLE PROJECT LOCATION MAP



Source: Monterey County 2020.

Location Map

Castroville Proposed Pedestrian Improvement Project

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EXHIBIT D – GRANT APPLICATION FOR CHUALAR

For training, resources, and technical assistance that can help with an ATP application, please visit the Active Transportation Resource Center (ATRC) at: http://caatpresources.org/

ACTIVE TRANSPORTATION PROGRAM

IMPLEMENTING AGENCY: Monterey County

PROJECT TYPE: Infrastructure + NI - Medium

PROJECT APPLICATION NO.: 5-Monterey County-3

PROJECT NAME: Chualar Community and School Connections Through Active Transportation

PROJECT DESCRIPTION: Construct curb and gutter, sidewalk along identified streets and crossing enhancements, beacons, signage, ADA curb ramps and bike lane. SRTS/education activities will be provided.

PROJECT LOCATION: Proposed project includes a portion of the following streets as shown on Location Map: Main Street, Grant Street, Clay Street, Scott Street, Lincoln Street and Washington Street.

ATP FUNDED COMPONENTS

Infrastructure				Non-Infrastructure	Plan
PA&ED	PS&E	R/W	CON		
$ 270	$ 513	$ 38	$ 4,617	$ 911	$ -
FY 23/24	FY 23/24	FY 24/25	FY 24/25	FY 23/24	FY -

PROJECT FUNDING INFORMATION (1,000s)

Total Project $	Total ATP $	Total Non-ATP $	Past ATP $	Leveraging $	Non-Participating $	Future Local $
6,349	6,349	-	-	-	-	-

For training, resources, and technical assistance that can help with an ATP application, please visit the Active Transportation Resource Center (ATRC) at: http://caatpresources.org/

APPLICATION INDEX PAGE

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Part A3: Project Type 6

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Part A6: Project Funding 13

Project Program Request (PPR) 16

Part A7: Screening Criteria 18

Part B: Narrative Questions **19**

Part C: Application Attachments **39**

Part A1: 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.

LOCODE:	IMPLEMENTING AGENCY'S NAME:		
5944	Monterey County		
IMPLEMENTING AGENCY'S ADDRESS	**CITY**		**ZIP CODE**
1441 Schilling Place, South 2nd Floor	Salinas	CA	93901
IMPLEMENTING AGENCY'S CONTACT PERSON:	**CONTACT PERSON'S TITLE:**		
Janie Bettencourt	Management Analyst		
CONTACT PERSON'S PHONE NUMBER:	**CONTACT PERSON'S EMAIL ADDRESS :**		
831-755-5184	bettencourtj@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 responsibilities 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, 3) ensure a copy of the Memorandum of Understanding or Interagency Agreement between the parties is submitted with the first request for allocation, and 4) if the implemening agency (delivering the project) is an agency other than the applicant or partnering agency, attach a letter of commitment to deliver specified phases of the project signed by all parties. 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

PROJECT PARTNERING AGENCY'S NAME:	
Monterey County Health Department	
PROJECT PARTNERING AGENCY'S CONTACT PERSON:	**CONTACT PERSON'S TITLE:**
Christabelle Oropeza	
CONTACT PERSON'S PHONE NUMBER:	**CONTACT PERSON'S EMAIL ADDRESS :**
831-755-4572	oropezacz@co.monterey.ca.us

Attach a "letter of intent" or other documentation. Commitment_Letter_MCHD_ATP6_Chualar_1.docx.pdf [Remove] [Open File]

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COUNTY OF MONTEREY
HEALTH DEPARTMENT
Elsa Mendoza Jimenez, Director of Health
Administration | Animal Services | Behavioral Health | Clinic Services
Emergency Medical Services | Environmental Health | Public Administrator/Public Guardian | Public Health

May 17, 2022

CALTRANS
Division of Local Assistance
Attn: Office of State Programs
1120 N Street, MS 1
Sacramento, CA 95814

Dear Active Transportation Program Selection Committee:

This letter demonstrates Monterey County Health Department's (MCHD) commitment to the work referenced in the application by the Public Works, Facilities and Parks Department to the California Department of Transportation for the ***Chualar Community and School Connections Through Active Transportation*** project.

The overarching goal of the program is to provide sustainability by improving infrastructure that will promote physical activity and active modes of transportation such as biking and walking to and from school within the community of Chualar.

MCHD has been promoting active transportation for over 20 years and we will continue to ensure communities are aware of the benefits of walking and biking. MCHD commits to implementing and supporting Safe Routes to School efforts that will have a positive impact on this community. This will be done by providing outreach, engagement, and education on pedestrian and bicycle safety, offering community workshops and resources on active transportation, and empowering the community to take an active role in their health outcomes by understanding the correlation between active modes of transport and health.

With support from the Active Transportation Program (ATP) Cycle 6 grant we will be able to make a positive impact in the health outcomes of this community. We look forward to partnering with the Department of Public Works, Facilities and Parks on this project.

Sincerely,

DocuSigned by:
Elsa Mendoza Jimenez
C7A30BA59CA8423...
Elsa Mendoza Jimenez, MPH

Part A2: General Project Information

PROJECT NAME: (Max of 10 Words) (To be used in the CTC project list) **Words Remaining:** 2

Chualar Community and School Connections Through Active Transportation

PROJECT / APPLICATION NUMBER: 3

SUMMARY OF PROJECT SCOPE: (Max of 300 Words) **Words Remaining:** 2
(Summary of the Existing Condition, Project Scope, the Expected Benefits)

The rural, disadvantaged, community of Chualar has gaps in existing pedestrian and bicycle facilities leaving residents without safe separation of pedestrian, bicyclist, and vehicle traffic when walking to school and businesses, leading to potentially hazardous conditions. In partnership with the Monterey County Health Department (MCHD), Monterey County Department of Public Works, Facilities & Parks (PWFP) proposes a transformative project to add bike lanes along Main Street and develop a network of pedestrian facilities and construct sidewalks, curb and gutters, and corresponding pavement marking and signage along the following streets where sidewalks do not exist: Payson Street, Lincoln Street, Scott Street, Washington Street, Main Street, Clay Street and Grant Street. The proposed project will increase walking and bicycling opportunities in the Chualar community, promote multimodal transportation, enhance safety and mobility of non-motorized users. Implementing an active transportation project in Chualar will be a beneficial catalyst to improving public health by providing the community with safe pedestrian and bicycling facilities, consistent with the mission, values, and goals of the County.

MCHD will engage with the community to develop a needs assessment to provide guidance for project outcomes, develop and execute a Safe Routes to School community education component, and engage local residents in the transformation to encourage healthy habits and physical activity. Education delivery methods include community workshops/stakeholder meetings, civic engagement, school presentations discussing pedestrian/bicyclist safety, community health and wellness and safety campaign for motorists.

Monterey County PWFP is seeking project funding to improve public health and safety in this rural community. Anticipated project benefits include the following: improved pedestrian safety, encourage pedestrian mobility and safety, community education about health benefits of walking, bicycling and safety. Without the requested funding, Monterey County PWFP and MCHD do not have the capacity to provide these improvements to the disadvantaged community of Chualar.

OUTCOME/OUTPUT: (Max of 35 Words)
This outcome/output will appear on your vote boxes when you allocate for funds with the CTC. (Example: Construct 12 curb extensions, 26 crosswalks, 33 curb ramps, 255 feet of widened sidewalk, and 2 speed humps to provide added safety for pedestrians and/or bicyclists.)
Words Remaining: 1

Construction of 6,600 LF of curb and gutter, 39,600 SF of sidewalks, 2500 LF crosswalk/traffic/bike lane striping, 22 ADA curb ramps, signage, beacons and bike lanes. A community engagement/ educational SRTS components for the community.

FTIP PROJECT DESCRIPTION: (Max of 180 Characters) **Characters Remaining:** 0

Construct curb and gutter, sidewalk along identified streets and crossing enhancements,beacons, signage, ADA curb ramps and bike lane . SRTS/education activities will be provided.

PROJECT LOCATION: (Max of 180 Characters) **Words Remaining:** 2

Proposed project includes a portion of the following streets as shown on Location Map: Main Street, Grant Street, Clay Street, Scott Street, Lincoln Street and Washington Street.

Is this project located within 500 feet of a freeway or roadway with a traffic volume over 125,000 annual average daily traffic (AADT)? Refer to the CA State Geoportal for traffic volumes found here. ☐ Yes ☐ No

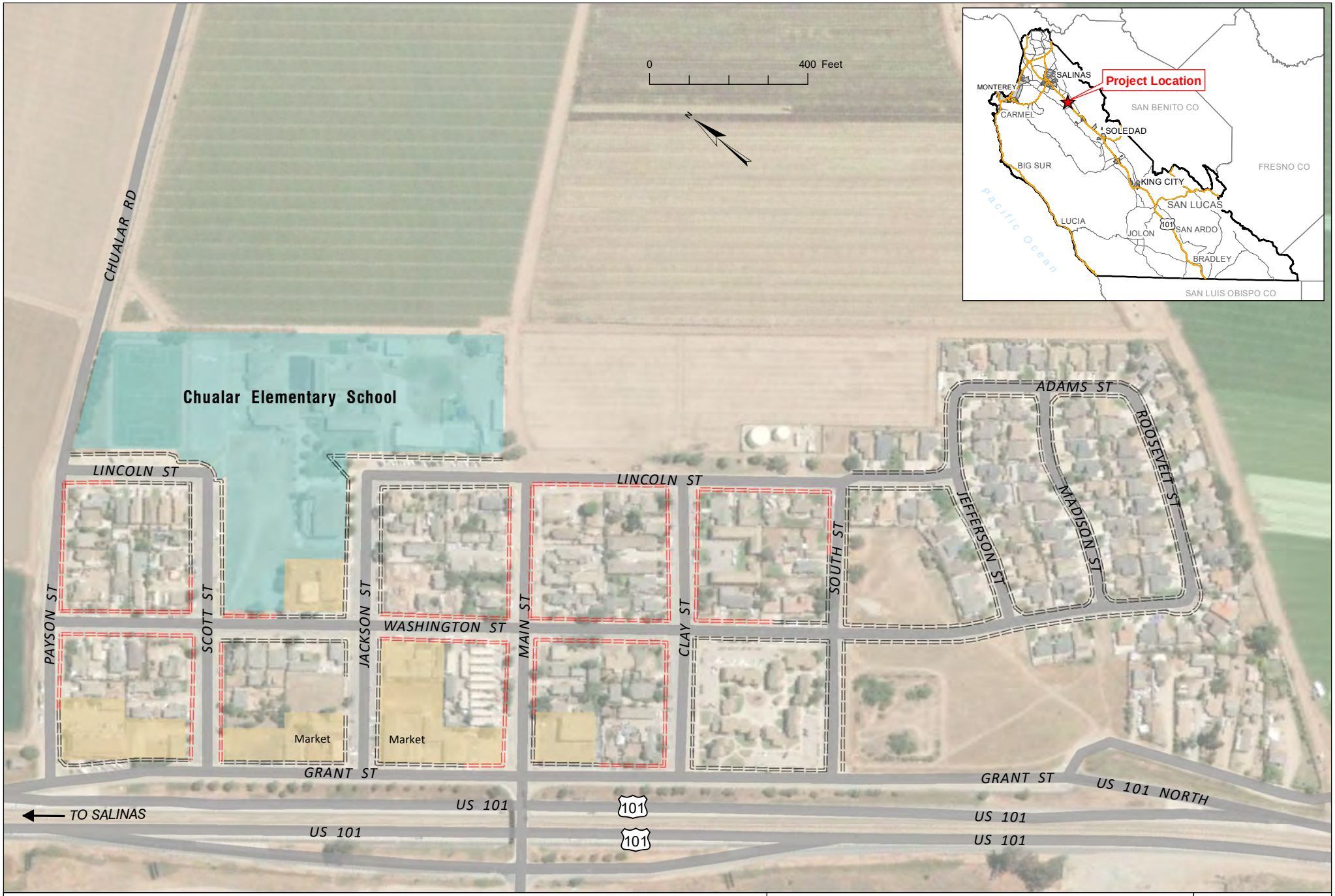
In addition to the Location Description provided, attach a location map to the application. The location map needs to show the project boundaries in relation to the Implementing Agency's boundaries.

1- Attachment C Location Map CHUALAR.pdf

CITIES:
List all cities that this project will affect. All cities must be located within the State of California.

City Code: Other City Name: Chualar

PROJECT COORDINATES:
For stand-alone Infrastructure, NI or Plan project, only add one set of coordinates for those project types in the corresponding fields.
For Infrastructure + Non-Infrastructure (NI) project types, please add coordinates for both Infrastructure and NI.



LOCATION MAP

Chualar Community & School Connections Through Active Transportation

Legend

- Proposed Sidewalk
- Existing Sidewalk
- School district
- Local businesses and services

Source: Monterey County Department of Public Works, Facilities, & Parks. Date: 5/23/2022. Imagery: ESRI 2022.

Infrastructure Project Coordinates: (latitude/longitude in decimal format) Lat. 36.57 N / long. -121.52 W

NI or Plan Project Coordinates: (latitude/longitude in decimal format) Lat. N / long. W

Congressional District(s): 30

State Senate District(s): 12

State Assembly District(s): 30

Caltrans District: 5

County: Monterey

MPO: AMBAG

RTPA: TAMC

Urbanized Zone Area (UZA) Population: Project is located outside one of the large MPOs in a UZA with Pop <= 5,000

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

Part A3: Project Type

PROJECT TYPE: (Use the drop down menu to select.) Infrastructure + NI - Medium

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 ☐ None

☐ Other plans that include Bicycle and/or Pedestrian Improvements 2018 Monterey County Regional Transportation Plan

Is your project in a current Plan? ☒ Yes ☐ No

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

☒ **Bicycle Transportation** % of Project 1 %

☒ **Pedestrian Transportation** % of Project 99 %

☒ **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. For Safe Routes to School non-infrastructure, the program must benefit school students/parents and primarily be based at the school.

☐ **Safe Routes for Seniors**

Safe Routes for Seniors projects increase walking, biking, and safety among older adults and create routes that connect to activities that improve quality of life.

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

Fill out the school information only if you selected the Safe Routes to school project sub-type option above.

How many schools does the project impact/serve: 1

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

School Name:	Chualar Elementary School
School Address:	24285 Lincoln Street, Chualar, California 93925
District Name:	Chualar Union Elementary School District
District Address:	24285 Lincoln Street, Chualar, California 93925
Co.-Dist.-School Code:	27-659956026082
School Type:	K to 8

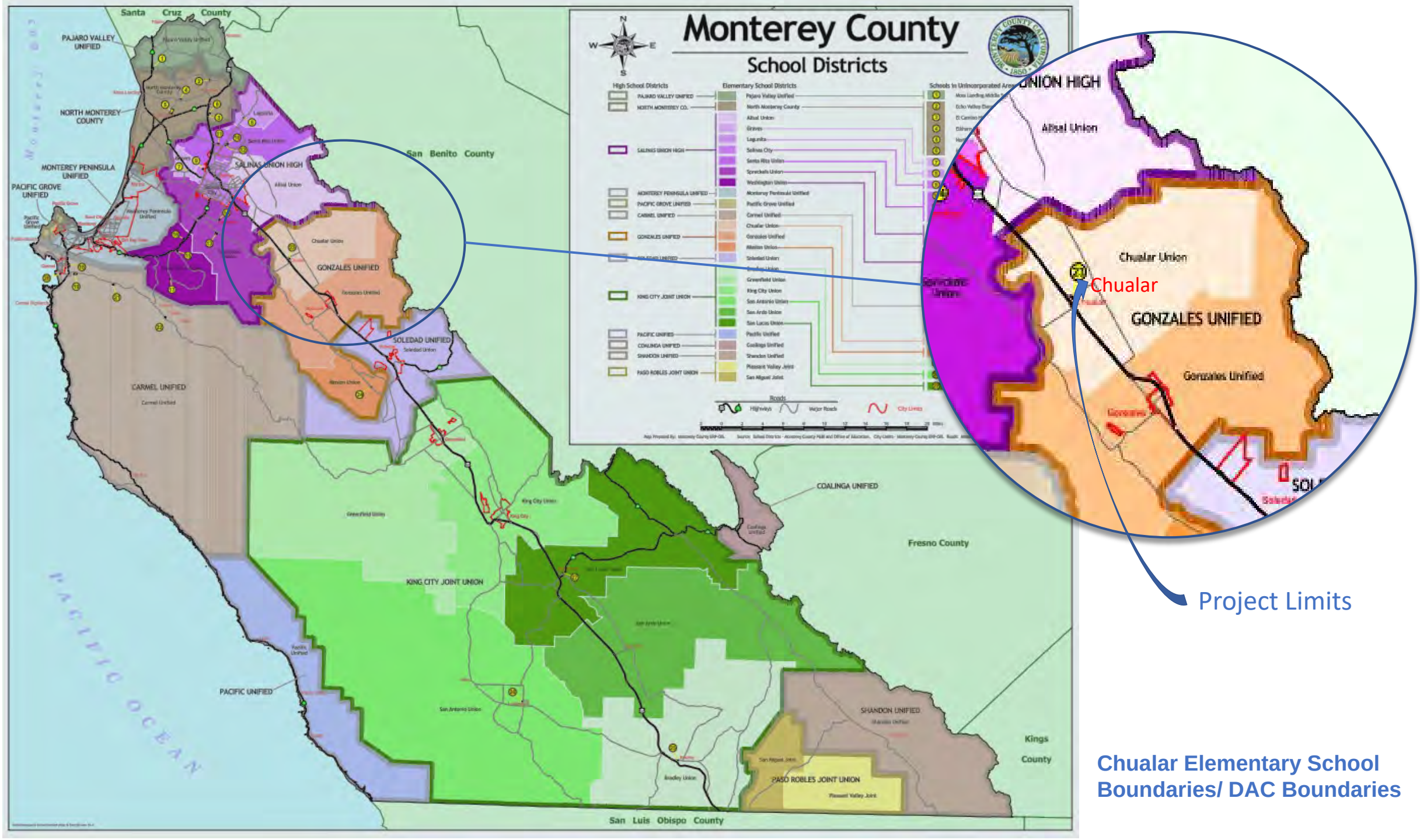
Project improvements maximum distance from school 0.50 mile

Total student enrollment:	303
Approximate # of students living along route proposed for improvement:	30
Percentage of students eligible for free or reduced meal programs**	87 %

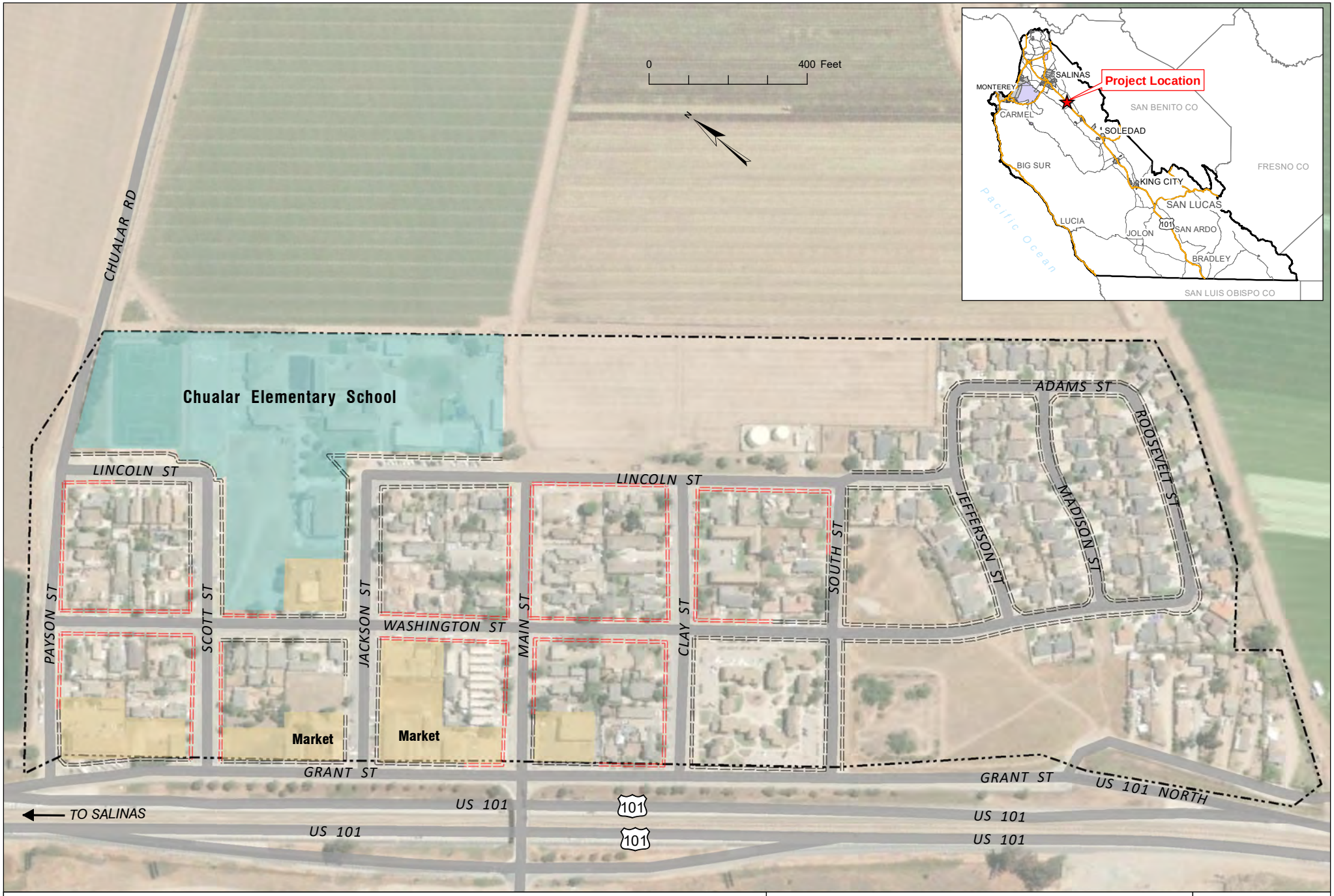
**Refer to the California Department of Education website: https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx
NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

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.

2- School District Map and LOS P7 1.pdf



Chualar Elementary School Boundaries/ DAC Boundaries



LOCATION MAP

Chualar Community & School Connections Through Active Transportation

Legend

- Proposed Sidewalk
- Existing Sidewalk
- School district
- Local business/service

Source: Monterey County Department of Public Works, Facilities, & Parks. Date: 6/7/2022. Imagery: ESRI 2022.

Chualar Union School District

Chualar Union Elementary School District

24285 LINCOLN STREET • CHUALAR, CA 93925 • PHONE: 831.679.2504 • FAX: 831.679.2071

May 16, 2022
CALTRANS
Division of Local Assistance, MS-1
Attn: Office of State Programs
P.O. Box 942874
Sacramento, CA 95814

Subject: Active Transportation Program Cycle 6

To Whom It May Concern:

Chualar Union School District is in support of providing safe walking and bicycling routes to school for the students of Chualar. Chualar is a rural community in South Monterey County with limited resources and services. We support Monterey County Department of Public Works, Facilities and Parks, and the Monterey County Health Department to implement the proposed project bringing safe paths of travel for students and their families.

The activities outlined in the Chualar Community and School Connections Through Active Transportation proposal will increase pedestrian safety. The project will include infrastructure upgrades such as addressing sidewalk gaps on selected streets to increase community and school connections through active transportation.

The non-infrastructure elements of the project will include safe routes to school activities such as walk to school days, walking school bus, sidewalk art activities, pedestrian safety presentations, and community workshops.

We are committed to working together to build safe and active communities.

Sincerely,

Roberto Rios

Robert Rios
Superintendent and Principal
Chualar Union School District

Part A4: Project Details

Indicate the project details included in the project/program/plan.

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**

What % of the BICYCLE related project cost are going towards closing a "Gap" in infrastructure? 1 %

(As opposed to cost going towards "improving" existing bicycle infrastructure: i.e. Class 2 to Class 4)

New Bike Lanes/Routes:	Class 1: 0 Linear Feet		Class 2: 0 Linear Feet	
	Class 3: 1,400 Linear Feet		Class 4: 0 Linear Feet	
Signalized Intersections:	New Bike Boxes: 0 Number		Timing Improvements: 0 Number	
Un-Signalized Intersections:	New RRFB/Signal: 0 Number		Crossing-Surface Improvements: 0 Number	
Mid-Block Crossing:	New RRFB/Signal: 0 Number		Crossing-Surface Improvements: 0 Number	
Lighting:	Intersection: 0 Number		Roadway Segments: 0 Linear Feet	
Bike Share Program:	New Station: 0 Number		New Bikes: 0 Number	
Bike Racks/Lockers:	New Racks: 0 Number		New Secured Lockers: 0 Number	
Other Bicycle Improvements:	#1: _____ #: 0		#2: _____ #: 0	

☒ **Pedestrian Improvements**

What % of the PEDESTRIAN related project cost are going towards closing a "Gap" in infrastructure? 99 %

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

Sidewalks:	New (4' to 8' wide): 9,900 Linear Feet	New (over 8' wide): 0 Linear Feet	
	Widen Existing: 0 Linear Feet	Reconstruct/Enhance Existing: 0 Linear Feet	
	New Barrier Protected (Barrier, parking, functional-planter, etc.): 0 Linear Feet		
ADA Ramp Improvements:	New Ramp (none exist): 22 Number	Reconstruct Ramp to Standard: 0 Number	
Signalized Intersections:	New Crosswalk: 0 Number	Enhance Existing Crosswalk: 0 Number	
	Ped-Heads: 0 Number	Shorten Crossing: 0 Number	
	Timing Improvements: 0 Number		
Un-Signalized Intersections:	New Traffic Signal: 0 Number		
	New RRFB/Signal: 2 Number	Crossing-Surface Improvements: 0 Number	
	Shorten Crossing: 0 Number		
Mid-Block Crossing:	New RRFB/Signal: 0 Number	Crossing-Surface Improvements: 0 Number	
Lighting:	Intersection: 0 Number	Roadway Segments: 0 Linear Feet	
Pedestrian Amenities:	Benches: 0 Number	Trash Cans: 0 Number	
	Shade Trees: 0 Number	Shade Tree Type: _____	
Other Ped Improvements:	#1: Traffic Stripe Crosswalk (2500 LF) #: _____	#2: Curb and Gutter (6600 LF) #: 0	

☐ **Multi-use Trail Improvements**

☐ **Vehicular-Roadway Traffic-Calming Improvements**

☒ **Non-Infrastructure Components**

NI Program Type: *Indicate the NI program type. If more than one, indicate the percentage split based on cost.*

☐ Regional Initiative	0 %	☐ First Last Mile	0 %
☐ Community Initiative	0 %	☐ Other: _____	0 %
☒ Safe Routes to School	100 %		

Program Activities: *Insert the number of each type of activity included in the program. Do not double count.*

Regional Community Initiatives:

0	Number of walk or bike audits
2	Number of bicycle skills/safety classes
2	Number of pedestrian skills/safety classes
0	Number of community demonstration projects/pop-ups/open street events

0 Number of community encouragement (i.e. bike to work days)
0 Number of community challenges (i.e. bike to work month challenge)
30 Number of community workshops/stakeholder meetings

Safe Routes to School (SRTS):

10 Number of classroom/PE classes receiving pedestrian/bicycle safety instruction/education
0 Number of school assemblies receiving pedestrian/bicycle safety instruction/education
0 Number of afterschool programs receiving pedestrian/bicycle safety instruction/education
0 Number of bike rodeos
0 Number of pedestrian 'mock city' safety skills events
1 Number of schools with walking school bus program (defined as planned route with meeting points, a timetable and a schedule of trained volunteers)
0 Number of schools with bicycle train program (defined as a planned route with meeting points, a timetable and a schedule of trained volunteers)
8 Number of SRTS encouragement days (i.e. designated monthly bike/walk to school days X number of school months X number of school involved)
0 Number of student-led leadership initiatives (e.g., student patrols, peer-led learning)
8 Number of training sessions to implement the SRTS program (i.e training for volunteer walking school bus leaders, crossing guards, etc.)

Other:

____ Number of _____

____ Number of _____

Communications: *Check the box if the program will include the communication type.*

- ☒ Traditional media (radio ads, TV ads, newspaper ads, flyers, etc.)
- ☒ Large media (bus-wraps, billboards, etc.)
- ☒ Print/electronic publications (newsletters, blogs, etc.)
- ☒ Social media (Twitter, Facebook, Instagram, etc.)
- ☒ Program website
- ☒ Other; Zoom and YouTube

What languages, if any, will the selected communications be translated to:

Spanish

Collaborative Partnerships: *Check all parties that have a committed role in the project beyond submitting a letter of support.*

- ☒ Local Public Health Department
- ☒ Law Enforcement
- ☐ Non-Profit Organizations/Community Based Organizations
- ☒ Schools/School Districts
- ☐ Public Works Departments
- ☐ Other;

☐ **Plan Type (only intended for Plans)**

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

- ☒ Project is 100% within the Implementing Agency's R/W and/or is within their control at the time of this application submittal. (This includes temporary construction easements)
- ☐ Project will likely require R/W in fee ownership, permanent easements and/or temporary construction easements from private owners and/or will require utility relocations from utility companies outside that implementing agency's governmental control.
- ☐ Project will likely encroach into Caltrans R/W requiring easements, encroachment permits and/or other approvals.
- ☐ Project will likely require R/W, Easements, encroachment and/or approval involving Governmental (excluding Caltrans - as Caltrans impacts are documented above), Environmental, or Railroad owner's property.
- ☐ Program/Plan will likely have an open street/demonstration on state highway.

Part A5: 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, 2023 and June 30, 2027 to be consistent with the available ATP funds for Cycle 6.

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: 7/1/2023
Notice to Proceed with Federally Reimbursable ATP Work: 8/30/2023
Expected or Past Start Date for PA&ED activities: 8/31/2023
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: 6/26/2024

** 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.*

PS&E Project Delivery Phase:

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

Proposed CTC "PS&E Allocation" Date: 6/26/2024
Notice to Proceed with Federally Reimbursable ATP Work: 8/25/2024
Expected or Past Start Date for PS&E activities: 8/26/2024
Time to complete the final Plans, Specification & Estimate: 10 months
Expected or Past Completion Date for the PS&E Phase: 6/22/2025

** 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.*

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: 8/26/2024
Notice to Proceed with Federally Reimbursable ATP Work: 10/25/2024
Expected or Past Start Date for R/W activities: 10/25/2024
Time to complete the R/W Engineering, Acquisition, and Utilities: 2 months
Expected or Past Completion Date for the R/W Phase: 12/23/2024

** 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.*

Construction Project Delivery Phase:

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

Proposed CTC "CON Allocation" Date: 6/26/2025
Notice to Proceed with Federally Reimbursable ATP Work: 8/25/2025
Expected Start Date for Construction activities: 8/28/2025
Time to complete the Construction activities: 7 months
Expected or Past Completion Date for the CON Phase: 3/26/2026

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

Proposed CTC "CON Allocation" Date:	7/5/2023
Notice to Proceed with Federally Reimbursable ATP Work:	9/3/2023
Expected Start Date for "NI" or "Plan" Construction activities:	10/16/2023
Time to complete the CON-Phase activities:	37 months
Expected Completion Date for the CON Phase:	10/30/2026

Part A6: 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	Future Local Identified Funding
PA&ED	270	270	*23/24*	-	-	-	-	-
PS&E	513	513	*23/24*	-	-	-	-	-
R/W	38	38	*24/25*	-	-	-	-	-
CON	4,617	4,617	*24/25*	-	-	-	-	-
NI-CON/ PLAN	911	911	*23/24*	-	-	-	-	-
TOTAL	6,349	6,349		-	-	-	-	-

* *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)*

ATP FUNDING TYPE REQUESTED:

Per the CTC Guidelines, all ATP projects over $1M must be eligible to receive federal funding. 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. A request for State-Only funds does not guarantee it will be received.

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.

Amendment (Existing Project) Y ☐ N ☒						Date: 6/10/2022
District	**EA**	**Project ID**	**PPNO**	**MPO ID**	**Alt Project. ID/prg.**	
5						ATP

County	**Route/Corridor**	**PM Bk**	**PM Ahd**	**Project Sponsor/Lead Agency**	
MON	US 101			Monterey County	
				MPO	**Element**
				AMBAG	

Project Manager/Contact	**Phone**	**E-mail Address**
Janie Bettencourt	(831) 755-5184	bettencourtj@co.monterey.ca.us

Project Title

Chualar Community and School Connections Through Active Transportation

Location (Project Limits), Description (Scope of Work)

Proposed project includes a portion of the following streets as shown on Location Map: Main Street, Grant Street, Clay Street, Scott Street, Lincoln Street and Washington Street.

Component	**Implementing Agency**
PA&ED	Monterey County
PS&E	Monterey County
Right of Way	Monterey County
Construction	Monterey County

Legislative Districts

Assembly:	30	**Senate:**	12	**Congressional:**	30

Project Benefits (If more space is needed, use the Additional Information field on the next page.)

The proposed project is designed to increase walking opportunities in Chualar, promote multimodal transportation, enhance safety and mobility of non-motorized users, and enhance public health. Implementing an active transportation project in Chualar will be a beneficial catalyst to improving public health by providing the community with safe pedestrian facilities. Health benefits include increasing physical activity to

Purpose and Need

There are significant gaps in Chualar pedestrian facilities leaving residents to walk in the road sharing the same path of travel as vehicles as they walk from their homes to local businesses, services and the school creating a potentially hazardous conditions. Due to these inadequate +

Category	**Outputs/Outcomes**	**Unit**	**Total**
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Feet	39,600
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Feet	1,400

NHS Improvements:	Roadway Class:	Reversible Lane Analysis:

Inc. Sustainable Communities Strategy Goals: Yes Reduces Greenhouse Gas Emissions: Yes

Project Milestone	**Existing**	**Proposed**
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		8/31/2023
Circulate Draft Environmental Document (Document Type)		
Draft Project Report		
End Environmental Phase (PA&ED Milestone)		6/26/2024
Begin Design (PS&E) Phase		8/26/2024
End Design Phase (Ready to List for Advertisement Milestone)		6/22/2025
Begin Right of Way Phase		10/25/2024
End Right of Way Phase (Right of Way Certification Milestone)		12/23/2024
Begin Construction Phase		8/28/2025
End Construction Phase		3/26/2026
Begin Closeout Phase		
End Closeout Phase (Closeout Report)		

Additional Information | **Date:** 6/10/2022

reduce the risk of chronic diseases. The project will reduce vehicle use as more residents feel safe when walking to access local businesses, services and the school which will result in a reduction of the carbon footprint and greenhouse gas emissions.

Project Programming Request (PPR)

Date: 6/10/2022

Project Information:

Project Title:	Chualar Community and School Connections Through Active Transportation				
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	22/23	23/24	24/25	25/26	26/27	27/28+	Total
E&P (PA&ED)	0	0	270	0	0	0	0	270
PS&E	0	0	513	0	0	0	0	513
R/W	0	0	0	38	0	0	0	38
CON	0	0	911	4,617	0	0	0	5,528
TOTAL	**0**	**0**	**1,694**	**4,655**	**0**	**0**	**0**	**6,349**

Notes:

ATP Funds	Infrastructure Cycle 6							
Proposed Funding Allocation ($1,000s)								
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**
E&P (PA&ED)	0	0	270	0	0	0	0	270
PS&E	0	0	513	0	0	0	0	513
R/W	0	0	0	38	0	0	0	38
CON	0	0	0	4,617	0	0	0	4,617
TOTAL	**0**	**0**	**783**	**4,655**	**0**	**0**	**0**	**5,438**

Program Code: 20.30.720
Funding Agency: Caltrans
Notes:

ATP Funds	Non-Infrastructure Cycle 6							
Proposed Funding Allocation ($1,000s)								
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**
E&P (PA&ED)	0	0	0	0	0	0	0	0
PS&E	0	0	0	0	0	0	0	0
R/W	0	0	0	0	0	0	0	0
CON	0	0	911	0	0	0	0	911
TOTAL	**0**	**0**	**911**	**0**	**0**	**0**	**0**	**911**

Program Code: 20.30.720
Funding Agency: Caltrans
Notes:

ATP Funds	Plan Cycle 6							
Proposed Funding Allocation ($1,000s)								
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**
E&P (PA&ED)	0	0	0	0	0	0	0	0
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**

Program Code: 20.30.720
Funding Agency: Caltrans
Notes:

ATP Funds	Previous Cycle							
Proposed Funding Allocation ($1,000s)								
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**
E&P (PA&ED)	0	0	0	0	0	0	0	0
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**

Program Code:
Funding Agency: Caltrans
Notes:

Project Programming Request (PPR)

Date: 6/10/2022

Project Information:					
Project Title:	Chualar Community and School Connections Through Active Transportation				
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**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	0	Monterey County
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	

Fund No. 3:									**Program Code**
Proposed Funding Allocation ($1,000s)									
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	0	
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	

Fund No. 4:									**Program Code**
Proposed Funding Allocation ($1,000s)									
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	0	
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	

Fund No. 5:									**Program Code**
Proposed Funding Allocation ($1,000s)									
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	0	
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	

Fund No. 6:									**Program Code**
Proposed Funding Allocation ($1,000s)									
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	0	
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	

Fund No. 7:									**Program Code**
Proposed Funding Allocation ($1,000s)									
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	0	
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	

Part A7: 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:** 80

   A significant proportion of the proposed project will be constructed along properties that have been developed; only a few properties are undeveloped along the proposed project extents . Conditions of development apply to new development only. The majority of the community is older; sidewalks were not required when the land was being developed, and the County cannot require property owners to build a sidewalk years after the property transaction occurred. Additionally, because of the need for affordable housing in the County, potential development of non-adjacent properties may provide residences for low income individuals and families that may not readily have access to motorized transportation, and would rely on pedestrian and bicycle modes of transportation to access community services and resources.

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

   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.

   3-TAMC ATP Chualar.pdf

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

3. **Is the Implementing Agency Caltrans?** ☐ Yes ☒ No

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Active Transportation Plan for Monterey County

TAMC
TRANSPORTATION AGENCY FOR MONTEREY COUNTY

June 2018

1. INTRODUCTION

Plan Background and Purpose

The Transportation Agency adopted the most recent Bicycle and Pedestrian Master Plan in 2011. For the 2011 Master Plan, staff and the consultant team worked closely with key stakeholders throughout the planning process and involved them directly in the development of bicycle facility alignments and Agency priorities. The 2011 Plan identified all existing and proposed bicycle projects and facilities for all the jurisdictions within Monterey County.

On September 2013, the State Legislature created the Active Transportation Program to encourage increased use of active modes of transportation, such as bicycling and walking. The Program consolidates various State and Federal active transportation funding programs to: increase the proportion of biking and walking trips, increase safety for non-motorized users, increase mobility for non-motorized users, advance the efforts of regional agencies to achieve greenhouse gas reduction goals, and enhance public health. Having an updated countywide active transportation plan makes bicycle and pedestrian projects more competitive for grant funding through the State's Active Transportation Program and positions these projects to be more competitive for other State and Federal grant programs.

This Active Transportation Plan is an update of the 2011 Bicycle and Pedestrian Master Plan and includes goals and objectives that provide a blueprint for making bicycling and walking an integral part of daily life. This Plan has been prepared according to the State's guidelines for Active Transportation Plans, and contains maps for each of the jurisdictions of existing and proposed bicycle and pedestrian facilities, along with policies and programs to increase the proportion of trips accomplished by bicycling and walking. Other elements in the Plan include a needs analysis of bicyclists and pedestrians, public health and economic benefits of bicycling and walking, costs to implement projects and a list of various potential funding sources.

Community Involvement

To develop the Active Transportation Plan, Agency staff consulted with TAMC's Bicycle and Pedestrian Facilities Advisory Committee, which is composed of volunteer representatives from each supervisorial district and city in Monterey County as well as representatives from public agencies and a bicycle/pedestrian interest group, as appointed by the TAMC Board of Directors, and TAMC's Technical Advisory Committee, composed of public works representatives from each of the twelve cities in Monterey County, Monterey County Public Works, Caltrans, Monterey-Salinas Transit, the Fort Ord Reuse Authority, the Monterey Bay Unified Air Pollution Control District, and the Association of Monterey Bay Area Governments.

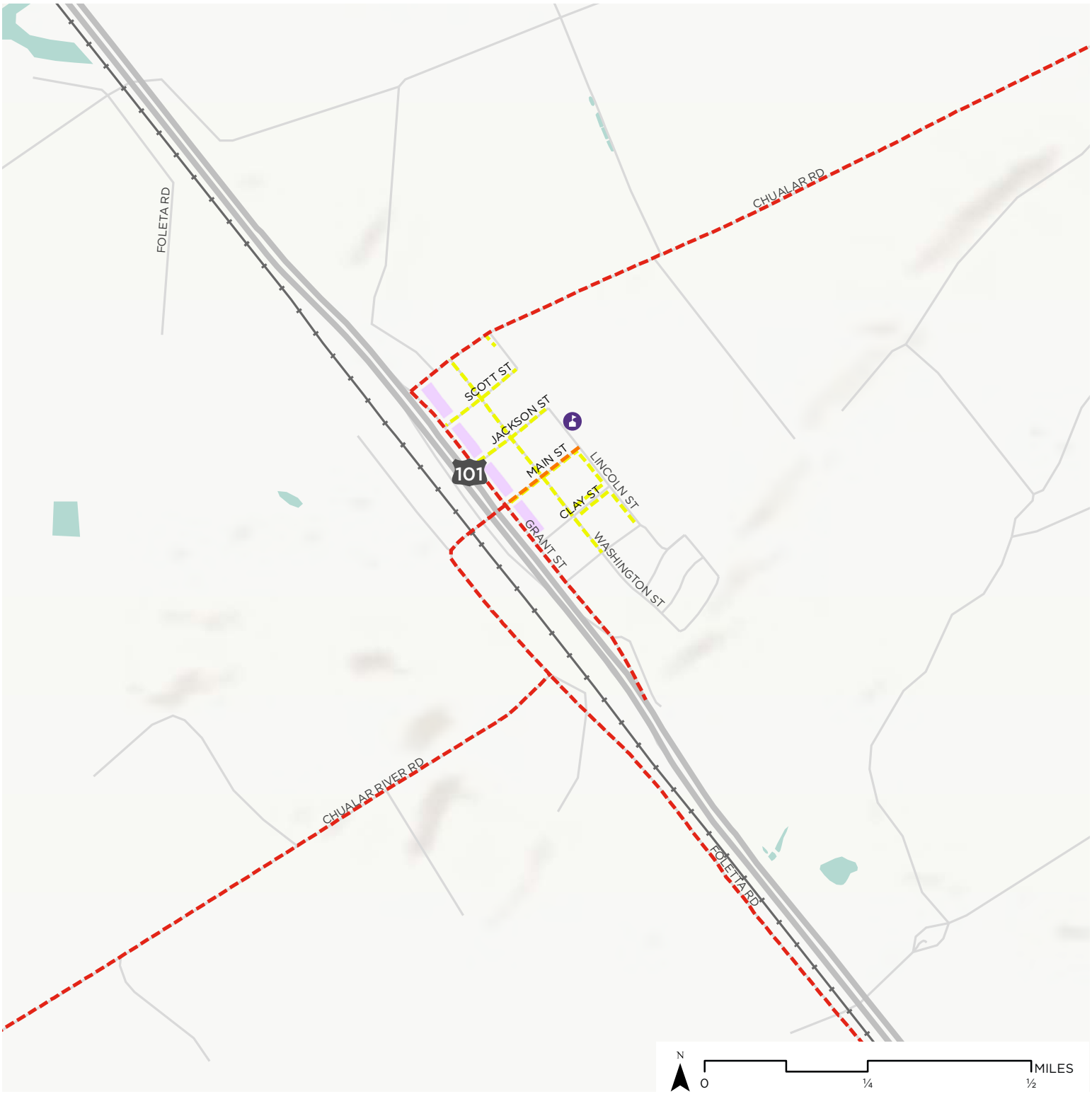
South County Workshop, December 2016

Pedestrian Infrastructure Improvements

The pedestrian improvements listed here are unranked, and include sidewalk improvements in the communities of Castroville, Chualar, San Lucas and San Ardo. The pedestrian improvements presented here have a planning-level cost estimate of approximately $22 million for approximately 5.7 miles of sidewalk, curb and gutter improvements and pedestrian intersection improvements. Many of these pedestrian improvement projects can be implemented as part of street and road improvement projects.

ATP ID#:	community	start:	end:	description:	feet:	CONSTRUCTION COST
MC-139	San Ardo	Cattleman Rd	end of Main St	sidewalk	1291	$899,164
MC-140	San Ardo	Main St	Cattleman Rd	sidewalk	1525	$1,064,994
MC-141	San Ardo	Short St	College St	sidewalk	1351	$943,386
MC-142	San Ardo	Rico St	Railroad St	sidewalk		$1,378,227
MC-143	San Ardo	Annette St	Jolon Rd	sidewalk	1113	$773,871
MC-144	San Ardo	Rico St	Center St	sidewalk	1078	$751,760
MC-145	San Ardo	Annette St	Jolon Rd	sidewalk	1341	$936,015
MC-146	San Ardo	Cattleman Rd	Center St	sidewalk	925	$644,893
MC-147	San Ardo	Sargents Rd	Catholic Church	sidewalk	2217	$1,547,742
MC-148	San Ardo	Short St	Jolon Rd	sidewalk	1249	$873,369
MC-149	San Lucas	Monterey St	Mary St	sidewalk	2640	$1,842,550
MC-150	San Lucas	Main St	San Benito St	sidewalk	366	$255,444
MC-151	San Lucas	Mary St	Monterey St	sidewalk	2692	$1,879,401
MC-152	San Lucas	Main St	San Benito St	sidewalk	326	$228,476
MC-153	San Lucas	Main St	San Benito St	sidewalk	331	$232,161
MC-154	San Lucas	Main St	San Benito St	sidewalk	337	$235,846
MC-155	San Lucas	Main St	San Benito St	sidewalk	329	$228,476
MC-156	San Lucas	Main St	San Benito St	sidewalk	316	$221,106
MC-157	Chualar	South St	Clay St	sidewalk	318	$7,370
MC-158	Chualar	Lincoln St	Washington St	sidewalk	315	$219,850
MC-159	Chualar	Lincoln St	Washington St	sidewalk	317	$221,106
MC-160	Chualar	Clay St	Main St	sidewalk	297	$207,287
MC-161	Chualar	Lincoln St	Grant St	sidewalk	721	$504,859
MC-162	Chualar	South St	Chualar Rd	sidewalk	1990	$1,389,283

ATP ID#:	community	start:	end:	description:	feet:	CONSTRUCTION COST
MC-163	Chualar	Lincoln St	Grant St	sidewalk	696	$482,748
MC-164	Chualar	Grant St	Lincoln St	sidewalk	725	$504,859
MC-165	Chualar	Payson St	24204 Lincoln St	sidewalk	106	$73,702
MC-166	Castroville	Merritt St	Wood St	pedestrian intersection improvement3 curb ramps 1 ped button		$71,600
MC-167	Castroville	Merritt St	Haro St	2 curb ramps only		$71,600
MC-168	Castroville	Seymour St	Geil St	sidewalk	298	$207,985
MC-169	Castroville	Geil St	Pomber St	sidewalk	293	$204,495
MC-170	Castroville	Merritt St	Mead St	sidewalk	260	$181,463
MC-171	Castroville	Seymor St	Pomber St	sidewalk	635	$443,189
MC-172	Castroville	Davis St	Axtell St	sidewalk	302	$210,777
MC-173	Castroville	Preston St	Axtell St	sidewalk	281	$196,120
MC-174	Castroville	Preston St	Rico St	sidewalk	327	$228,225
MC-175	Castroville	Davis St	Rico St	sidewalk	290	$202,401
MC-176	Castroville	Axtell St	Davis St	sidewalk	168	$117,253
MC-177	Castroville	Geil St	Seymour St	sidewalk	142	$99,107
MC-178	Castroville	USPS Castroville	McDougall St	sidewalk	161	$112,368
MC-179	Castroville	Rico St	Axtell St	sidewalk	99	$69,096
MC-180	Castroville	Rico St	Haight St	sidewalk	232	$161,921
MC-181	Castroville	Haight St	Seymour St	sidewalk	163	$113,764
MC-182	Castroville	Rico St	Seymour St	sidewalk	217	$151,452
MC-183	Castroville	Geil St	Merritt St	sidewalk	1022	$713,290
MC-184	Castroville	Poole St	Haight St	sidewalk	265	$184,953
MC-185	Castroville	Seymour St	Haight St	sidewalk	356	$248,465



Chualar

Monterey County Active Transportation Plan

Proposed Pedestrian Improvements

- Sidewalk

Proposed Bikeway Improvements

- Class II Bike Lane
- Class III Bike Route

Points of Interest

- K-12 School

Land Use

- Commercial Area

Data provided by Monterey County TAMC. Terrain data by ESRI, NOAA.

Map produced October 2017 by Alta Planning + Design.

Part B: Narrative Questions

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, the geographic boundaries of the disadvantaged community, and disadvantaged community access point(s) and destinations that the project is benefiting.

4- Map of DAC Boundaries and Access P 19.pdf

B. Identification of Disadvantaged Community: (0 points)

Select one of the following 5 options. Must provide information for all Census Tract/Block Group/Place Number 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.
- **Healthy Places Index**
- **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: https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx (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.
NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

School Name	School Enrollment	% of Students Eligible for FRPM
Chualar Elementary School	303	87 %

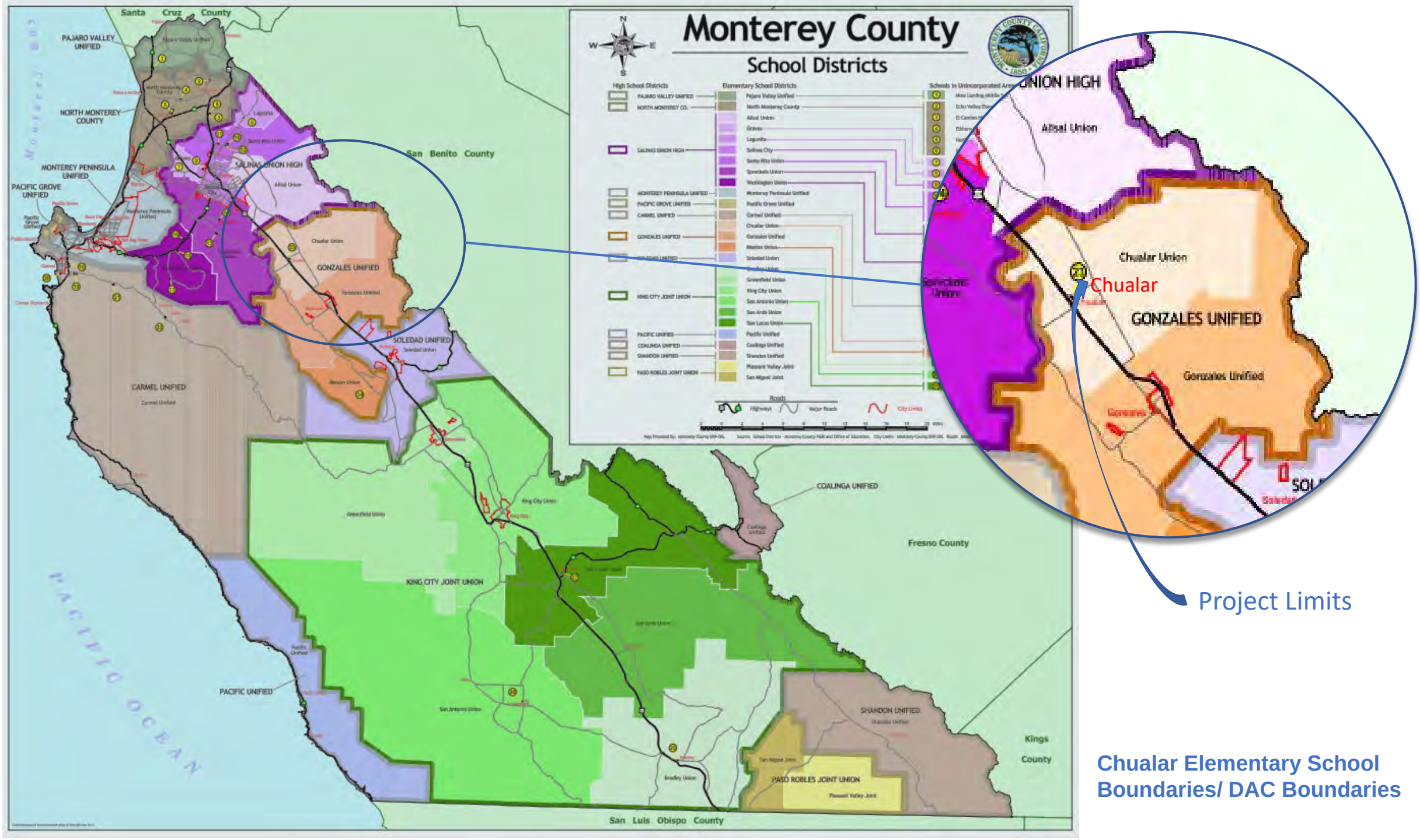
Highest percentage of students eligible from above (autofill): **87%** (to be used for qualifying as benefiting a DAC only)
Percentage of students eligible for the Free or Reduced Price Meals Programs: **87%**
(to be used for severity calculation only)

C. Direct Benefit: (0 - 4 points)

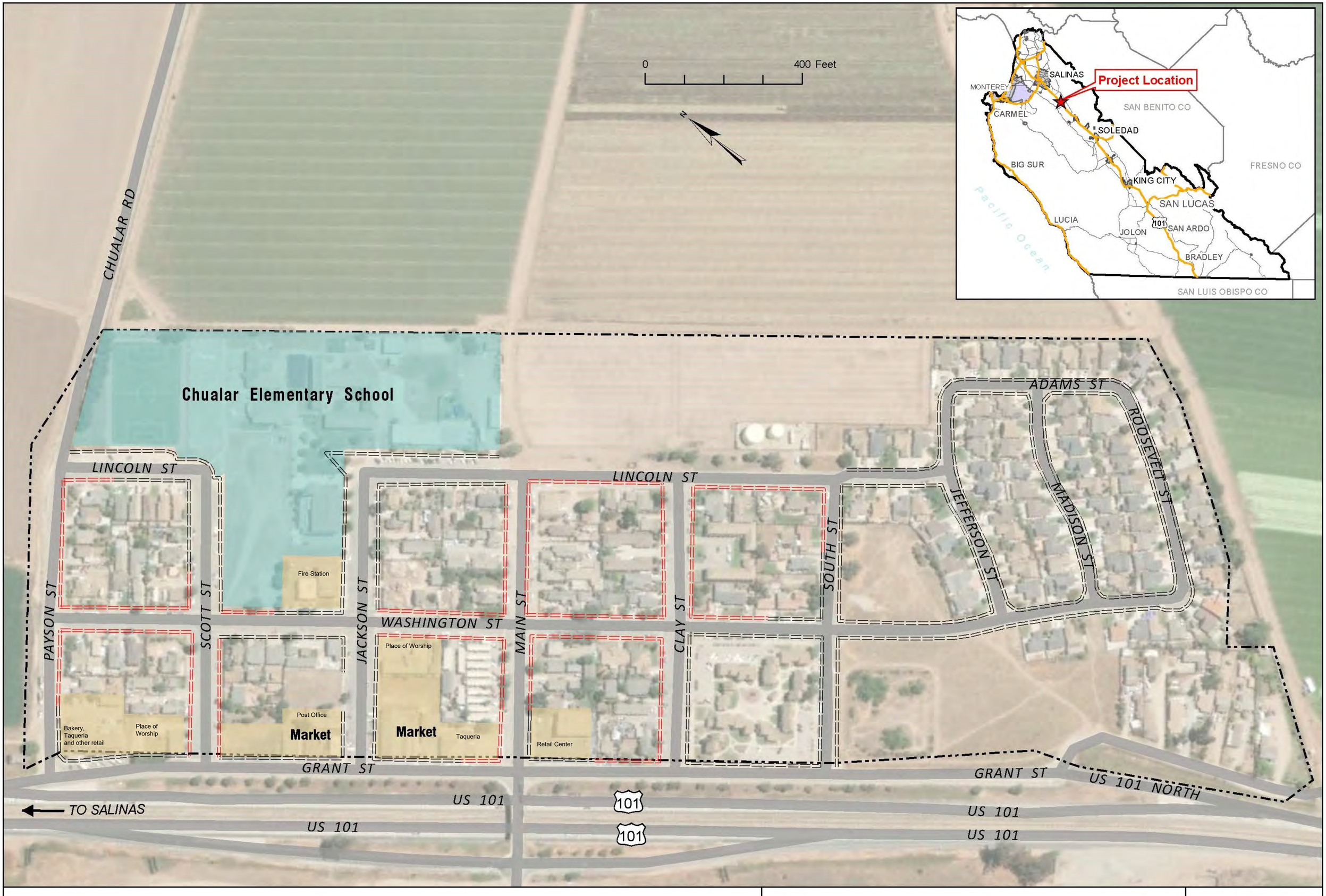
1. Explain how the project closes a gap, provides connections to, and/or addresses a deficiency in an active transportation network and how the improvements meet an important need of the disadvantaged community. Address any issues of displacement that may occur as a result of this project, if applicable. If displacement is not an issue, explain why it is not a concern for the community.
(Max of 500 Words) **Words Remaining:** 4

Surrounded by agricultural fields that feed our nation, the disadvantaged community of Chualar is lacking essential infrastructure to provide safe separation of pedestrian and vehicle traffic leading to potentially hazardous conditions. The median income in Chualar is $52, 031 (66% of California median income of $78,672) and the Chualar poverty rate is 23.8% almost double that of the State (12.6%) and 86.2% of the students qualify for the free and reduced lunch program at Chualar Elementary School. The rural community is consistently burdened with large commercial truck traffic traveling to and from the surrounding agricultural fields. Grant Street connects to US Highway 101 in both directions carrying highway traffic into the community at speeds above the posted limit. The Chualar community encompasses a walkable .7 miles and approximately 50% of the residential community is without sidewalks leaving significant gaps in pedestrian facilities. Community members currently walk beside or in the street and are often forced further into the street to walk by parked cars and when wet weather creates muddy, wet conditions along the roadside. Additionally, large commercial trucks frequently travel through Chualar utilizing roads near Chualar Elementary School rendering it difficult for students, teachers and parents to safely cross the streets.

While portions of Chualar have sidewalks, 100% of the community cannot safely walk to the school, the markets, local businesses, public transportation and services with the existing fragmented pedestrian facilities. The proposed project will include Class III Bike Lanes along Main Street and close the gaps in the existing patchwork of pedestrian infrastructure in Chualar by constructing a network of curb, gutter, sidewalks and ADA ramps and crossing enhancements on the following streets: Payson Street, Lincoln Street, Scott Street, Washington Street, Main Street, Clay Street and Grant Street. The project will increase safe walking and bicycling opportunities to these key destinations encourage physical activity. These improvements will provide pedestrian connectivity to 100% of the community benefiting users of all income levels, ages, and mobility abilities. Additionally, the project will enhance safety for students, families, and individuals walking to and from school and reduce vehicle trips.



Chualar Elementary School Boundaries/ DAC Boundaries



LOCATION MAP

Chualar Community & School Connections Through Active Transportation

Legend

- Proposed Sidewalk
- Existing Sidewalk
- School District
- Local Businesses/Services
- Chualar Rural Center and Non-Infrastructure Program Boundaries

Source: Monterey County Department of Public Works, Facilities, & Parks. Date: 6/7/2022. Imagery: ESRI 2022.

The non-infrastructure elements of this project include Safe Routes to School and community workshop activities for youth, adults, and senior citizens. Through a series of community and school presentations, civic engagement, bike repair workshops, walk to school days, educational campaigns and participating in a regional health and wellness conference, residents will be encouraged, inspired, educated and engaged in adopting positive behaviors that will reduce the risk and increase safety of pedestrian and bicycling within the community.

The proposed improvements consist of basic, critical pedestrian infrastructure: sidewalk connectivity, curb, ADA ramps and it is not anticipated that the proposed project will impact displacement. These improvements are vital to the Chualar community, are consistent with TAMC's 2018 Active Transportation Plan and goals of increasing biking and walking trips, making those trips safe, and closing gaps in the region's active transportation network, while delivering a tremendous positive impact to this rural community.

2. Explain how the disadvantaged community residents will have physical access to the project. (Max of 500 Words)

Words Remaining: 25

The proposed project will fill gaps in existing pedestrian/bicyclist infrastructure in central Chualar and improve active transportation opportunities for all Chualar residents. The Chualar community lacks safe pedestrian connectivity leaving residents to walk in the same path of travel as vehicles and large commercial trucks as they walk to school, local businesses or places of worship. Residents frequently walk further into vehicular traffic as they maneuver around parked cars or during periods of wet weather to avoid the wet, muddy conditions along the roadside. The majority of students attending Chualar Elementary School are without safe pedestrian access to school. While the school has contiguous sidewalks in front of the school, the route home for most students is curb and dirt shoulder or no curb, road and dirt shoulder. The pedestrian facilities in Chualar are fragmented and sidewalks are greatly needed to fill in the gaps in connectivity.

All Chualar residents are faced with a mobility challenge to safely walk to school, places of worship, and local businesses. Chualar has no public park and Chualar Elementary School is used by many students after hours for recreational purposes. The proposed project will provide 100% of the Chualar community with safe pedestrian facilities to access these local destinations. This access will help improve the health of Chualar residents and reduce disparities. The proposed project will provide curb, gutter and sidewalks along Payson Street, Lincoln Street, Scott Street, Washington Street, Main Street, Clay Street and Grant Street creating connectivity of safe pedestrian facilities for all community members within this disadvantaged community. The proposed project also includes the addition of Class III Bike Lanes along Main Street to provide a connection to the school and future planned routes. Additionally, the community members (ages spanning youth through and including seniors) will also benefit from a robust Safe Routes training and community education workshops and campaigns which will improve safety outcomes in the community as well as provide community residents with knowledge and opportunities in civic engagement for continued infrastructure investments.

MCHD will implement Safe Routes and active transportation civic engagement activities, listening to students, families, teachers, school leaders and community members and building engagement opportunities into the program structure. Activities such as Walk to School Days, sidewalk art activities, safety presentations, educational campaigns and community workshops will be implemented in partnership and collaboration with other community organizations. Most activities will take place on and around the project area to bring community residents to the project locations upon their completion. MCHD will ensure that activities are benefitting all demographic groups, with particular attention to the engagement of monolingual Spanish-speaking community members and people with disabilities. All community residents, students and seniors, will be encouraged and invited to access the project infrastructure and non-infrastructure activities. Incentives for participation, such as reflective bands and safety activity books will be incorporated based on the activities.

3. Illustrate and provide documentation for how the project was requested or supported by the disadvantaged community residents. Address any issues of displacement that may occur as a result of this project, if applicable. (Max of 500 Words)

Words Remaining: 71

This project emerged in 2014 and 2018 through the Monterey County Regional Transportation Plan developed by TAMC. County residents were encouraged to review the online draft plan and submit comments. In 2018, TAMC also released the Monterey County Active Transportation Plan with goals and objectives for improving bicycle and pedestrian facilities. During development TAMC staff consulted with TAMC's Bicycle and Pedestrian Facilities Advisory Committee (composed of volunteer representatives from each supervisorial district and city in Monterey County), public agencies, bicycle/pedestrian interest groups, and government stakeholders. County residents were encouraged to review the plan and submit comments in yielding response from 447 people.

MCHD conducted 2 surveys in English and Spanish to gather community feedback about active transportation needs and concerns within the Chualar community. In 2020 the "Bike and Pedestrian Opportunities Survey" was released to the community online and revealed the following critical needs of the community: desire for infrastructure improvements, and bike and pedestrian education, and increase safe walking opportunities within the community. In 2022, MCHD conducted a follow-up survey, "Community Active Modes of Transportation", to confirm continued interest in the project. The survey was launched online and MCHD staff also traveled to Chualar to engage with Chualar residents to learn about transportation challenges and encourage participation in the survey. 83 respondents participated in the 2022 survey and the majority of the responses received stated discontent with the existing conditions related to sidewalks, roads, and traffic speeds. In response to the question "Do you feel safe walking/ biking/using your wheelchair/scooter/ skateboard in your community? If no, what would make you feel safe?" responses received included the following: 'more sidewalks and marked lanes for traffic direction as well as sidewalks on all community streets' 'sidewalks are not safe needs re rebuild' , 'cross walks at main roads'. The lack of pedestrian facilities were a focal point of concern in survey responses as community members described challenges, safety concerns and near misses in their community due to pedestrians sharing the same path of travel as vehicles and lack of safe pedestrian facilities within their community. The outreach survey, responses, and planning meeting documentation are attached to this application

Additionally, MCHD and PWFP staff coordinated with Chualar Elementary School to gain understanding of school concerns related to traffic and student safety. On May 25, 2022 MCHD and PWPF attended a Chualar Union Elementary School District Board Meeting to share the proposed project and gain feedback. The project was well received by the Board and the public in attendance. Members of

the Board expressed their support for the selected strategies and the project.

Attach Documentation

8 Chualar Community Outreach Engagement Attachment.pdf

D. Project Location: (0 - 2 points)

Is your project located within a disadvantaged community? Fully

E. Severity: (0 - 4 points)

Auto calculated

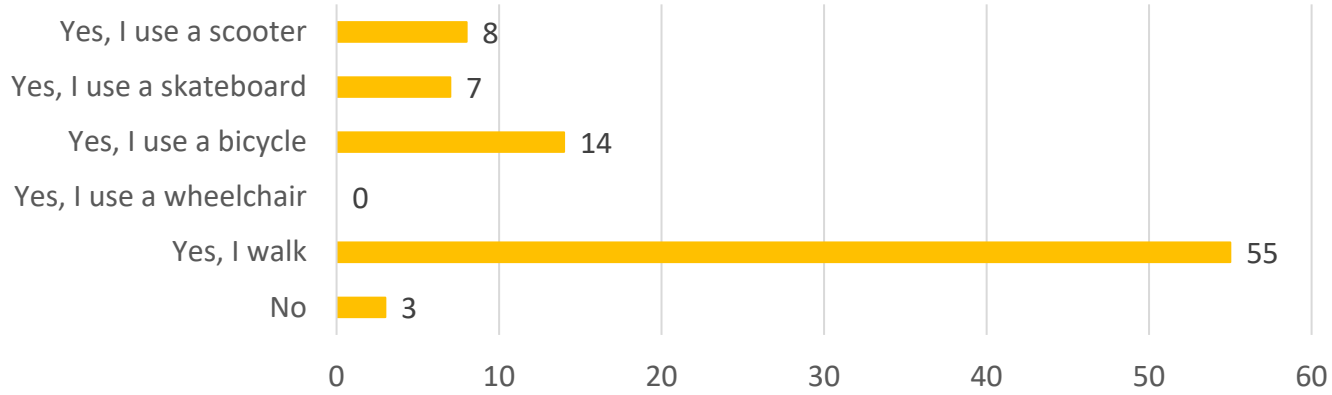
Chualar Community Active Modes of Transportation Survey

The Chualar Community Active Modes of Transportation Survey *was released electronically to the Chualar community through the Chualar Union School District to families. Monterey County Health Department staff also conducted in person surveys to listen to community concerns about active transportation opportunities in their community. 83 community members participated in the survey which is slightly over 12% of the adult population in Chualar*.*

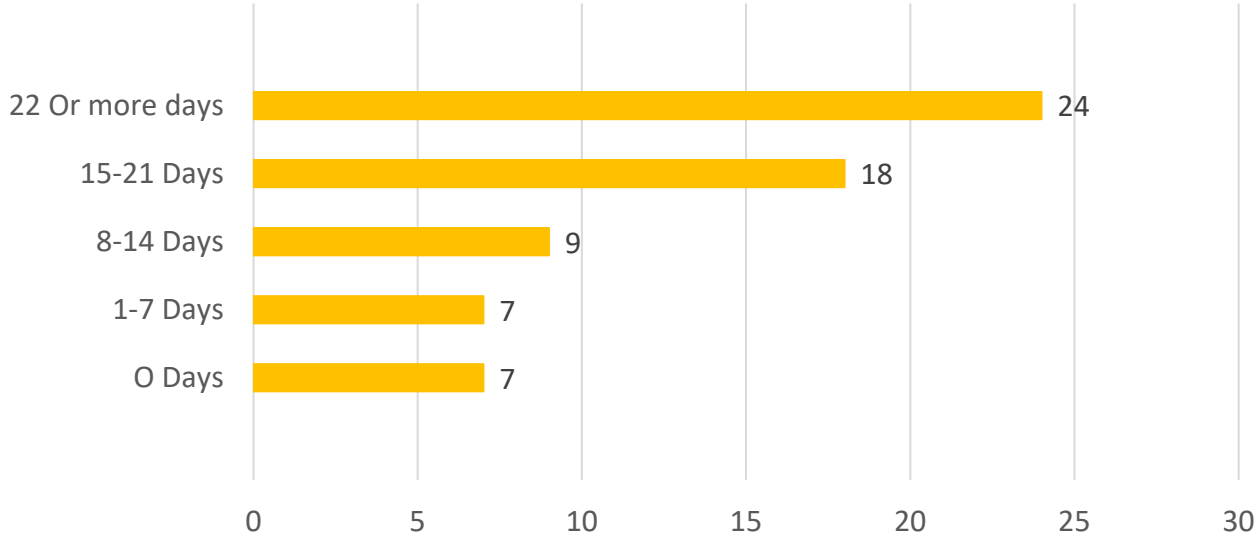
Chualar Community Active Modes of Transportation Survey

1. Do you walk outside, use a wheelchair, bicycle, skateboard, or a scooter in your community?

(Check all that apply)

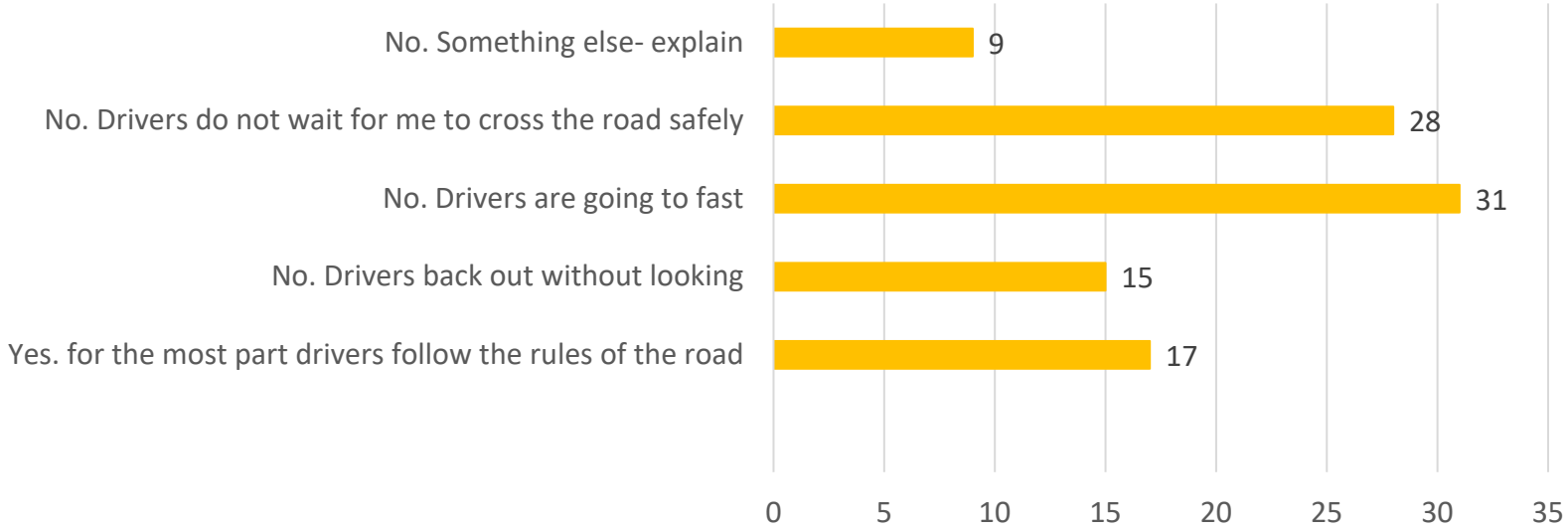


2. Over the last 30 days, how many days did you walk outside, use a wheelchair,bicycle, skateboard, or a scooter in your community?



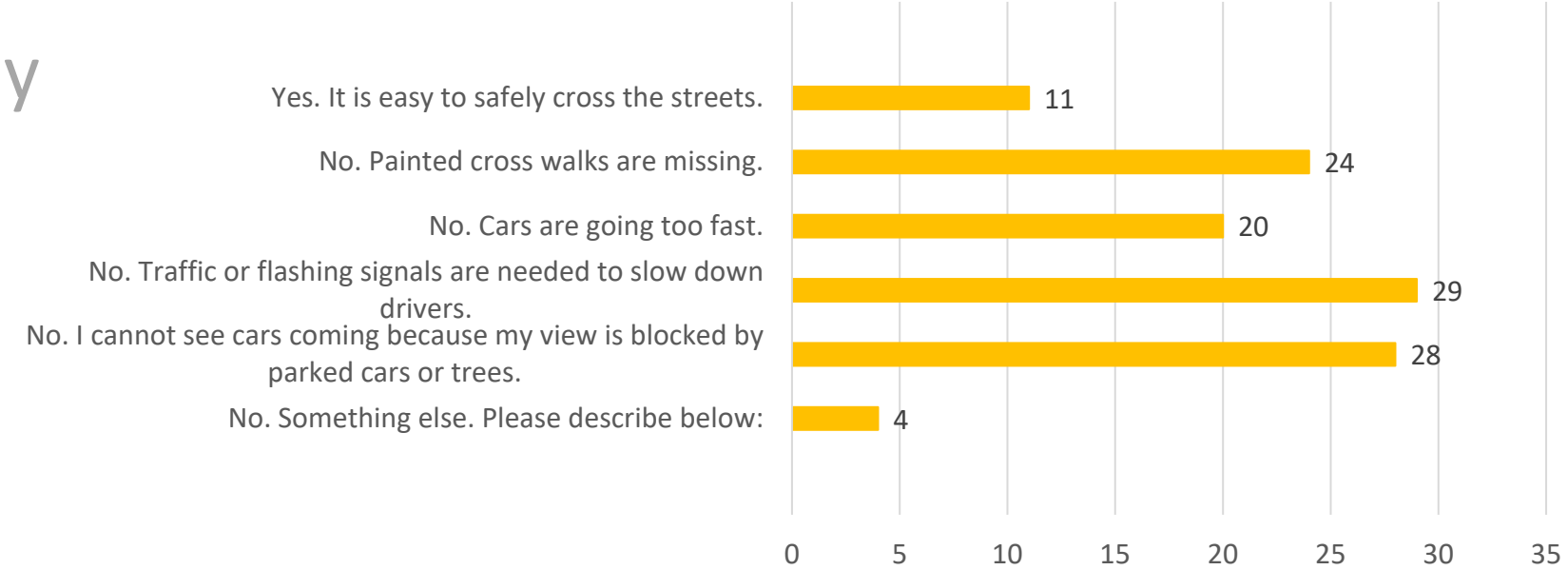
3. Do drivers in this community follow rules of the road?

(Check all that apply)

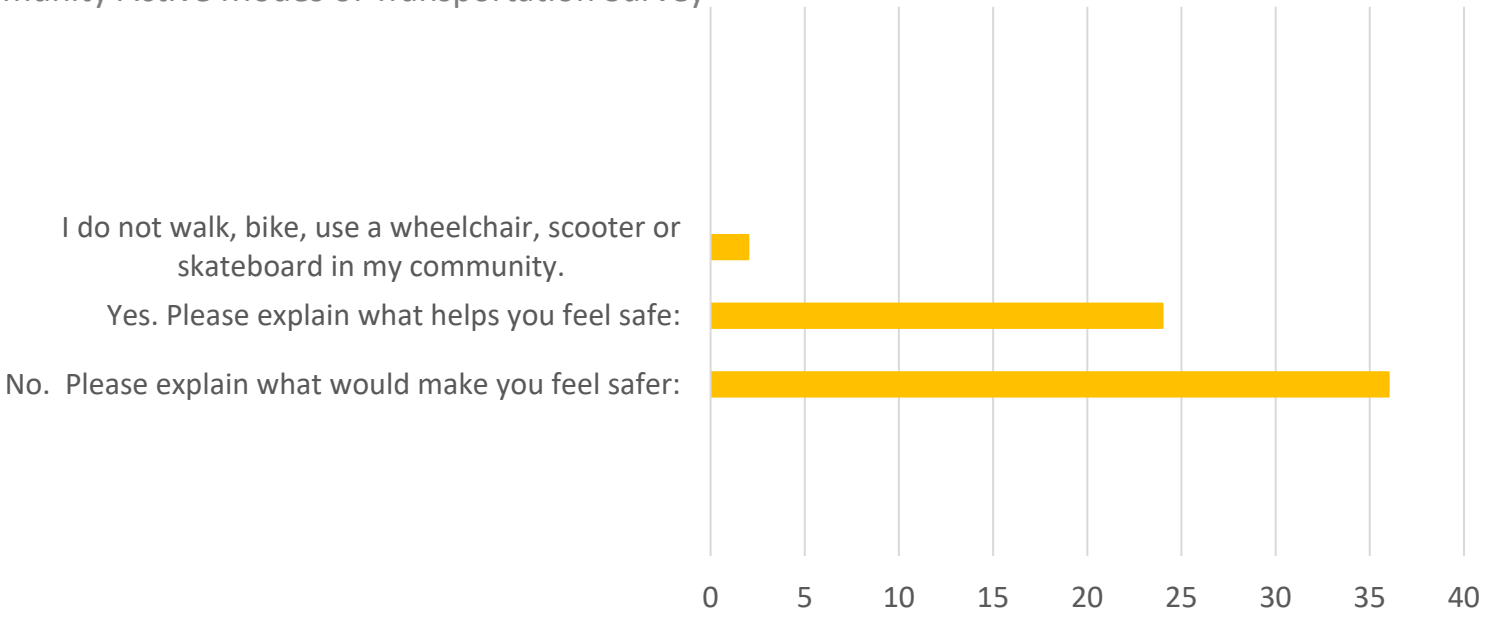


4. Is it easy to safely cross the streets in your community?

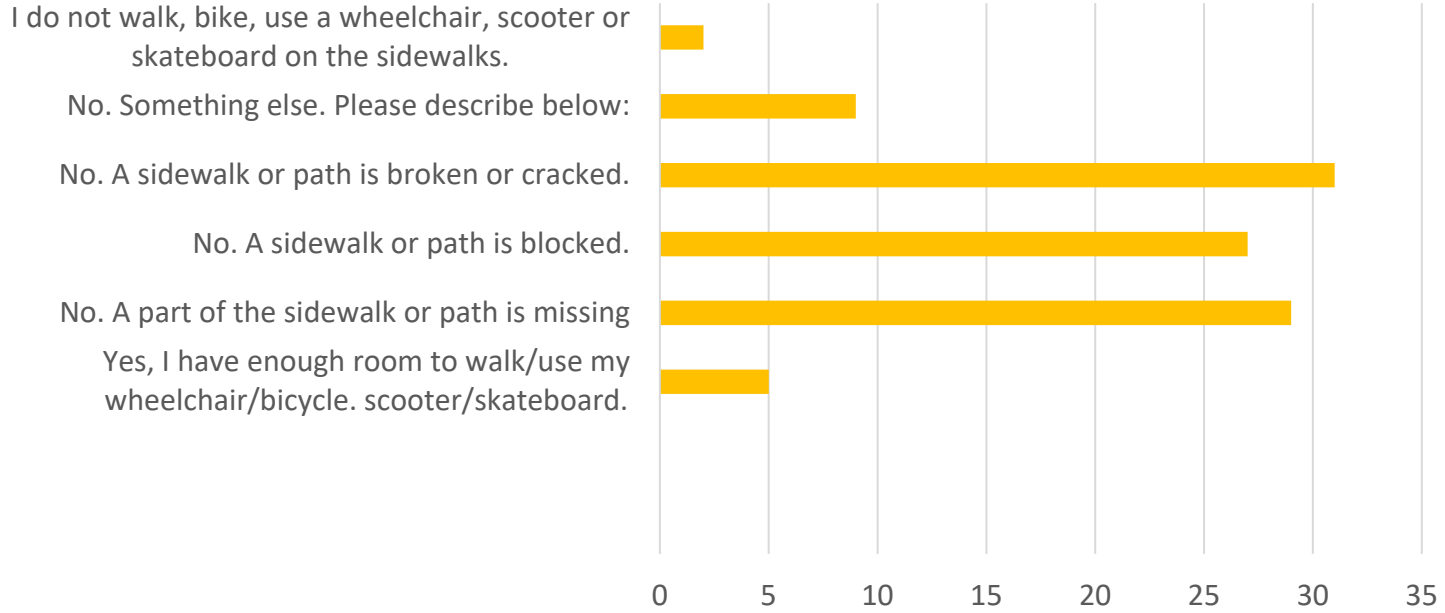
(Check all that apply)



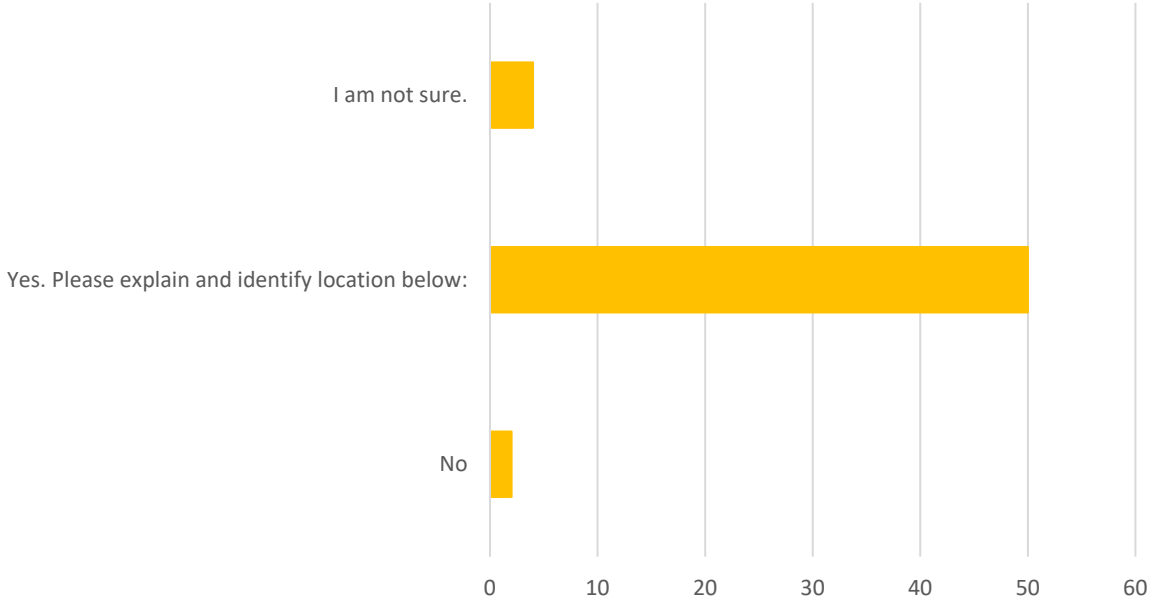
5. Do you feel safe walking, biking, using your wheelchair, scooter, skateboard in your community?



6. Tell us about the sidewalks in this community. Do you have enough room to walk, use your wheelchair, bicycle, scooter, skateboard on the sidewalks?



7. Are there specific areas in town where you would like sidewalks, crosswalks, signs or other bicyclist or pedestrian improvements?



8. Are there any other barriers in this community you would like to tell us about that prevent you from walking, using your wheelchair, bicycling, scooter, skateboard?

Example: unpaved roads, cracked, missing, and/or broken sidewalks, no lighting, missing curb ramps, speeding drivers, trash, or loose dogs. If so, please describe and list the location of problems below:

"There are some broken sidewalks"

"Many missing sidewalks…".

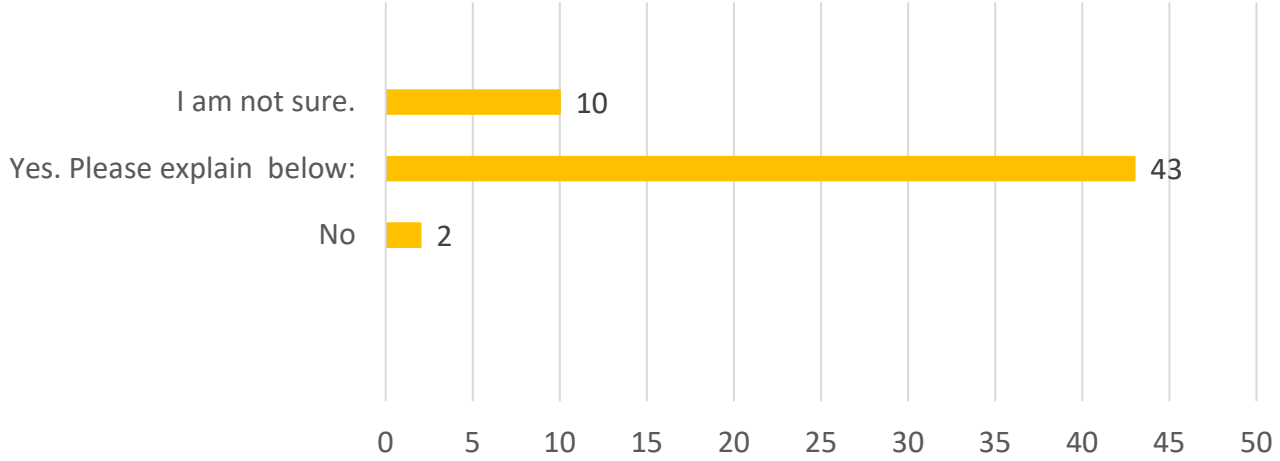
"Not having sidewalks all around town that we have to end up walking in the street. Not being able to walk late since it's dark and need to use our phones light to walk."

"Speeding drivers in cars and semi trucks on Main Street and Lincoln street intersection."

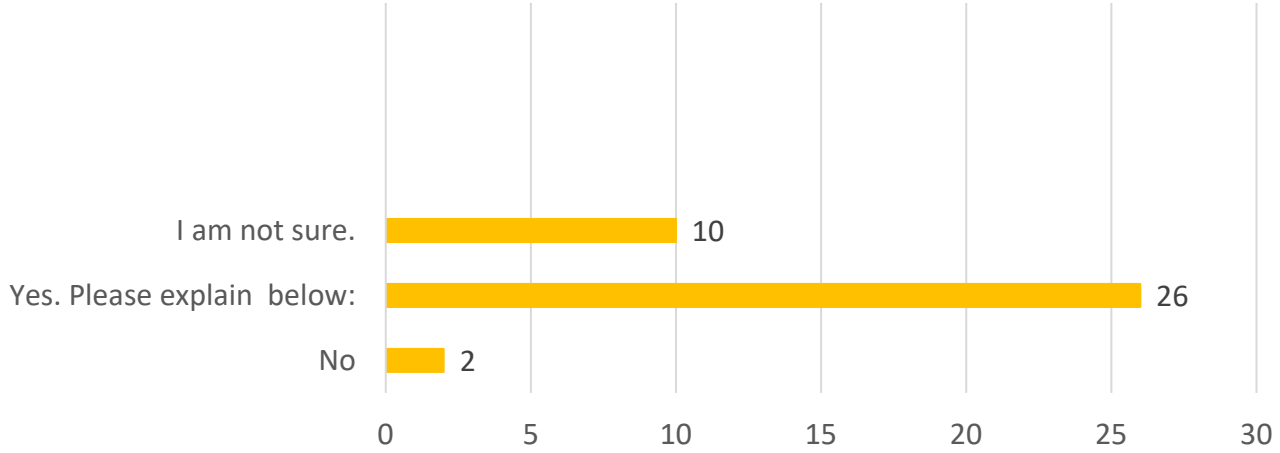
"No es seguro, algunas partes no hay paso para caminar ,Toca ir por donde Los carros pasan,es muy riesgozo para Los alumnos y Padres que les toca ir a casa caminando.las calles estan bloqueadas por plantas y carros. Gracias por la encuesta."

Translation: It is not safe. Some areas do not have sidewalks, you have to walk where cars pass and it is risky for students and parents who walk home. Streets are blocked by plants and cars. Thank you for the survey.

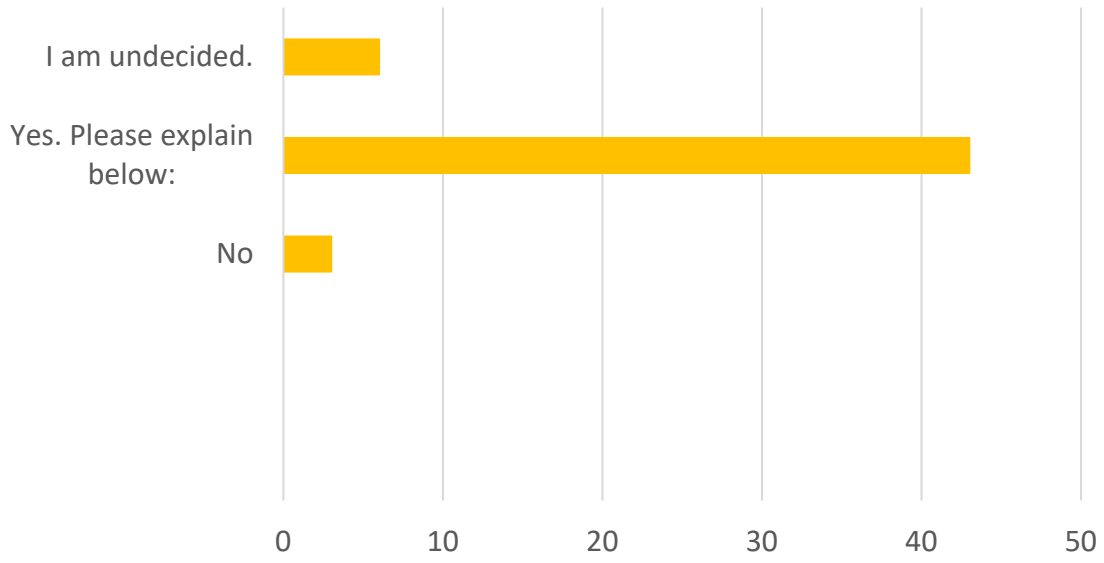
9. Will a project which adds or improves sidewalks on at least one side of the street increase your access to otherwise hard-to-reach areas in your community?



10. Will a project which adds or improves sidewalks on at least one side of the street increase the time you spend walking or using a bicycle, wheelchair, scooter or skateboard in your community?



11. Are there specific areas in town where you would like sidewalks, crosswalks, signs or other bicyclist or pedestrian improvements?



CHUALAR
Top 4 Survey Outcome Priorities

- Bike Lanes
- Improved Sidewalks
- Improved Crosswalks
- Educate Motorists

Chualar Community Survey Quotes

- “Chualar is lacking many resources that could add surveillance (and natural surveillance), lights, cameras, parks, and areas for bicycles.”
- “Missing sidewalks force people to walk on the street next to cars.”
- “I only want sidewalks!”
- “Not having sidewalks all around town that we have to end up walking in the street. Not being able to walk late since its dark and need to use our phone light to walk.”
- “Big rigs parked and blocking view of drivers or pedestrians walking.”
- “Speeding drivers in cars and semi trucks on Main Street and Lincoln Street intersection.”
- “This town needs everything. There are no lights, no sidewalks, no where for the kids to play.”

CHUALAR UNION ELEMENTARY SCHOOL DISTRICT

DISTRICT BOARD ROOM

24285 LINCOLN ST., CALIFORNIA 93925

AGENDA

Regular Meeting

6:00 PM

May 25, 2022

MODIFIED MEETING PROCEDURES DURING COVID-19 (CORONAVIRUS) PANDEMIC

ADVISORY: Please note that Public Health Officials recommend against large public gatherings. Pursuant to the Governor's Executive Orders, the Board meeting will be held by video conferencing technology. If participating in the meeting remotely, members of the public who wish to comment on any item on the agenda, or on a matter within the jurisdiction of the Chualar School District Board of Trustees, may submit their public comment in writing to

mcontreras@chualarusd.org no later than May 24, 2021 at 4:00 p.m.

All comments received by this time will be submitted into the record by the Board President or presiding officer. Please include your name and agenda item that you wish to comment on in the subject line of your email. If you wish to submit a public comment on more than one agenda item, please send a separate email for each item on which you are commenting. Please be aware that all written public comments, including your name and email address, may become public information.

Members of the public may view and listen to the live stream of the meeting at:

Please click the link below to join the webinar:
https://us06web.zoom.us/j/85921922016?pwd=VmI3M0RSTThpZUZFUDZxOStrSS9DZz09
Webinar ID: 859 2192 2016
Passcode: 810686

Join by Zoom Application
Webinar ID: 859 2192 2016
Passcode: 810686

Join Zoom by Phone
+1 669 900 6833 US
Webinar ID: 859 2192 2016
Passcode: 810686

Public comments may be made during the public comment portion of the meeting. There will be a 2-minute limit for individuals. There is no ceding of one's time to other individuals. Efforts will be made by staff to read the comments received into the record, but it cannot be guaranteed that written comments received by email will be read, nor that there will be enough time to read all the comments.

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1. Opening Business

1.1 Call to Order Time_____

1.2 Roll Call

Martha Gallegos, Board President	Trustee Area #3 _____
Esperanza G. Rangel, Board Clerk	Trustee Area #3 _____
Ray Lopez, Board Member	Trustee Area #2 _____
Dulce Maria Neri Garcia, Board Member	Trustee Area #1 _____

1.3 Pledge of Allegiance

1.4 Adoption of Agenda

Changes, additions (based on Provision of Emergency/Urgency), and approval of the Agenda as presented. 2/3 vote required if any item is added to the Agenda.

1.4.1 Changes to the Agenda

1.4.2 Additions to the Agenda

1.4.3 Adoption of the Agenda

RECOMMENDATION/ACTION:

"That the Chualar Board of Trustees adopts the agenda as presented."

Motion_____ Second_____ Vote_____

2. Communications

2.1 Correspondence

2.2 Oral Comments from the Public

3. Discussion and Possible Approval of Resolution # 08-22 Authorizing Use of Remote Teleconferencing Provisions Pursuant to AB 361 and Government Code section 54953.

Description: In response to the COVID-19 Pandemic, Governor Newsom signed AB 361 into law, permitting public agencies to continue conducting meetings remotely in the following circumstances:

A. There is a proclaimed state of emergency, and state or local officials have imposed or recommended measures to promote social distancing; or

B.There is a proclaimed state of emergency, and the local agency's meeting is for the purpose of determining, by majority vote, whether as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees; or

C.There is a proclaimed state of emergency, and the local agency has determined, by majority vote, that as a result of the emergency meeting in person would present an imminent risk to the health or safety of attendees.

RECOMMENDATION/ACTION:

4. *The Chualar Union School District will consider adopting Resolution # 08-22, to make a finding that the current circumstances meet the requirements of AB 361 and Government Code section 54953 for the Board to conduct meetings remotely.*

Motion_____ Second_____ Vote_____

5. Consent Agenda

Action Items included on the Consent Agenda are to be approved by one motion unless a Board Member requests separate action on a specified item. There is not any discussion of these items prior to the vote unless a member of the Board, staff or public requests in writing prior to the meeting specific items to be discussed. It is understood that the administrator recommends approval on all Consent Items. Each item on the Consent Agenda approved by the Board of Trustees shall be deemed to have been considered in full and adopted as recommended.

5.1 Approval of the Minutes of the Regular Board Meeting, February 23, 2022.

5.2 Approval of Bill of Registers

RECOMMENDATION/ACTION:

"That the Chualar Board of Trustees approve the Consent Agenda as presented."

Motion_____ Second_____ Vote_____

6. After School Traffic Congestion. Fabian Hernandez, Public Works, Facilities & Parks.

INFORMATION:

7. Bettencourt, Monterey County Department of Public Works, Facilities, & Parks (Mrs. Bettencourt and Mrs. Zarraga Oropeza)

INFORMATION:

8. Resolution # 09-22 Ordering an Election, Requesting the County Elections Department to Conduct the Elections, and Requesting Consolidation of the Election (Mr. Roberto Rios)

RECOMMENDATION/ACTION:

"That the Chualar Board of Trustees approve the Resolution # 09-22 Ordering an Election, Requesting the County Elections Department to Conduct the Elections , and Requesting Consolidation of the Election."

Motion_____ Second_____ Vote_____

San Ardo

Community Active Modes of Transportation Survey

The County of Monterey is applying for grant funding from the **Active Transportation Program** to fund sidewalk infrastructure improvements **in San Ardo.**
Community input is critical for improving the chances of receiving funding for this project.

Please take a moment to describe active transportation needs in your community in this short survey.

Thank you for your support!

Q1 Do you walk outside, use a wheelchair, bicycle, skateboard, or a scooter in your community?
(Mark all that apply)

- ☐ Yes. I walk
- ☐ Yes. I use a wheelchair
- ☐ Yes. I use a bicycle
- ☐ Yes. I use a skateboard
- ☐ Yes. I use a scooter
- ☐ No. Please provide a reason below:

_____

Q2 Over the last 30 days, how many days did you walk outside, use a wheelchair, bicycle, skateboard, or a scooter in your community?
(Mark all that apply)

- [ ] 0 days
- [ ] 1-7 days
- [ ] 8- 14 days
- [ ] 15- 21 days
- [ ] 22 or more days

Q3 Do drivers in this community follow rules of the road?
(*Mark all that apply*)

- [ ] Yes. For the most part the drivers follow the rules of the road.
- [ ] No. Drivers back out of driveways without looking.
- [ ] No. Drivers are going too fast.
- [ ] No. Drivers do not wait for me to cross the street safely.
- [ ] No. Something else. Please describe below:

_____

Q4 Is it easy to safely cross the streets in your community?
(Mark all that apply)

- ☐ Yes. It is easy to safely cross the streets.
- ☐ No. Painted cross walks are missing.
- ☐ No. Cars are going too fast.
- ☐ No. Traffic or flashing signals are needed to slow down drivers.
- ☐ No. I cannot see cars coming because my view is blocked by parked cars or trees.
- ☐ No. Something else. Please describe below:

_____

Q5 Do you feel safe walking/ biking/using your wheelchair/scooter/skateboard in your community?

- ☐ Yes. Please explain what helps you feel safe:

_____

- ☐ No. Please explain what would make you feel safer:

_____

- ☐ I do not walk, bike, use a wheelchair, scooter or skateboard in my community.

Q6 Tell us about the sidewalks in this community. Do you have enough room to walk/use your wheelchair/bicycle/scooter/skateboard on the sidewalks?
(*Mark all that apply*)

- [ ] Yes, I have enough room to walk/use my wheelchair/bicycle. scooter/skateboard.
- [ ] No. A part of the sidewalk or path is missing.
- [ ] No. A sidewalk or path is blocked.
- [ ] No. A sidewalk or path is broken or cracked.
- [ ] No. Something else. Please describe below:

_____

- [ ] I do not walk, bike, use a wheelchair, scooter or skateboard on the sidewalks.

Q7 Are there specific areas in town where you would like sidewalks/crosswalks/signs or other bicyclist or pedestrian improvements?

- [ ] Yes. Please explain and identify location below:

_____

- [ ] No.
- [ ] I am not sure.

Q8 Are there any other barriers in this community you would like to tell us about that prevent you from walking/using your wheelchair/bicycling/scooter/skateboard? Example: unpaved roads, cracked, missing, and/or broken sidewalks, no lighting, missing curb ramps, speeding drivers, trash, or loose dogs. If so, please describe and list the location of problems below:

_____

_____

_____

Q9 Will a project which adds or improves sidewalks on at least one side of the street increase your access to otherwise hard-to-reach areas in your community?

- ☐ Yes. Please explain below: _____
- ☐ No.
- ☐ I am not sure.

Q10 Will a project which adds or improves sidewalks on at least one side of the street increase the time you spend walking or using a bicycle, wheelchair, scooter or skateboard in your community?

- ☐ Yes. Please explain below: _____
- ☐ No.
- ☐ I am not sure.

Q11 Would you like to have pedestrian and bicycle safety education programs in this community?

- ☐ Yes. Please explain below: _____
- ☐ No.
- ☐ I am undecided.

Thank you for your support!

San Ardo

Encuesta de Modos de Transporte Activos de la Comunidad

El Condado de Monterey está solicitando una beca **del Programa de Transporte Activo** para financiar la infraestructura de banquetas **en San Ardo.**

El aporte de la comunidad es fundamental para aumentar las posibilidades de recibir fondos para este proyecto.

Tómese un momento para describir las necesidades de transporte activo en su comunidad en esta breve encuesta

¡Gracias por su apoyo!

Q1 ¿Camina afuera, usa una silla de ruedas, bicicleta, patineta o scooter en su comunidad?
(Marque todo lo que corresponda)

- [ ] Sí. Yo camino.
- [ ] Sí. Yo uso silla de ruedas.
- [ ] Sí. Yo uso una bicicleta.
- [ ] Sí. Yo uso una patineta.
- [ ] Sí. Yo uso un scooter.
- [ ] No. Proporcione una razón a continuación: _____

Q2 Durante los últimos 30 días, ¿cuántos días caminó, usó una silla de ruedas, bicicleta, patineta o scooter en su comunidad?
(Marque todo lo que corresponda)

- [ ] 0 días
- [ ] 1-7 días
- [ ] 8- 14 días
- [ ] 15- 21 días
- [ ] 22 o más días

Q3 *¿Los conductores en esta comunidad siguen las reglas de tránsito?*
(Marque todo lo que corresponda)

- [ ] Sí. La mayor parte, los conductores siguen las reglas de tránsito.
- [ ] No. Los conductores salen de las entradas sin mirar.
- [ ] No. Los conductores van demasiado rápido.
- [ ] No. Los conductores no me esperan para cruzar la calle de manera segura.
- [ ] No. Algo más. Por favor describa a continuación:

_____

Q4 ¿Es fácil cruzar las calles de manera segura en su comunidad?
(Marque todo lo que corresponda)

- [ ] Sí. Es fácil cruzar la calle con seguridad.
- [ ] No. Faltan cruces peatonales pintados.
- [ ] No. Los autos van demasiado rápido.
- [ ] No. Se necesitan señales de tráfico o intermitentes para reducir la velocidad de los conductores.
- [ ] No. No puedo ver los autos que vienen porque mi vista está bloqueada por autos estacionados o árboles.
- [ ] No. Algo más. Por favor describa a continuación: _____

Q5 ¿Se siente seguro caminando/andando en bicicleta/usando su silla de ruedas/scooter/skateboard en su comunidad?

- [ ] Sí. Explique qué le ayuda a sentirse seguro: _____
- [ ] No. Explique qué lo haría sentir más seguro: _____
- [ ] No camino, ando en bicicleta, uso silla de ruedas, scooter o patineta en mi comunidad.

Q6 Cuéntenos sobre las banquetas en esta comunidad. ¿Tiene suficiente espacio para caminar/usar su silla de ruedas/bicicleta/scooter/patineta en las banquetas?
(Marque todo lo que corresponda)

- [ ] Si, Tengo suficiente espacio para caminar/usar mi silla de ruedas/bicicleta/scooter/patineta.
- [ ] No. Falta una parte de la banqueta o camino.
- [ ] No. La banqueta o camino está bloqueado.
- [ ] No. La banqueta o camino está está roto o agrietado
- [ ] No. Es algo más. Por favor describa a continuación:

_____

- [ ] No camino, ando en bicicleta, uso silla de ruedas, scooter o patíneta en las banquetas.

Q7 ¿Hay áreas específicas en la ciudad donde le gustaría banquetas/cruces de peatones/señales u otras mejoras para ciclistas o peatones?

- [ ] Si. Por favor identifique y explique la locación:

_____

- [ ] No.
- [ ] No estoy seguro

Q8 ¿Hay otras barreras en esta comunidad que le gustaría contarnos que le impiden caminar/usar su silla de ruedas/bicicleta/scooter/patineta?
Ejemplo: caminos sin pavimentar, aceras agrietadas y/o rotas, falta de iluminación, falta de rampas, conductores que van a exceso de velocidad, basuras o perros sueltos.
Si es así, describa y enumere la ubicación de los problemas a continuación:

_____

_____

_____

Q9 ¿Un proyecto que agrega o mejora las aceras en al menos un lado de la calle aumentará su acceso a áreas de su comunidad que de otro modo serían difíciles de alcanzar?

- [ ] Si. Por favor explique a continuación: _____
- [ ] No.
- [ ] No estoy seguro.

Q10 ¿Un proyecto que agrega o mejora las aceras en al menos un lado de la calle aumentará el tiempo que pasa caminando o usando una bicicleta, silla de ruedas, scooter o patineta en su comunidad?

- [ ] Si.
- [ ] No.
- [ ] No estoy seguro.

Q11 ¿Le gustaría tener programas de educación sobre seguridad para peatones y ciclistas en esta comunidad?

- [ ] Si. Por favor explique a continuación: _____
- [ ] No.
- [ ] Estoy indeciso.

¡Gracias por su apoyo!

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. (0-40 POINTS)

Safe Routes to School projects: 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
Chualar Elementary School	303	30
Total	**303**	**30**

A. **Statement of project need.** Describe the community and the issue(s) that this project will address. How will the proposed project benefit the non-motorized users of all ages and varying abilities, including students, older adults, and persons with disabilities? What is the project's desired outcome and how will the project best deliver that outcome? **(0-20 points)**

Discuss:

- Destinations and key connectivity the project will achieve
- How the project will increase walking and/or biking
- The lack of mobility if applicable - Does the population have limited access to cars? bikes? and transit?
    - Does the project have an unserved or underserved demand?
- The **local** health concern responses should focus on:
    - Specific local public health concerns, health disparity, and/or conditions in the built and social environment that affect the project community and can be addressed through the proposed project. Please provide detailed and locally relevant answers instead of general descriptions on the health benefits of walking and biking (i.e. "walking and biking increase physical activity").
    - Local public health data demonstrating the above public health concern or health disparity. Data should be at the smallest geography available (state or national data is not sufficient). One potential source is the Healthy Places Index (HPI) (http://healthyplacesindex.org)
- For combined I/NI projects: Discuss need for an encouragement and education program.

(Max of 900 Words) **Words Remaining:** 22

The Chualar community is challenged with a variety of social and physical disadvantages. Chualar has a Healthy Places Index (HPI) score of 30.3 scoring lowest in the Economic, Neighborhood and Social sections. According to the United States Census Bureau (Census), the median income in Chualar is $52, 031 (66% of California median income of $78,672) and the Chualar poverty rate is 23.8% almost double that of the State (12.6%). Monterey County is home to some of the nation's wealthiest people and the most impoverished. Farmworkers comprise much of the latter group and the Chualar residents are largely in the agricultural, construction, and manufacturing workforce. The County's middle or upper income residents can secure the services they need, while Chualar community members cannot, largely due to socioeconomic struggles. The Chualar community is underserved and the pedestrian infrastructure has significant gaps.

The Chualar community spans a walkable .7 miles, yet 100% of the Chualar community does not have access to safe pedestrian facilities to connect residents from their homes to the following key destinations: post office, Chualar Elementary School, Head Start Center, laundromat, bakery, taqueria, places of worship, community businesses, markets, transit stop and services as the Chualar community has significant gaps in pedestrian infrastructure. Students walking or bicycling to school, are utilizing the same path of travel as vehicles and large commercial trucks. The proposed improvements will focus on providing safe pedestrian access throughout the community including Chualar Elementary School by adding a network of curb, gutter,sidewalks, ADA ramps,corresponding pavement markings and signage to Payson Street, Lincoln Street, Scott Street, Washington Street, Main Street, Clay Street and Grant Street. All of these streets are located in residential neighborhoods and the improvements providing safe separation between students and vehicular traffic. The proposed project also includes the addition of Class III Bike Lanes along Main Street to provide safe bicycling opportunities, to provide a route to school and a connection to future planned routes. According to the Census, 30% of the Chualar population is under the age of 18 years old. Developing and promoting the proposed project will encourage much needed physical activity by providing safe active transportation routes to help establish lifelong healthy habits for these youth.

As described in Question 1C, Grant Street connects to US Highway 101 in both directions delivering speeding traffic from Highway 101 into the Chualar community. Large commercial and agricultural trucks travel on several streets within the community to and from the agricultural fields and near the school. These conditions present a challenge for residents to safely walk to the stated key destinations.

The proposed project will improve connectivity for 100% of the residents. The homes on the southern end of the community have pedestrian facilities, but central Chualar area does not leaving residents detached from stated key destinations. The lack of continuous safe pedestrian access discourages walking in the area. Seniors and others utilizing walkers and wheelchairs have limited opportunity to enjoy exercising safely within their own community.

The stated economic challenges, cascade into access to health care in this underserved community. When families encounter economic struggles, seeing a medical provider becomes unaffordable and medical conditions are left untreated, leading to an increase in delayed diagnosis of chronic diseases resulting in increased health disparities. There is little data to demonstrate the health challenges of the underserved Chualar community. Health disparities in a small, rural, unincorporated community like Chualar are hard to present using standard data because data is often aggregated into larger geographies. The town is largely comprised of low income, Latinx, young, community members and in Monterey County this population experiences some of our more significant health challenges and health disparities. MCHD published an 'Obesity and Diabetes Health Brief' in April of 2020 citing that 61.5% of Monterey County adults were overweight or obese.

The non-infrastructure elements of this project include developing community active transportation champions through civic engagement, empowerment and Health in All Policies trainings, and participating in a regional community organized Health and Wellness conference with an active transportation theme. MCHD staff will implement an 8-session enLACE academy, to provides community members tools for civic engagement and leadership development. Participants are encouraged to get involved in local decision-making processes to make positive and healthy changes in their communities. Additionally, MCHD staff will build relationships with residents through the enLACE academy to establish a core group of stakeholders to support future non-infrastructure activities in Chualar. This will occur in alignment with Safe Routes to Schools activities and contribute to sustainability of efforts after project completion through community champions. Seniors are important members of the community and MCHD will conduct two pedestrian presentations for seniors in Chualar to increase physical activity and safety of seniors that include the following: pedestrian safety, fall prevention when using wheelchairs and walkers, preventative maintenance of equipment, and nutrition.

The proposed project addresses the community's desire for sidewalks, improved crosswalks, and bike lanes in Chualar. These improvements will have a powerful positive impact benefiting residents of all income levels, ages, and mobility abilities by increasing active transportation opportunities. A community with a network of sidewalks and crosswalks improves the quality of life of residents, encourages youth and adults to feel safe when biking or walking leading to improved health outcomes and healthy habits to reduce obesity rates.

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

- **Closes a gap?**
- **Creates new routes?**
- **Removes barrier to mobility?**
- **Other improvements to existing routes?**
- **Implements a non-infrastructure program?**

No. of gaps: 26 Total length of gap(s) (feet): 6,600

Gap closure = Construction of a missing segment of an existing facility in order to make that facility continuous.

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.

Type of barrier: Safety

a. Describe how the project links or connects, or encourages use of existing routes to transportation-related and community identified destinations, 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 destinations must be identified.* And/or describe the existing negative effects of the barrier to be removed and how the project addresses the existing barrier. (Max of 750 Words) **Words Remaining: 152**

The proposed project will create new routes, remove mobility barriers, improve active transportation opportunities, and implement a non-infrastructure program in the Chualar community to increase activity along these new routes. The rural, disadvantaged community of Chualar has significant gaps in existing pedestrian facilities and the proposed project will establish new pedestrian facilities , to close gaps, and create new Class III Bike Lanes . These improvements will create a new, multimodal transportation system that enhances mobility and safety for Chualar residents in alignment with TAMC mission, the 2018 Regional Transportation Plan, the 2018 Active Transportation Plan and the needs as expressed by the community's residents for improved safety.

Currently, a barrier exists as 100% of the Chualar community does not have safe pedestrian access to the following very important and key destinations: markets, transportation stops, the post office, Chualar Elementary School, Head Start Center, laundromat, bakery, taqueria, local businesses and services. Sidewalks are missing from the central Chualar area. While there are some areas in Chualar where residents have sidewalks outside their homes, safe pedestrian connectivity from their homes to the stated very important destinations is lacking. In addition to these challenges, large commercial trucks frequently travel through Chualar as they are accessing the neighboring agricultural fields. These conditions present a challenge for the entire community including those that use a wheelchair or walker as they are forced to share roadways with large commercial trucks while walking throughout the community. Another challenge exists for students, families, and individuals accessing Chualar Elementary School. The school has sidewalks for students to use along the frontage and side of the school however, connectivity to most residences does not exist leaving pedestrians to share the same path of travel as vehicular and large commercial truck traffic. Adjacent to the school is an agricultural field that has large truck and heavy equipment traffic. The project includes constructing sidewalks across the street from this area to provide a safe path of travel away from the heavy equipment and truck traffic.

The proposed project includes constructing a network of curb, gutter, ADA ramps, and sidewalks along Payson Street, Lincoln Street, Scott Street, Washington Street, Main Street, Clay Street and Grant Street (see attached map) with corresponding pavement marking and signage. The proposed project also includes Class III Bike Lanes on Main Street to connect to key destinations and future planned routes. These improvements create new routes, remove mobility barriers, and address the gaps in pedestrian and bicycle facilities to provide 100% of the Chualar community with safe pedestrian connectivity to the stated very important destinations. The Chualar Elementary School Principal shared traffic and vehicle speed concerns and the proposed project includes pedestrian activated beacons in 2 locations at the school to enhance safety. Additionally, Clinica de Salud Del Valle de Salinas, a local Federally Qualified Health Center with an office next door to Chualar Elementary School, is currently in the process of upgrading their Chualar location to continue to provide health care to Chualar residents. These new routes will also connect residents to affordable health care.

The non-infrastructure elements of this project include Safe Routes to School and community workshop activities for youth, adults, and senior citizens. Through a series of community and school presentations, and participating in a community organized Regional Health and Wellness conference, residents will be further engaged in discussions about safety concerns and opportunities to increase the safety of pedestrians and bicyclists. The proposed project will greatly improve student and community safety, encourage safe active transportation, may reduce vehicle use to connected destinations, and will advance public health in the community.

b. For projects with a non-infrastructure element, describe the NI program, the population it will serve, and how the program will use NI components (e.g., encouragement and education) to address the need(s) identified above with the goal of increasing walking and/or biking to community identified destinations within the program area. (Max of 500 Words)

Words Remaining: 1

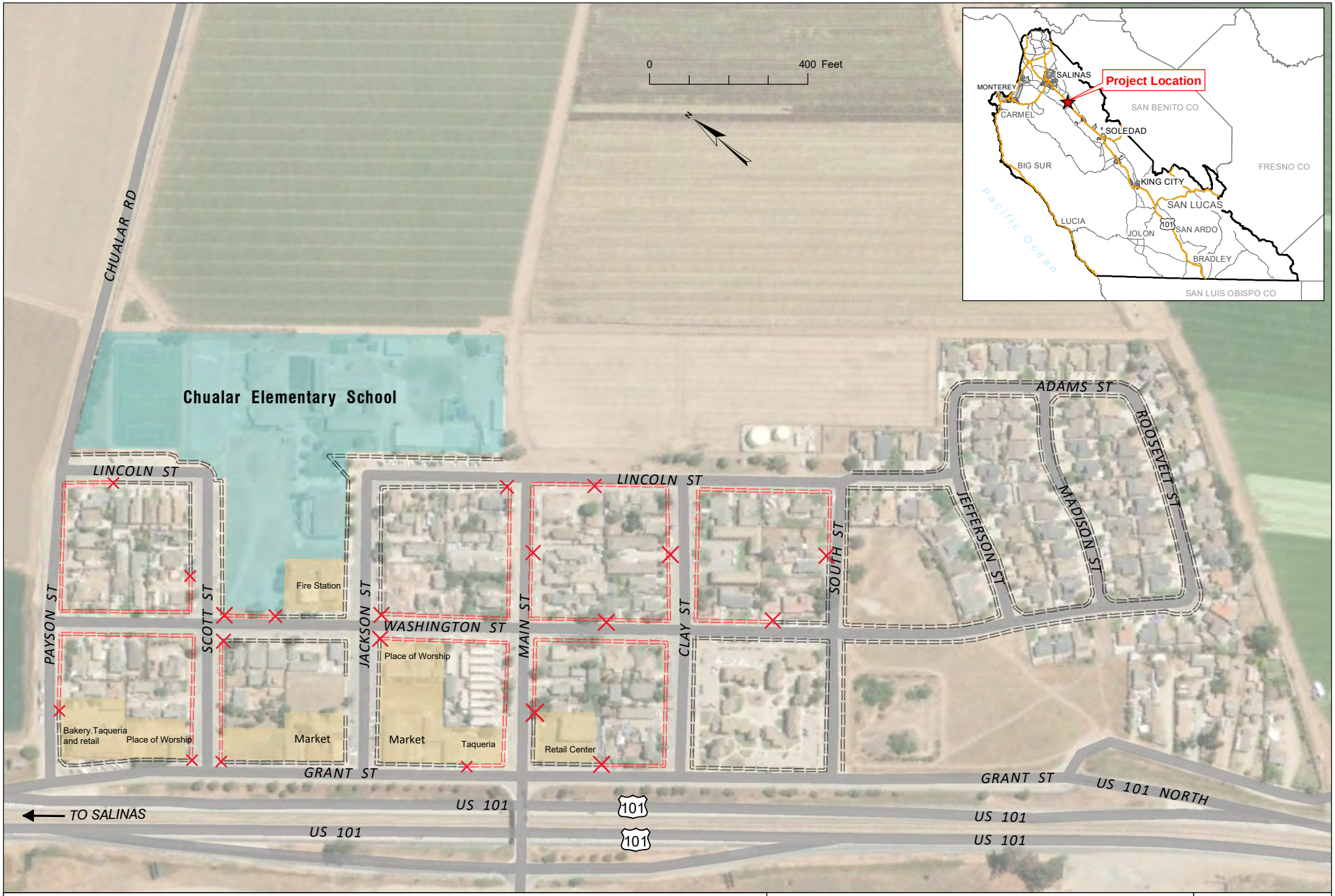
The non-infrastructure portion of the project will serve all ages, income levels, and mobility abilities. MCHD will provide a variety of programs to encourage physical activity while instilling the importance of safety. MCHD will work with community members to develop community active transportation champions through civic engagement, empowerment, and Health in All Policies trainings, training workshops with active transportation theme and community-organized Community Health and Wellness conference. Through a series of community presentations, workshops, school assemblies, an educational campaign for motorists, and the Health and Wellness conference, residents spanning youth through and including the senior community will be further engaged in discussions about bicyclist and pedestrian safety and opportunities to reduce risk and increase pedestrian and bicycle safety. This will occur in alignment with Safe Routes to School activities and contribute to sustainability of efforts after project completion through trained community champions.

MCHD will implement Safe Routes program activities that will improve access to active transportation, safety education and community leadership opportunities. MCHD will listen to students, families, teachers, school leaders and community members to build engagement opportunities into the program structure. Events such as Walk to School Days, Walking School Bus, sidewalk art activities, safety presentations and community workshops will be implemented in partnership and collaboration with other community organizations. Program materials from the Active Transportation Resource Center, Safe Routes to School National Partnership, California Office of Traffic Safety and CalFresh Healthy Living programs will be referenced and included in these activities.

Chualar Elementary School does not have a safe routes to school program or pedestrian safety education. This project engage and educate students in a town that has historically lacked resources and public services. MCHD will conduct outreach in schools, parents and seniors and engage community residents in activities that will take place in the project area. Upon completion of the infrastructure, MCHD will bring community residents to the project locations through a second year of non-infrastructure programming. The non-infrastructure elements of this project also include developing community active transportation champions in community through civic engagement, empowerment and Health in All Policies trainings, and participating in a regional community organized Health and Wellness conference with an active transportation theme. MCHD staff will be implementing their 8-session enLACE academy, which provides community members tools for civic engagement and leadership development. Participants are encouraged to get involved in local decision-making processes to make positive and healthy changes in their communities. MCHD staff will build relationships with residents through the enLACE academy to establish a core group of stakeholders to support future non-infrastructure activities in Chualar. Lastly, a safety transportation media campaign will be deployed with community champions helping guide it's implementation. MCHD will ensure that activities are benefitting all demographic groups, with particular attention to the engagement of monolingual Spanish-speaking community members and people with disabilities. All community residents, students and seniors, will be encouraged and invited to access the project. Incentives for participation, such as reflective bands and safety activity books will be incorporated based on the activities.

c. Applicants must provide a map of each gap closure identifying the gap and connections, and/or of the new route location, and/or the barrier location and improvement. For projects with non-infrastructure elements, applicants must include the NI program boundaries and if its a SRTS NI program, identify the school locations.

5- Map of Gap Closure CHUALAR.pdf



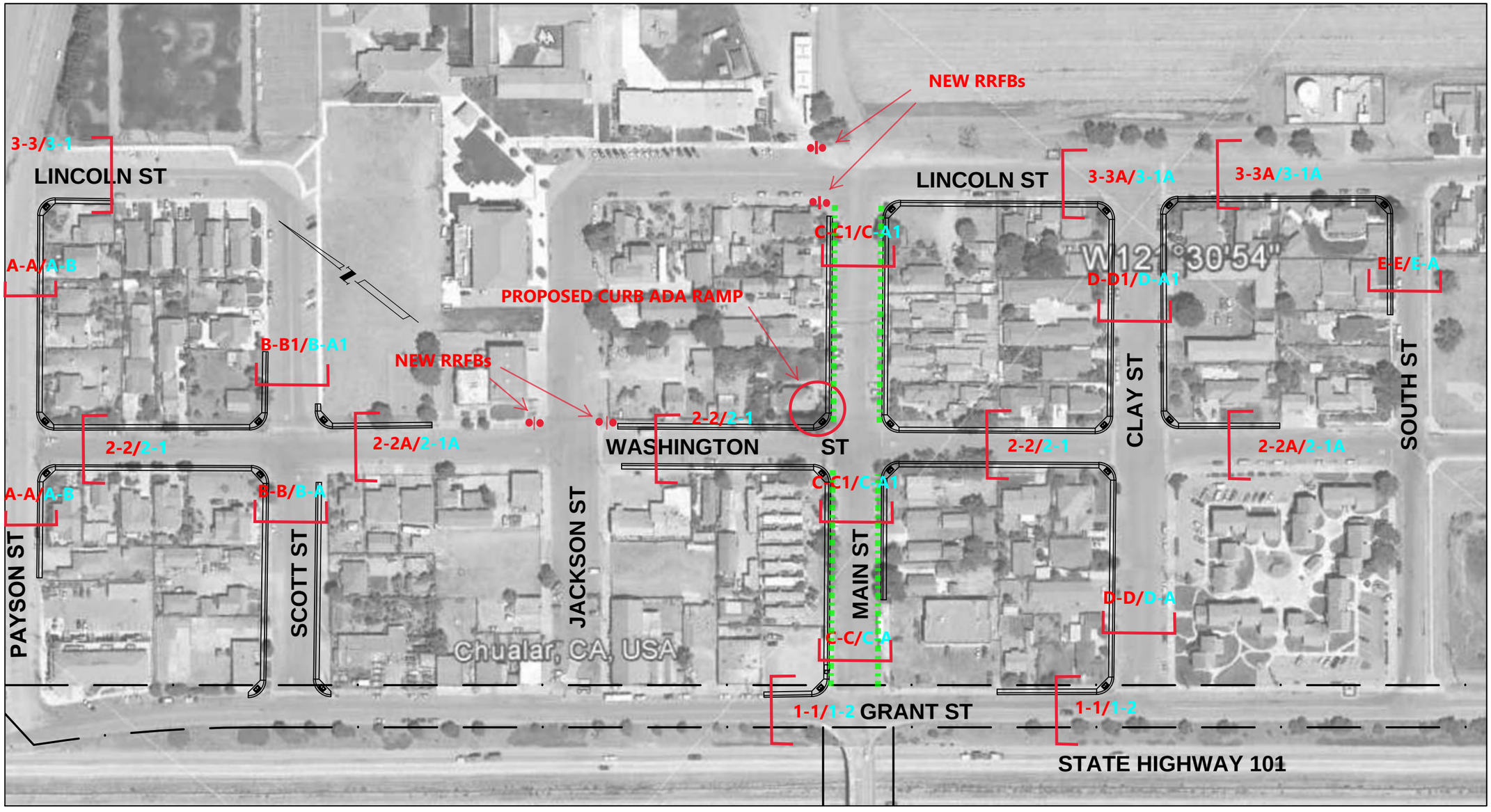
LOCATION MAP

Chualar Community & School Connections Through Active Transportation

Legend

- Proposed Sidewalk (new routes)
- Existing Sidewalk
- Gap Closure
- School District
- Local Businesses and Services

Source: Monterey County Department of Public Works, Facilities, & Parks. Date: 5/23/2022. Imagery: ESRI 2022.



NEW CLASS III BIKE LANES

A-A/A-B EXISTING CONDITION/PROPOSED

SUBMITTED BY

DESIGN BY — PROJECT ENGINEER — CHKD BY

DRAWN BY F. MORALES — CHKD BY

SPECIFICATIONS WRITTEN BY — CHKD BY

APPROVAL RECOMMENDED BY — DEPUTY PUBLIC WORKS DIRECTOR, ENGINEERING

NO.	DATE	REVISION	APPROVED
△			
△			
△			
△			
△			

COUNTY OF MONTEREY
Public Works, Facilities, & Parks

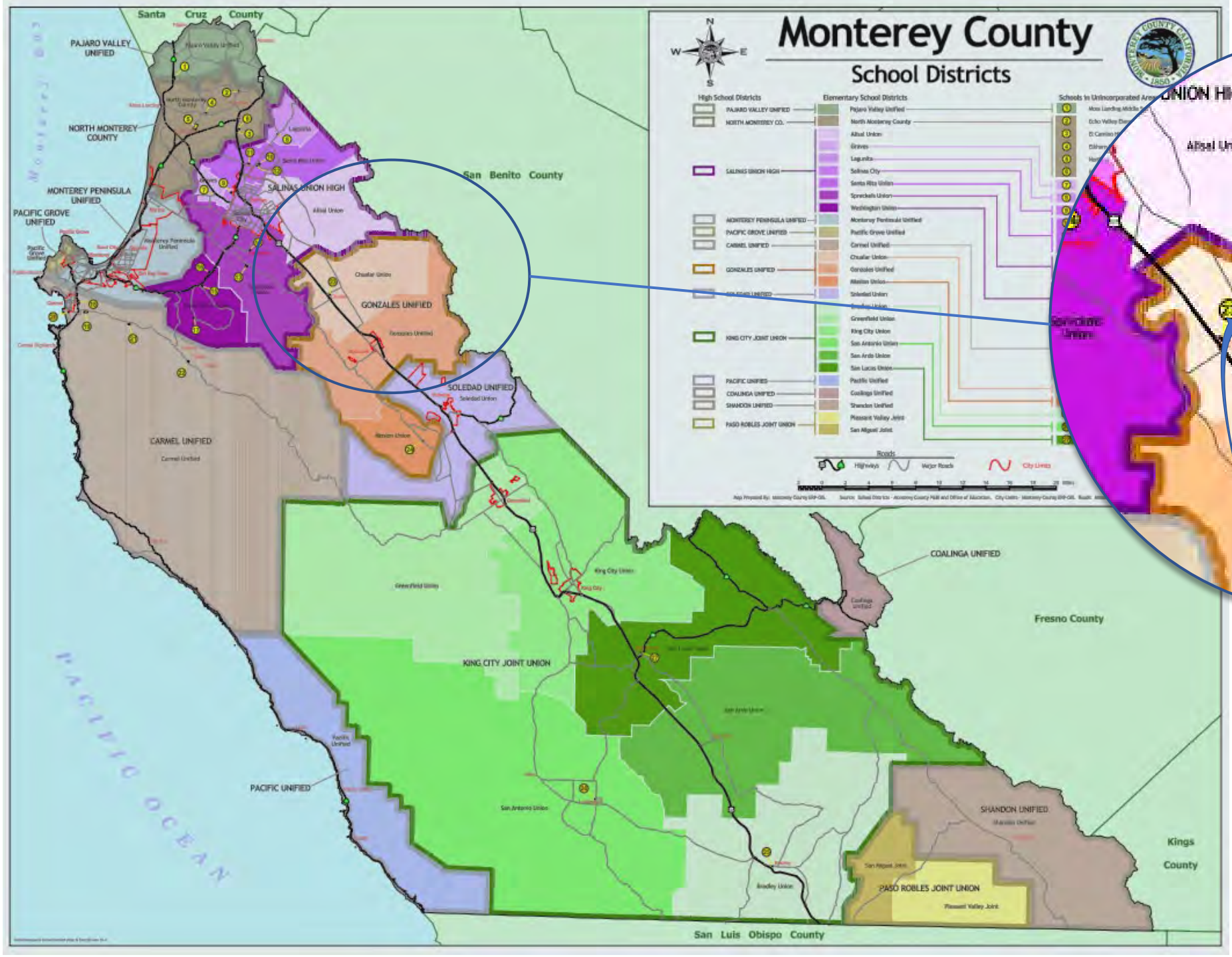
1441 SCHILLING PLACE, 2ND FLOOR
SALINAS, CALIFORNIA 93901
(831) 755-4800 FAX (831) 755-4958

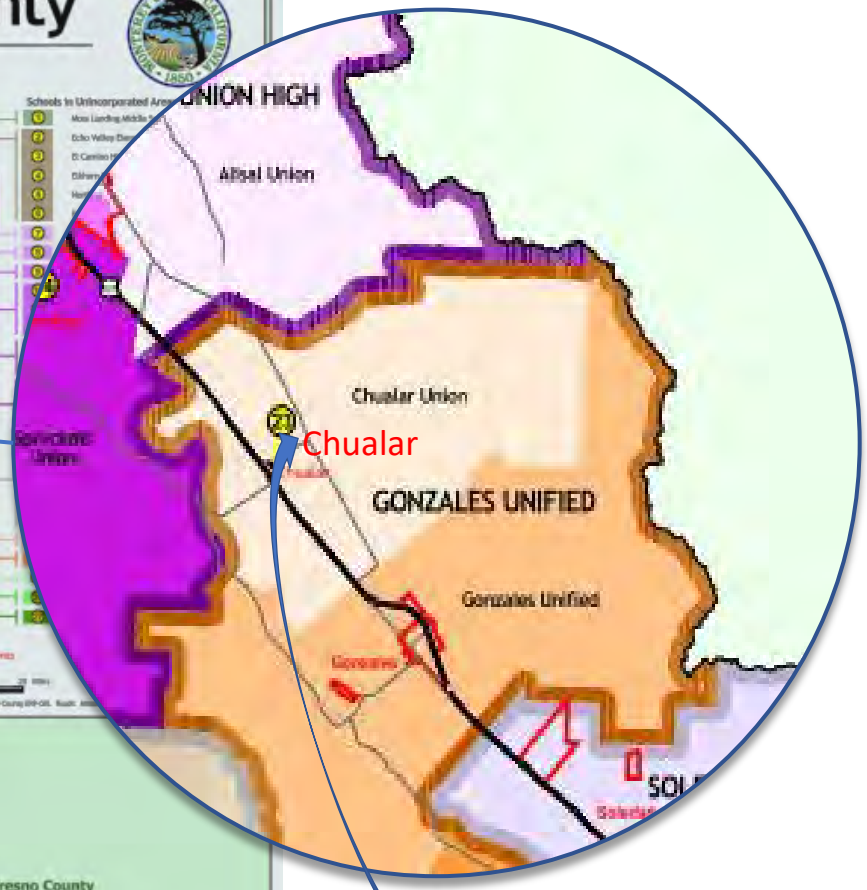
Chualar Community and School Connections Through Active Transportation Improvements

SIDEWALK, RAMPS & GUTTER PLAN

DATE 7/17/2018	DRAWING Chualar–Sidewalk.dwg	SHEET 1 OF 1
SCALE: 1" = 150'	VIEW 11X17 (SIDEWALKS)	

K:\Shared\projects\Chualar-CSA\Chualar-Sidewalk.dwg, 11X17 (SIDEWALKS), 7/20/2018 9:48:05 AM, 1:1





Project Limits

Chualar Union School District Boundaries- Non-Infrastructure Boundaries/ DAC Boundaries follow the school boundary

Part B: Narrative Questions

Question #3

QUESTION #3
POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-25 POINTS)

A. Describe project location's history of pedestrian and bicycle collisions resulting in fatalities and injuries to non-motorized users, which this project will mitigate. (12 points max)

Applicants are encouraged to use the UC Berkeley SafeTREC TIMS-tool, which was specifically designed for the ATP to produce these documents in an efficient manner. Applicants with access to alternative collision data tools and training can utilize their choice of methods/tools. Applicants must respond to question 1 or 2, and have the option to respond to both.

1. For applications using the TIMS ATP tool, attach the following:
   a. **Collision Heat-map of the area surrounding the project limits - demonstrating the relative collision history of the project limits in relation to the overall jurisdiction/community's collision history**
   b. **Project Area Collision Map - identifying the past crash locations within the project limits**
   c. **Collision Summaries and collision lists/reports - demonstrating collision trends, collision types, and collision details**
   d. **For a Combined I/NI project - If the NI project area is different than the infrastructure portion, the applicant may attach NI related heat-maps, etc in Attachment J**

   Combine the various maps/summaries into one PDF file and attach it in the field below.

   6- TIMS Report CHUALAR.pdf

2. Applications that do not have the collision data above OR that prefer to provide additional collision data and/or safety in a different format can provide this data below. (Examples include: Collision Rates, Community Observations, surveys, Street Story (https://streetstory.berkeley.edu/), Crowd Source, etc.)

   The data and corresponding methodologies can be included in written/text form and/or via a separate attachment in the field below.

   (Max of 200 Words) (optional) **Words Remaining:** 7

   A significant transportation safety data challenge for rural, unincorporated communities like Chualar is the limited capacity of sheriff offices to enforce, respond to rural incidents, and file timely reports. The jurisdiction of the Monterey County Sheriff's Office spans 3,771 square miles, and few responding staff are on shift simultaneously resulting in long wait times for response to reported occurrences. During door-to-door surveys, some residents shared that they do not report traffic concerns and near misses due to language barriers and/or fear of contacting a government official. It is not uncommon for Chualar residents to leave incidents unreported, which may explain a small amount of collision history in the UC Berkeley SafeTREC TIMS (TIMS) site for the project area. However, the Chualar community expressed their concerns about traffic speed and the need for sidewalks to provide separation between vehicles and pedestrians/bicyclists via online and in person surveys and some of their statements are included in the attachment with the TIMS data. Due to these challenges, we didn't rely solely on the collision data for the project area in Chualar, and a broad sample of collision data in unincorporated areas of the County was studied.

   Data and methodologies Attachment (optional)

   8 Chualar Community Outreach Engagement Attachment.pdf

3. From the project-area collision summaries/data provided in questions 1 and/or 2, enter the total reported pedestrian and/or bicycle collisions using the most recent 5 to 11 years of available data:

   How many years of collision data were used in the Heat Maps and collision summaries:

# of Crashes	Pedestrian	Bicycle	Total	Average Per Year
Fatalities			0	
Injuries	2	1	3	
Total	**2**	**1**	**3**	

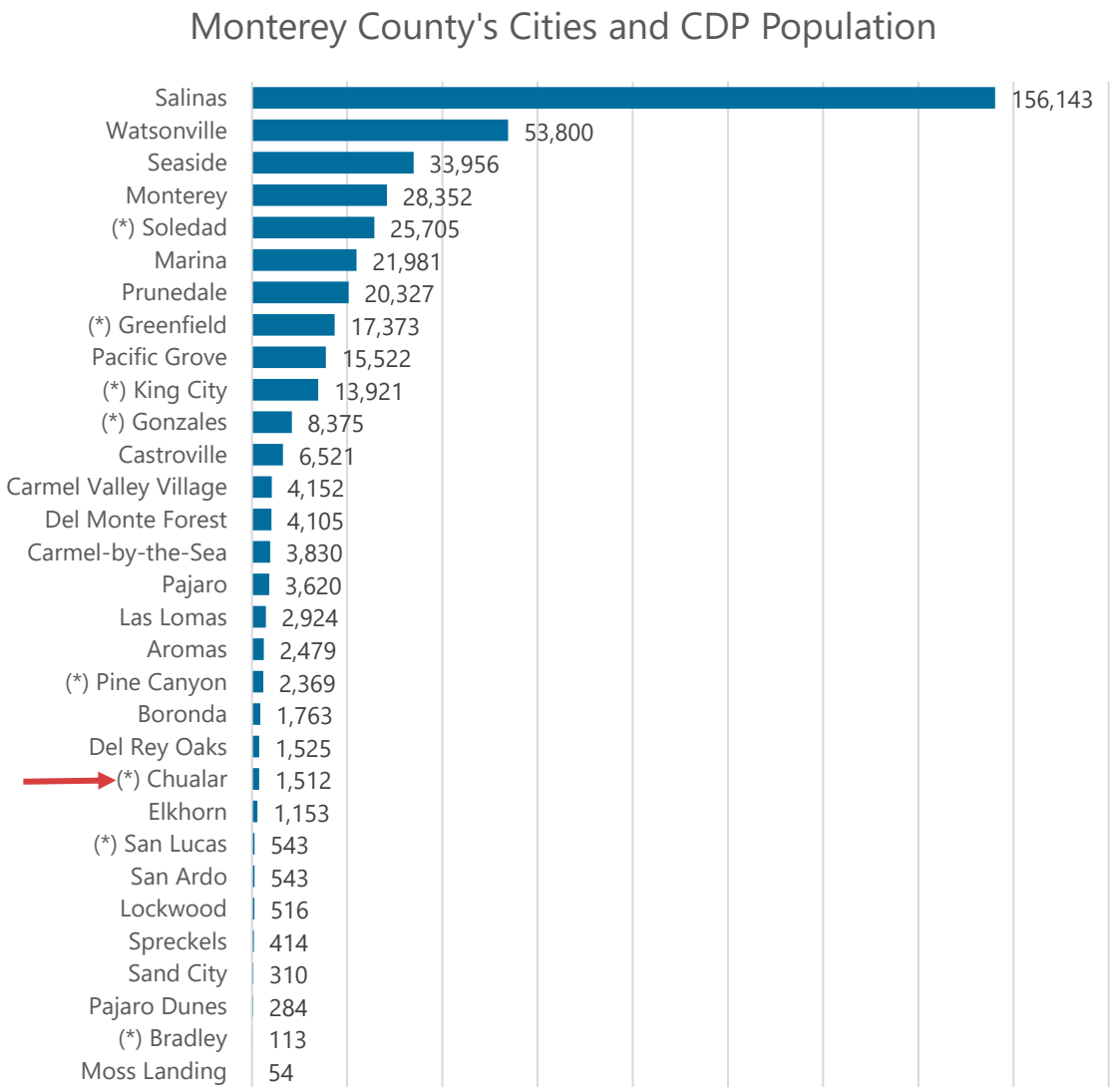
- CHP crash data accessed through the ATP TIMS Tool contained 3 reports of crashes involving a pedestrian or bicyclists in the past 11 years within the project area limits.

Crashes involving pedestrians and bicyclists in Monterey County, 2011-2021

Source: Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2022

Data for 2020 and 2021 is provisional and subject to change

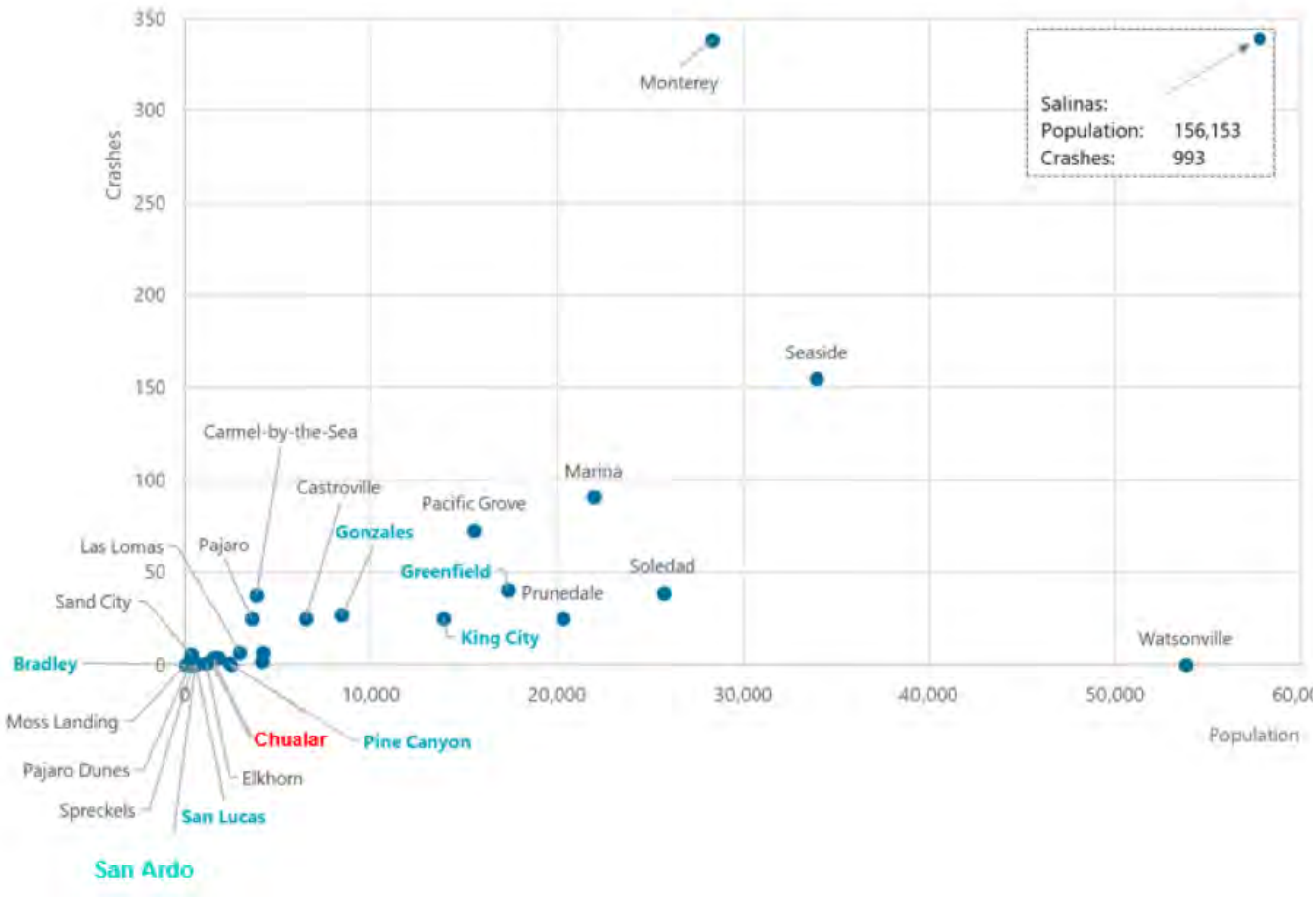
- Population of Cities and Census Designated Places (CDP) in Monterey County varies significantly.
- Chualar is among the least populated communities. This is an important consideration to understand crash incidence.



(*) Cities located along the US 101 corridor
Source: ACS 5-year estimates (2015-2019)

- Incidence of crashes is correlated with traffic activity (e.g. vehicle-miles travelled and vehicle counts).
- Given the strong dependence of vehicles in many regions of the U.S., population has a strong correlation with traffic activity and hence with crash incidence.
- The correlation between population and crash incidence is clearly observed in Monterey County (See chart below). The small population in Chualar can **partially** explain why the data does not show pedestrian or bicyclist crashes. **Other significant reasons** for this absence in the TIMS data are reporting challenges or the fact that near-misses are not reported.
- Important to emphasize that **correlation does not mean causation**. This correlation **might only explain** why it is challenging for small cities to procure historical data. The lack of historical data does not necessarily mean that there are not underlying risk factors and that the project can't prevent future crashes.

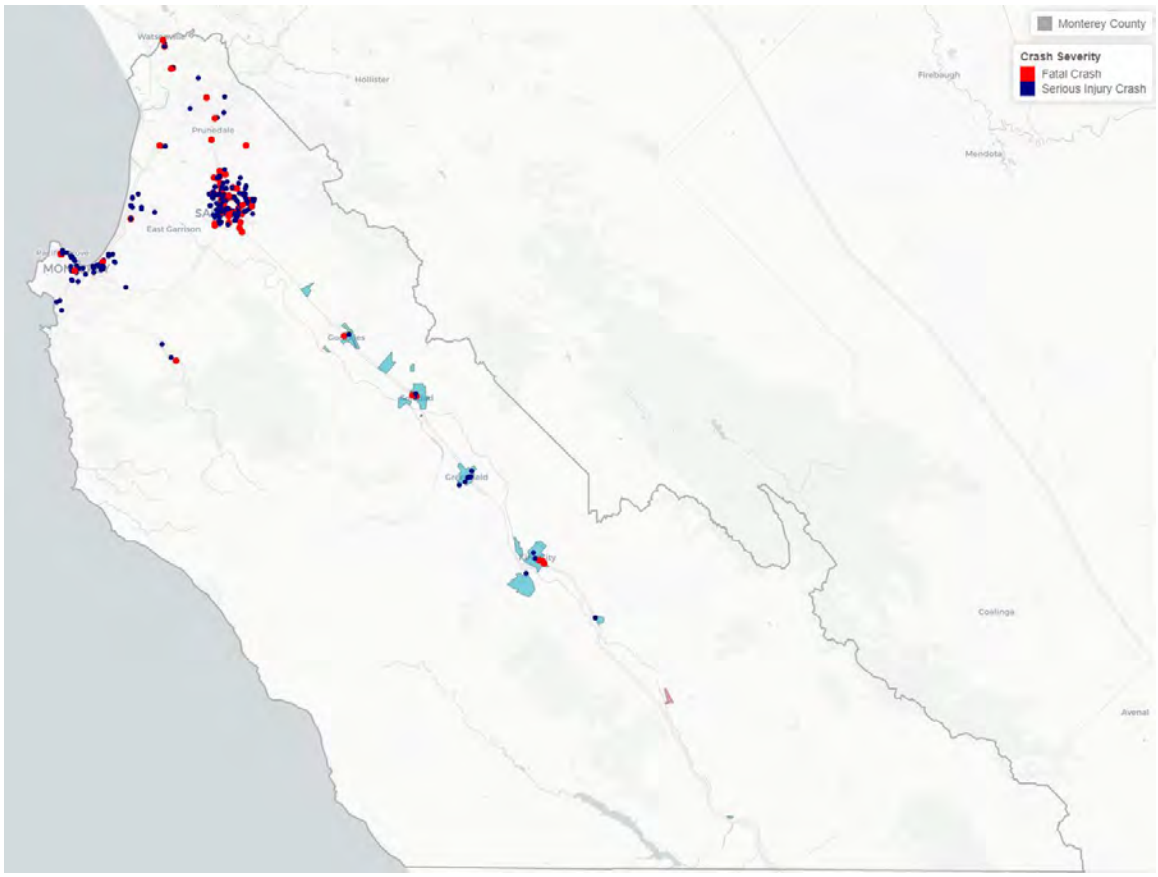
Population and crashes involving pedestrians and bicyclists in Monterey County, 2011-2021



Source: TIMS and ACS 5-year estimates. Cities in blue color are located along the US 101 corridor

- To show that lack of crashes in the Chualar the project area does not address risks factors, as there are fatal and serious injury crashes in similar communities across Monterey County.
- This analysis is focused on similar cities and CDPs along the US 101. The assessment aims at identifying crashes in communities of similar population size and/or affected by similar traffic patterns (In this case selecting communities along the US 101). And then evaluate if the FSI crashes happened in roads with similar conditions to those in Chualar's project area.
- See table below with details on crash profiles for selected communities along US 101.

Fatal and serious injuries crashes involving pedestrian and bicyclists in Monterey County, 2011-2021



Source: TIMS and U.S. Census Data

Crashes profile in communities along US 101 corridor in Monterey County, 2011-2021

City/Census Designated Place	Population	Total pedestrian and bicyclist crashes	Fatal crashes	Serious Injury crashes	FSI crashes
Soledad	25,705	39	2	2	4
Greenfield	17,373	41	0	6	6
King City	13,921	25	3	2	5
Gonzales	8,375	27	1	1	2
Pine Canyon	2,369	1	0	1	1
Chualar	1,512	4	0	0	0
San Lucas	543	1	0	1	1
San Ardo	*543*	*0*	*0*	*0*	*0*
Bradley	113	0	0	0	0

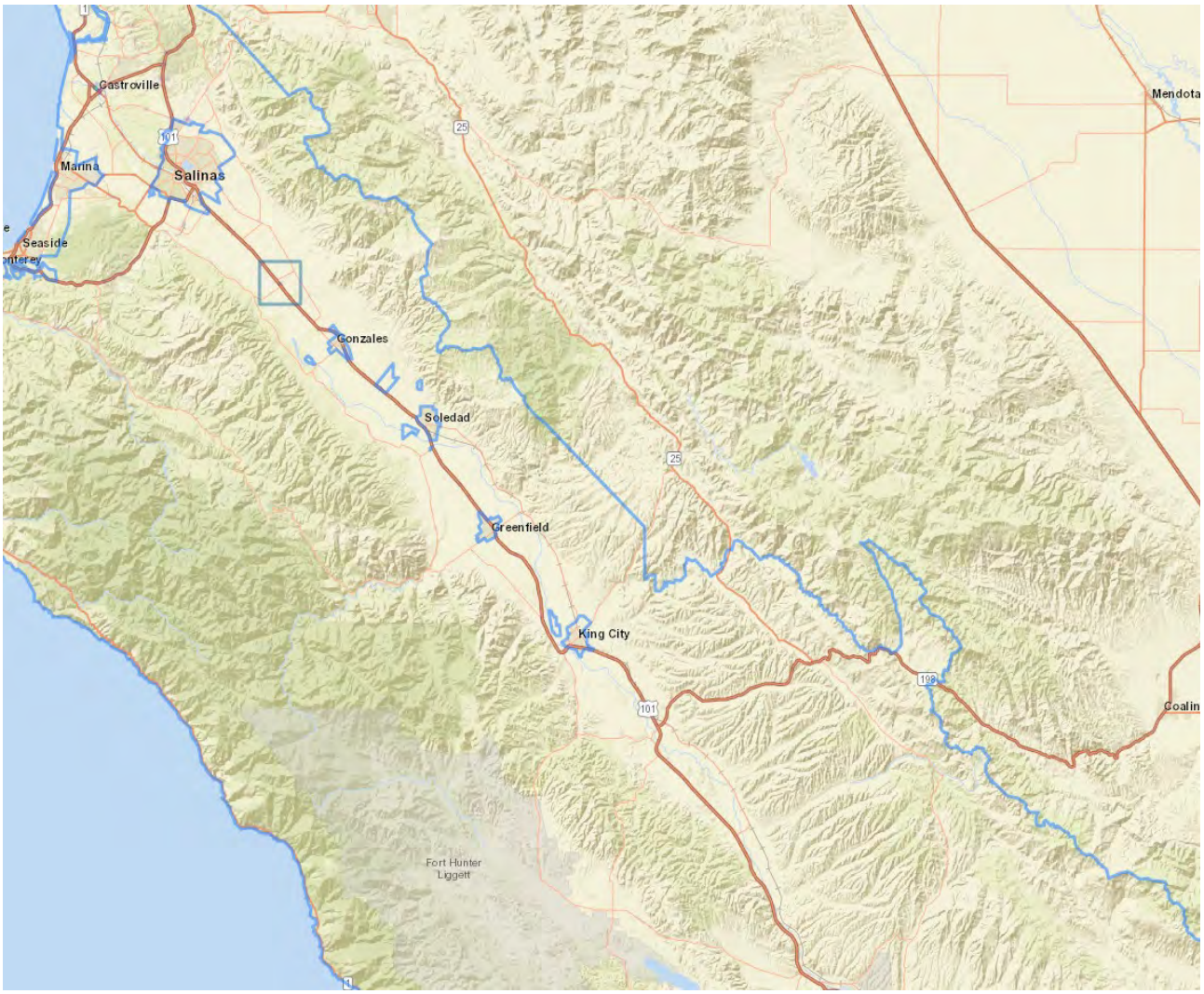
Source: TIMS and ACS 5-year estimates

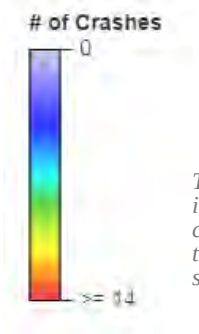
Fatal and serious injuries crashes involving pedestrian and bicyclists in communities along US 101 corridor in Monterey County, 2011-2021

County/City Heat Map:

Step 2: Identify your project area to develop a more localized Community Heat Map

Select the size of your proposed project limits: Less than 3 miles across.

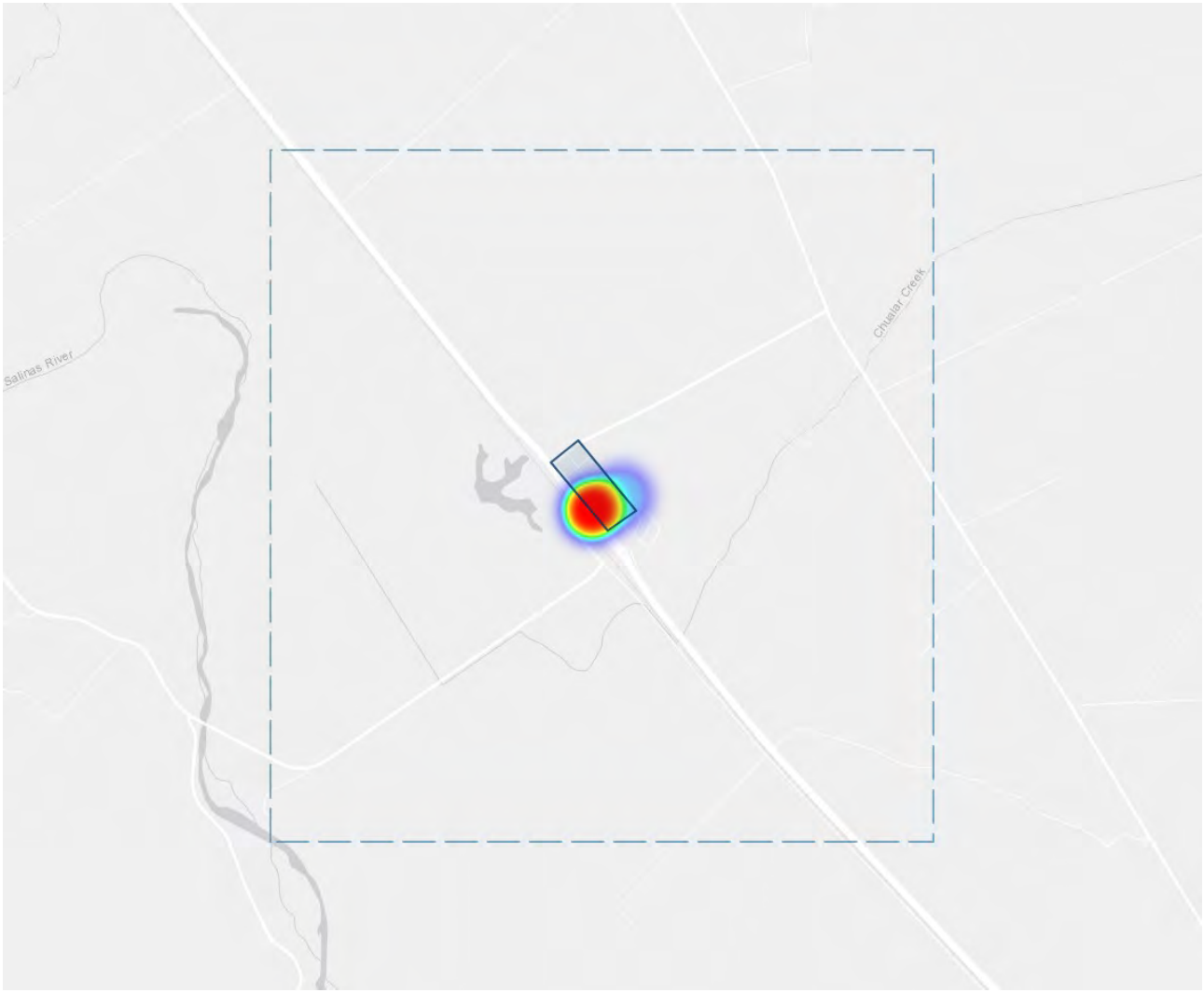


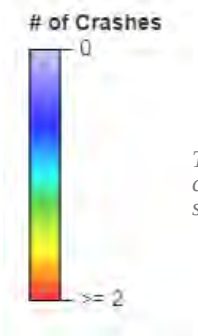


The heat map intensity scale is constant throughout the state.

Community Heat Map:

Step 3: Draw the project boundaries to get detailed crash data summaries and map

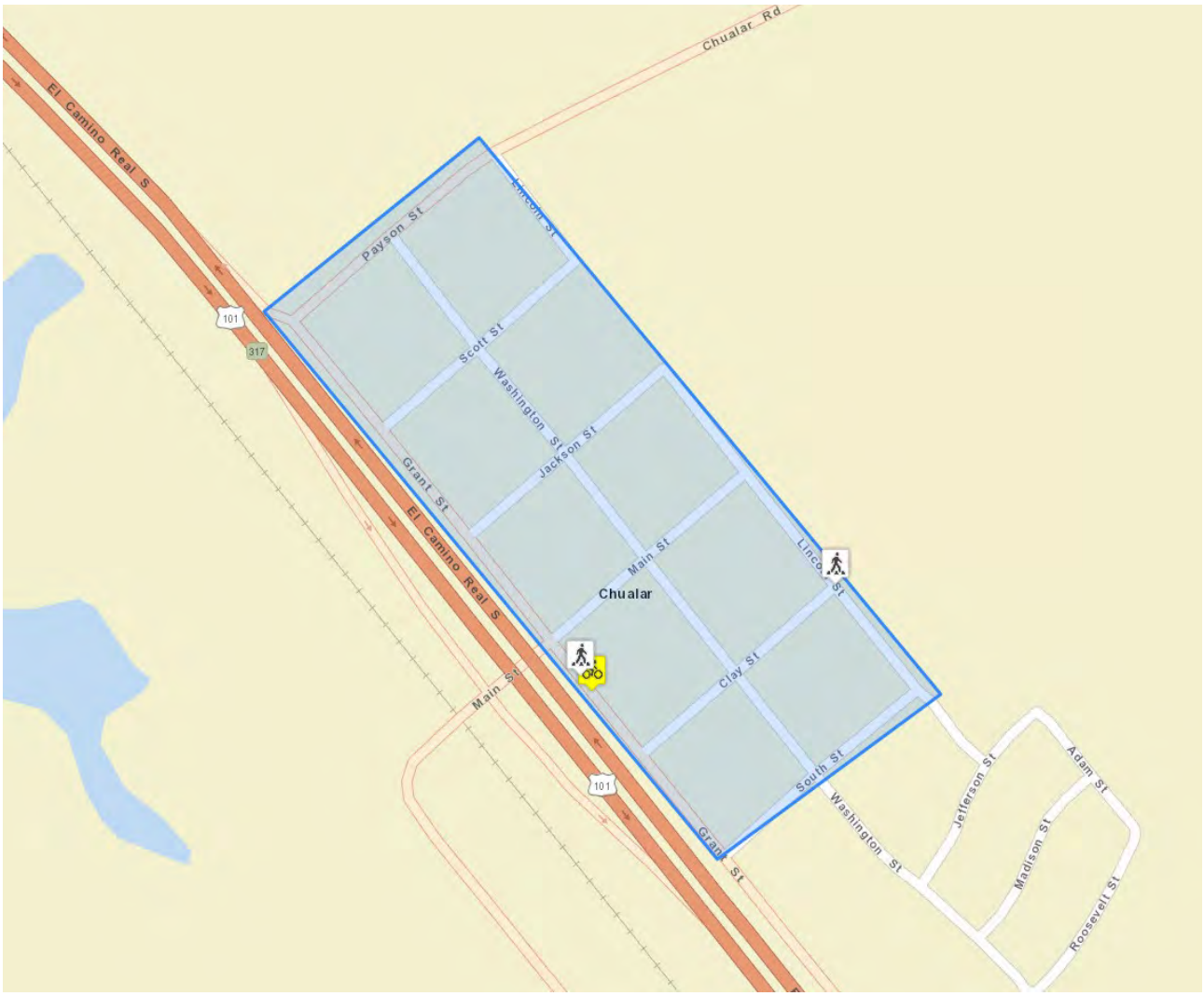




The heat map intensity scale is custom generated for the selected community.

Project Area Crash Map: 3 total crashes.

Step 4: Review the project-specific crash map



Crash Severity
- Fatal
- Severe Injury
- Other Visible Injury
- Complaint of Pain

Crash List

CASE ID	Date	Time	Primary Rd	Secondary Rd	Dist & Dir from Int.	Bike	Ped	Killed	Injured
6890421	04/01/2015	08:00	Lincoln St	Clay St	At Int	No	Yes	0	1
90435914	04/06/2017	15:24	Grant Street	Main Street	191 ft South	Yes	No	0	1
91097224	10/04/2019	17:20	Grant Street	Main Street	136 ft South	No	Yes	0	1

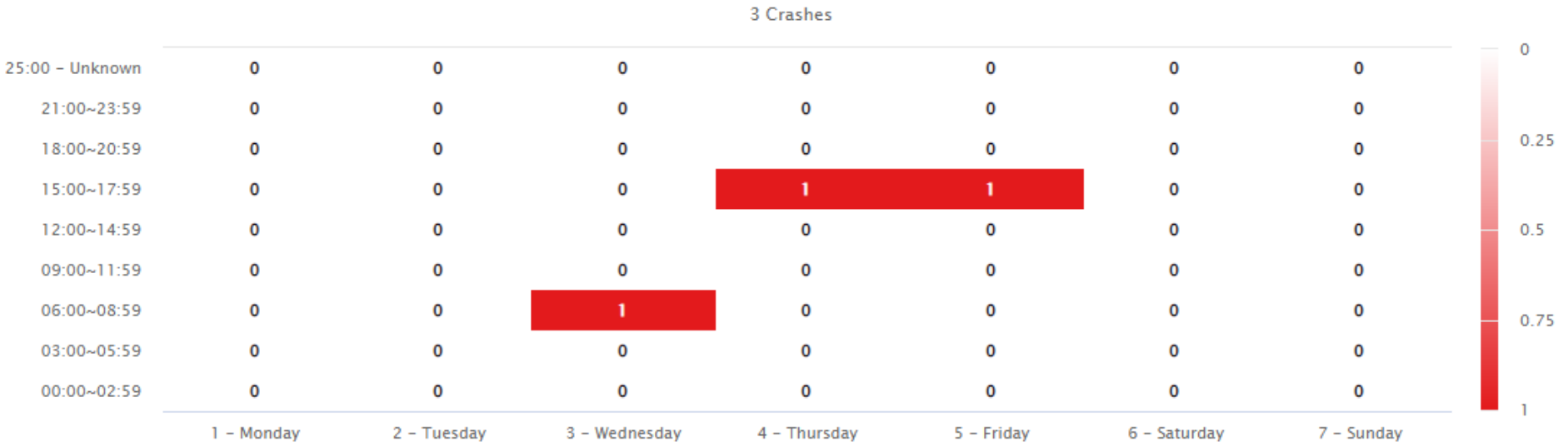
Step 5: Review the crash summary data, graphs and tables provided.

Summary Results

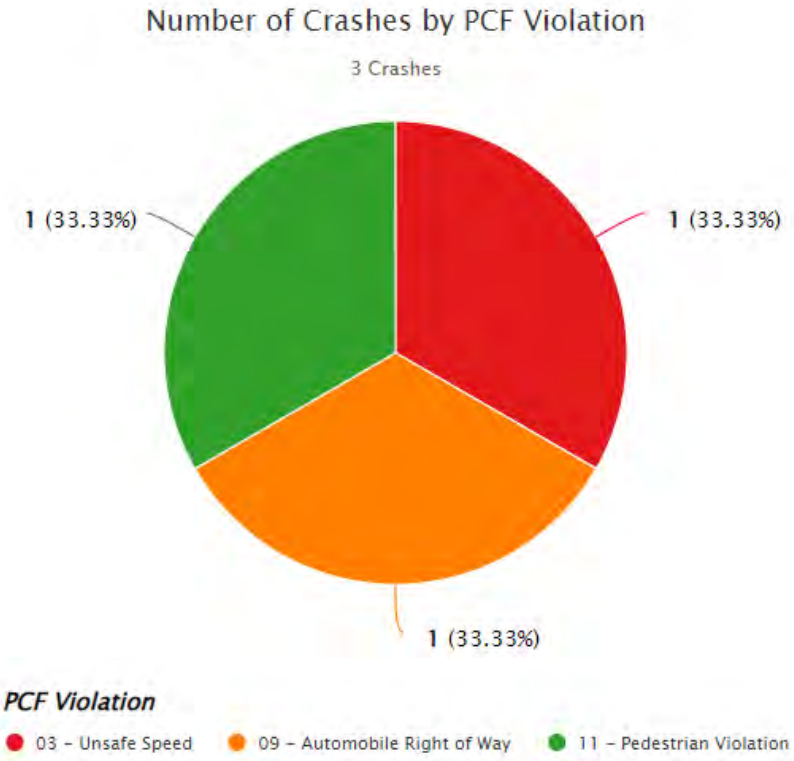
Involved With	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Total
Bicycle	0	0	1	0	1
Pedestrian	0	0	0	2	2

By Day of Week and Time

Number of Crashes per Day of Week per Time



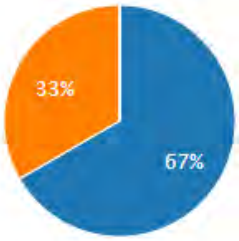
By Primary Crash Factor (PCF) Violation



Show Zero

PCF Violation	Count	%
03 - Unsafe Speed	1	33.33%
09 - Automobile Right of Way	1	33.33%
11 - Pedestrian Violation	1	33.33%

By Victim Gender and Age



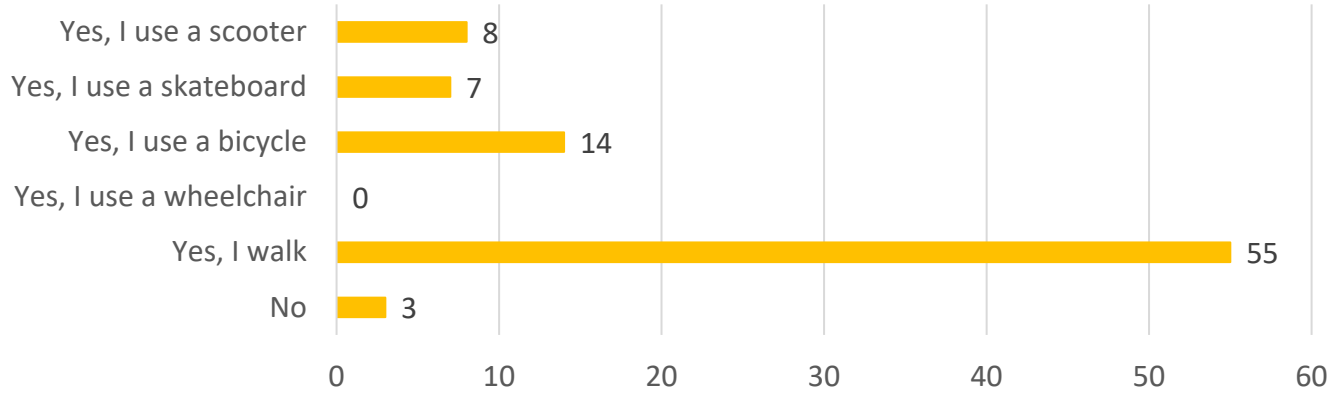
Chualar Community Active Modes of Transportation Survey

The Chualar Community Active Modes of Transportation Survey *was released electronically to the Chualar community through the Chualar Union School District to families. Monterey County Health Department staff also conducted in person surveys to listen to community concerns about active transportation opportunities in their community. 83 community members participated in the survey which is slightly over 12% of the adult population in Chualar*.*

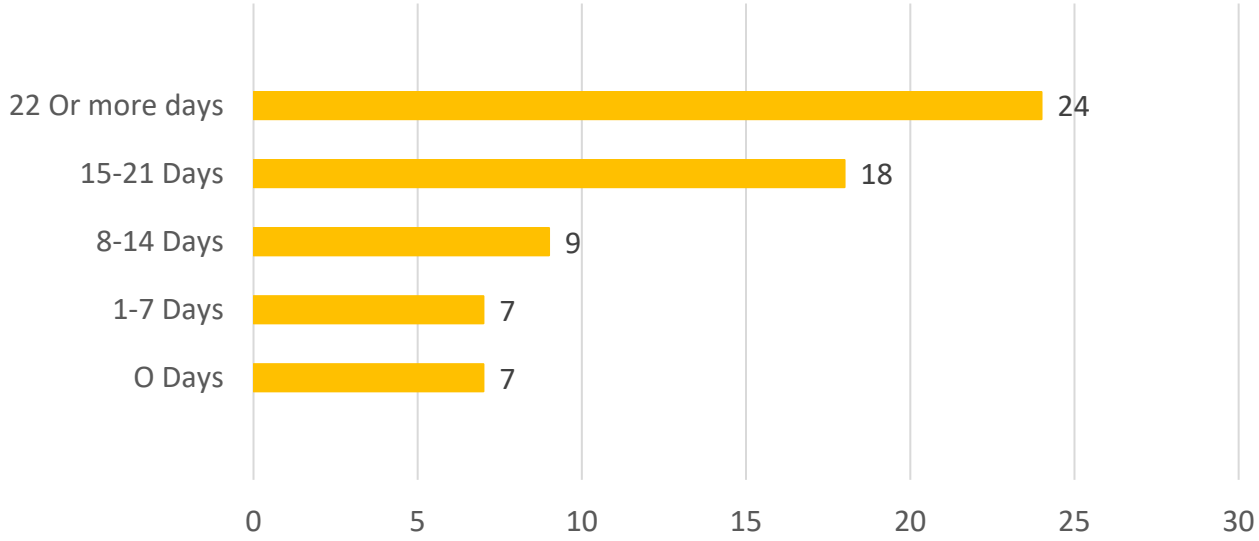
Chualar Community Active Modes of Transportation Survey

1. Do you walk outside, use a wheelchair, bicycle, skateboard, or a scooter in your community?

(Check all that apply)

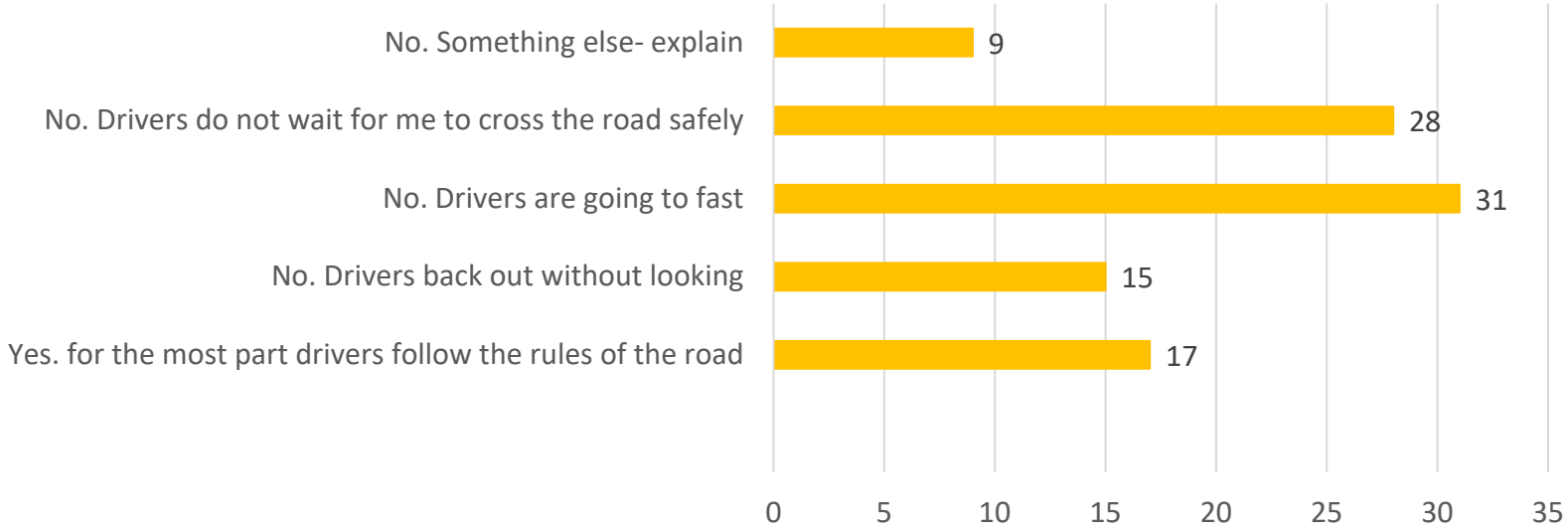


2. Over the last 30 days, how many days did you walk outside, use a wheelchair,bicycle, skateboard, or a scooter in your community?



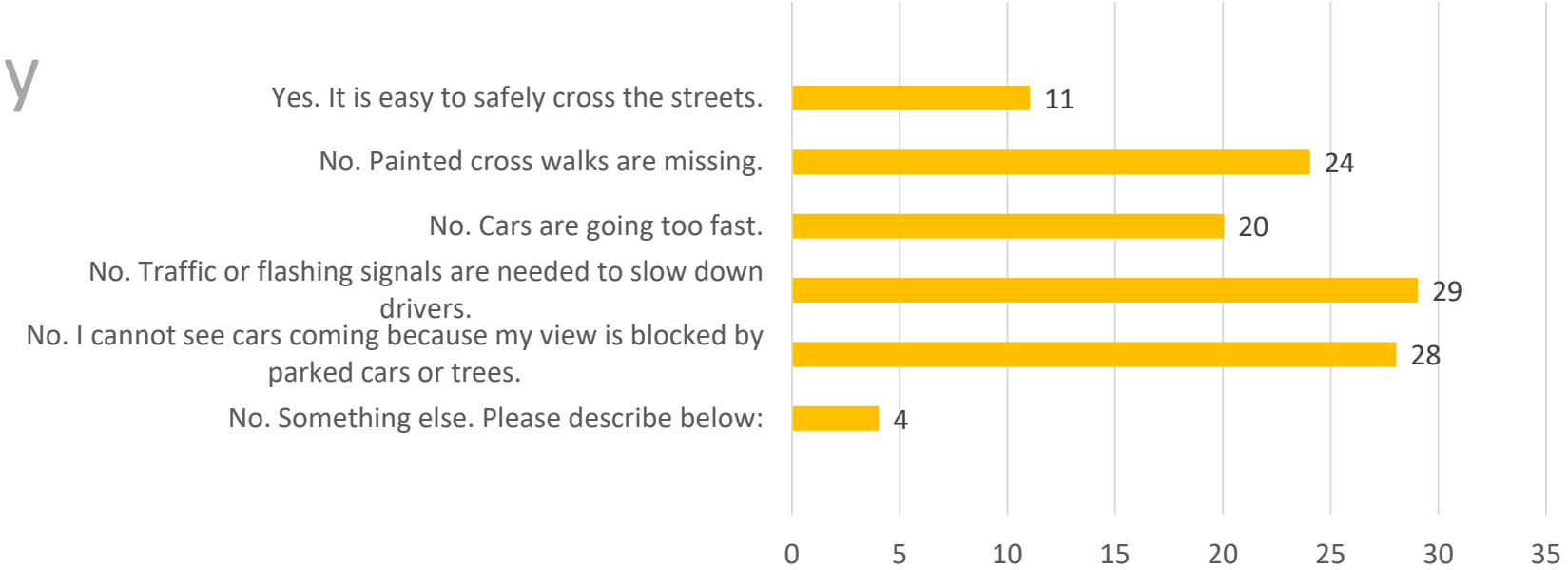
3. Do drivers in this community follow rules of the road?

(Check all that apply)

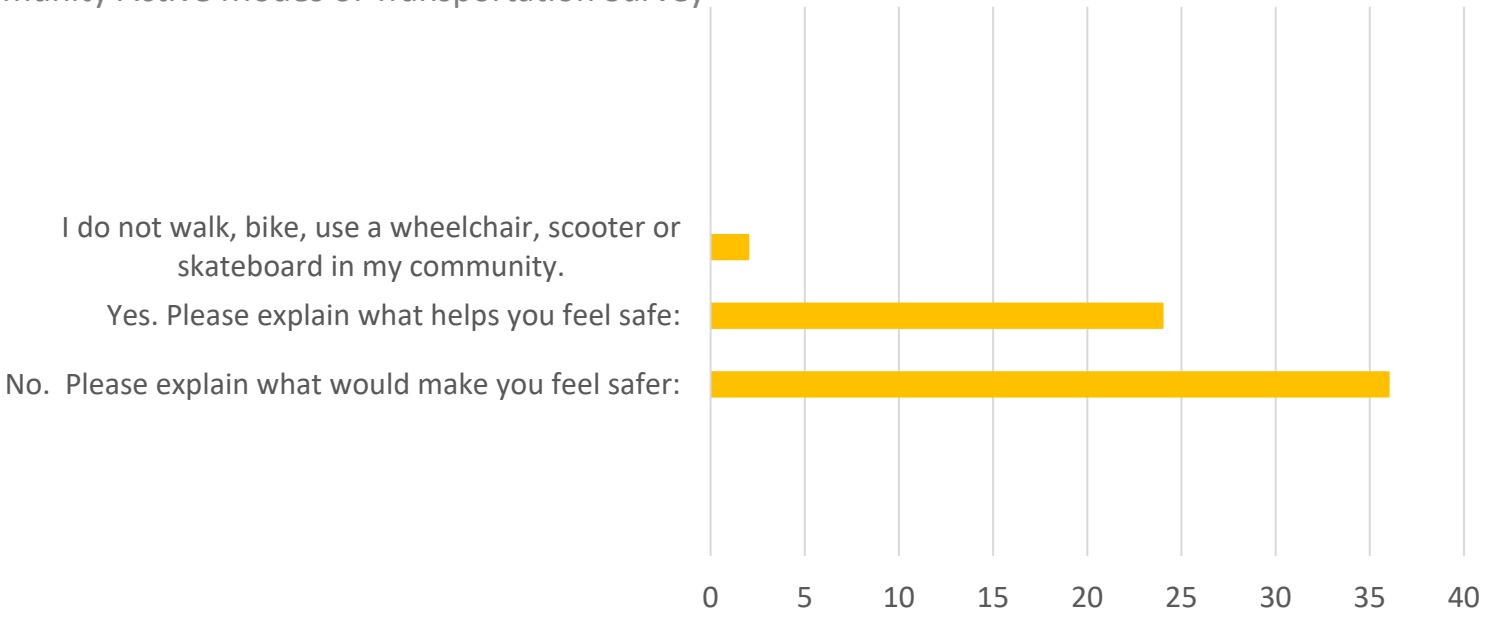


4. Is it easy to safely cross the streets in your community?

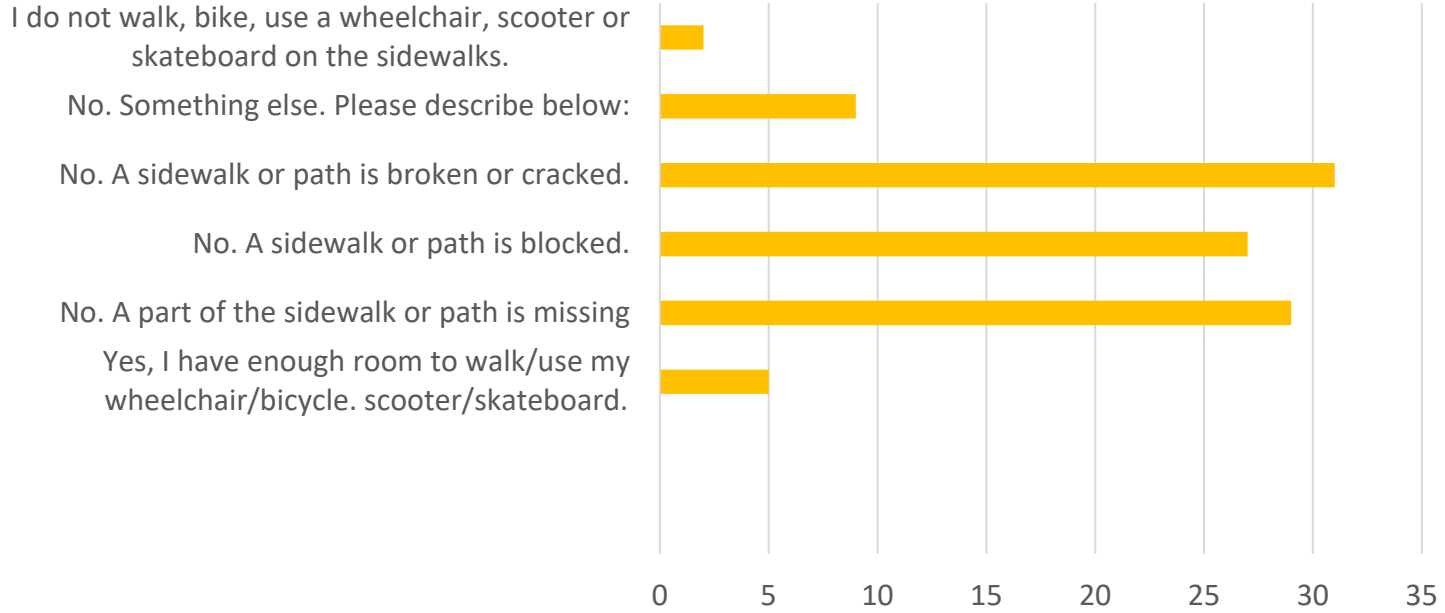
(Check all that apply)



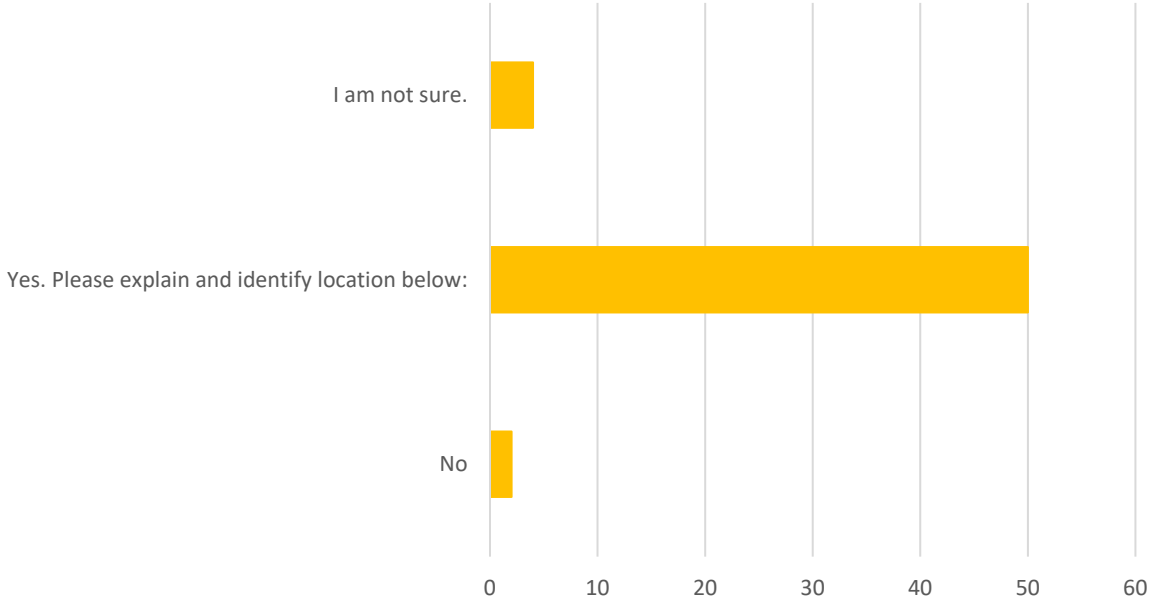
5. Do you feel safe walking, biking, using your wheelchair, scooter, skateboard in your community?



6. Tell us about the sidewalks in this community. Do you have enough room to walk, use your wheelchair, bicycle, scooter, skateboard on the sidewalks?



7. Are there specific areas in town where you would like sidewalks, crosswalks, signs or other bicyclist or pedestrian improvements?



8. Are there any other barriers in this community you would like to tell us about that prevent you from walking, using your wheelchair, bicycling, scooter, skateboard?

Example: unpaved roads, cracked, missing, and/or broken sidewalks, no lighting, missing curb ramps, speeding drivers, trash, or loose dogs. If so, please describe and list the location of problems below:

"There are some broken sidewalks"

"Many missing sidewalks…".

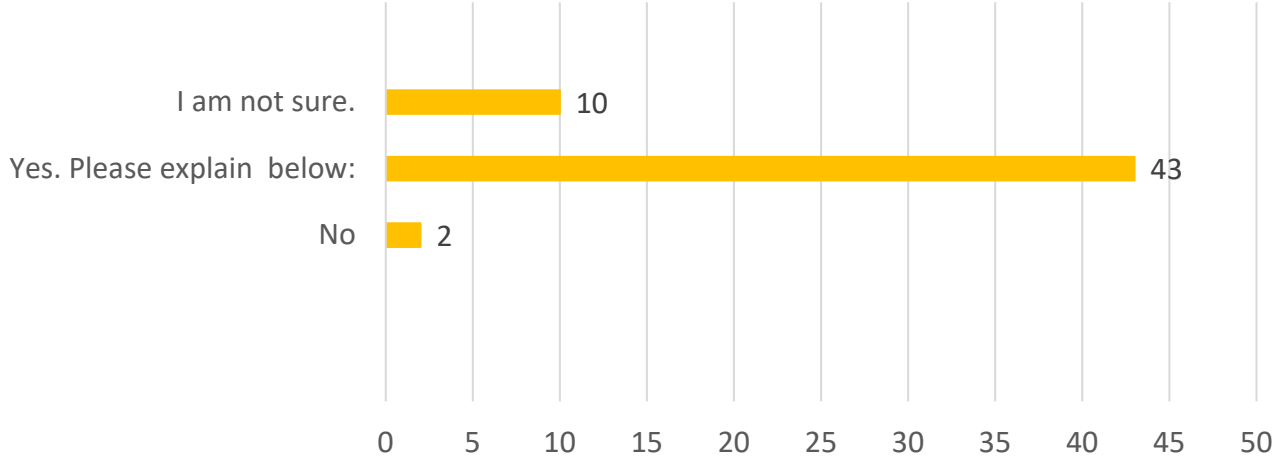
"Not having sidewalks all around town that we have to end up walking in the street. Not being able to walk late since it's dark and need to use our phones light to walk."

"Speeding drivers in cars and semi trucks on Main Street and Lincoln street intersection."

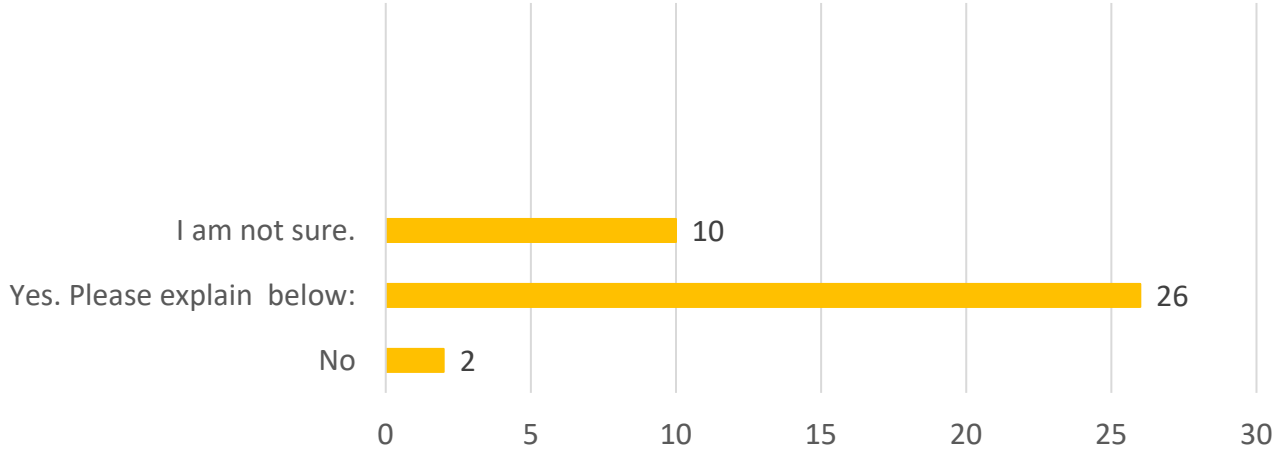
"No es seguro, algunas partes no hay paso para caminar ,Toca ir por donde Los carros pasan,es muy riesgozo para Los alumnos y Padres que les toca ir a casa caminando.las calles estan bloqueadas por plantas y carros. Gracias por la encuesta."

Translation: It is not safe. Some areas do not have sidewalks, you have to walk where cars pass and it is risky for students and parents who walk home. Streets are blocked by plants and cars. Thank you for the survey.

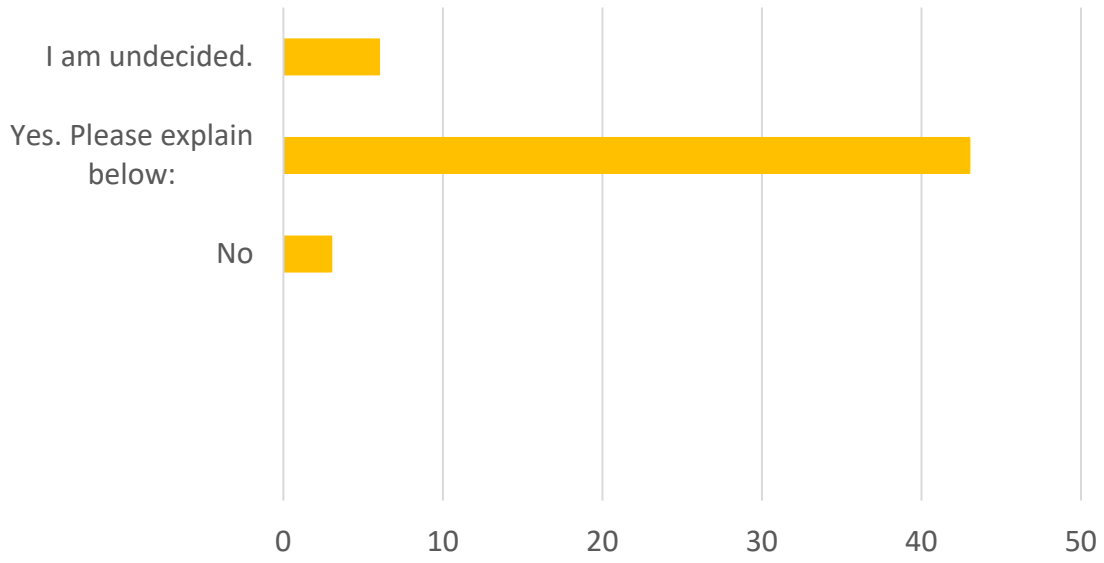
9. Will a project which adds or improves sidewalks on at least one side of the street increase your access to otherwise hard-to-reach areas in your community?



10. Will a project which adds or improves sidewalks on at least one side of the street increase the time you spend walking or using a bicycle, wheelchair, scooter or skateboard in your community?



11. Are there specific areas in town where you would like sidewalks, crosswalks, signs or other bicyclist or pedestrian improvements?



CHUALAR
Top 4 Survey Outcome Priorities

- Bike Lanes
- Improved Sidewalks
- Improved Crosswalks
- Educate Motorists

Chualar Community Survey Quotes

- “Chualar is lacking many resources that could add surveillance (and natural surveillance), lights, cameras, parks, and areas for bicycles.”
- “Missing sidewalks force people to walk on the street next to cars.”
- “I only want sidewalks!”
- “Not having sidewalks all around town that we have to end up walking in the street. Not being able to walk late since its dark and need to use our phone light to walk.”
- “Big rigs parked and blocking view of drivers or pedestrians walking.”
- “Speeding drivers in cars and semi trucks on Main Street and Lincoln Street intersection.”
- “This town needs everything. There are no lights, no sidewalks, no where for the kids to play.”

CHUALAR UNION ELEMENTARY SCHOOL DISTRICT

DISTRICT BOARD ROOM

24285 LINCOLN ST., CALIFORNIA 93925

AGENDA

Regular Meeting

6:00 PM

May 25, 2022

MODIFIED MEETING PROCEDURES DURING COVID-19 (CORONAVIRUS) PANDEMIC

ADVISORY: Please note that Public Health Officials recommend against large public gatherings. Pursuant to the Governor's Executive Orders, the Board meeting will be held by video conferencing technology. If participating in the meeting remotely, members of the public who wish to comment on any item on the agenda, or on a matter within the jurisdiction of the Chualar School District Board of Trustees, may submit their public comment in writing to

mcontreras@chualarusd.org no later than May 24, 2021 at 4:00 p.m.

All comments received by this time will be submitted into the record by the Board President or presiding officer. Please include your name and agenda item that you wish to comment on in the subject line of your email. If you wish to submit a public comment on more than one agenda item, please send a separate email for each item on which you are commenting. Please be aware that all written public comments, including your name and email address, may become public information.

Members of the public may view and listen to the live stream of the meeting at:

Please click the link below to join the webinar:
https://us06web.zoom.us/j/85921922016?pwd=VmI3M0RSTThpZUZFUDZxOStrSS9DZz09
Webinar ID: 859 2192 2016
Passcode: 810686

Join by Zoom Application
Webinar ID: 859 2192 2016
Passcode: 810686

Join Zoom by Phone
+1 669 900 6833 US
Webinar ID: 859 2192 2016
Passcode: 810686

Public comments may be made during the public comment portion of the meeting. There will be a 2-minute limit for individuals. There is no ceding of one's time to other individuals. Efforts will be made by staff to read the comments received into the record, but it cannot be guaranteed that written comments received by email will be read, nor that there will be enough time to read all the comments.

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1. Opening Business

1.1 Call to Order Time_____

1.2 Roll Call

Martha Gallegos, Board President	Trustee Area #3 _____
Esperanza G. Rangel, Board Clerk	Trustee Area #3 _____
Ray Lopez, Board Member	Trustee Area #2 _____
Dulce Maria Neri Garcia, Board Member	Trustee Area #1 _____

1.3 Pledge of Allegiance

1.4 Adoption of Agenda

Changes, additions (based on Provision of Emergency/Urgency), and approval of the Agenda as presented. 2/3 vote required if any item is added to the Agenda.

1.4.1 Changes to the Agenda

1.4.2 Additions to the Agenda

1.4.3 Adoption of the Agenda

RECOMMENDATION/ACTION:

"That the Chualar Board of Trustees adopts the agenda as presented."

Motion_____ Second_____ Vote_____

2. Communications

2.1 Correspondence

2.2 Oral Comments from the Public

3. Discussion and Possible Approval of Resolution # 08-22 Authorizing Use of Remote Teleconferencing Provisions Pursuant to AB 361 and Government Code section 54953.

Description: In response to the COVID-19 Pandemic, Governor Newsom signed AB 361 into law, permitting public agencies to continue conducting meetings remotely in the following circumstances:

A. There is a proclaimed state of emergency, and state or local officials have imposed or recommended measures to promote social distancing; or

B.There is a proclaimed state of emergency, and the local agency's meeting is for the purpose of determining, by majority vote, whether as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees; or

C.There is a proclaimed state of emergency, and the local agency has determined, by majority vote, that as a result of the emergency meeting in person would present an imminent risk to the health or safety of attendees.

RECOMMENDATION/ACTION:

4. *The Chualar Union School District will consider adopting Resolution # 08-22, to make a finding that the current circumstances meet the requirements of AB 361 and Government Code section 54953 for the Board to conduct meetings remotely.*

Motion_____ Second_____ Vote_____

5. Consent Agenda

Action Items included on the Consent Agenda are to be approved by one motion unless a Board Member requests separate action on a specified item. There is not any discussion of these items prior to the vote unless a member of the Board, staff or public requests in writing prior to the meeting specific items to be discussed. It is understood that the administrator recommends approval on all Consent Items. Each item on the Consent Agenda approved by the Board of Trustees shall be deemed to have been considered in full and adopted as recommended.

5.1 Approval of the Minutes of the Regular Board Meeting, February 23, 2022.

5.2 Approval of Bill of Registers

RECOMMENDATION/ACTION:

"That the Chualar Board of Trustees approve the Consent Agenda as presented."

Motion_____ Second_____ Vote_____

6. After School Traffic Congestion. Fabian Hernandez, Public Works, Facilities & Parks.

INFORMATION:

7. Bettencourt, Monterey County Department of Public Works, Facilities, & Parks (Mrs. Bettencourt and Mrs. Zarraga Oropeza)

INFORMATION:

8. Resolution # 09-22 Ordering an Election, Requesting the County Elections Department to Conduct the Elections, and Requesting Consolidation of the Election (Mr. Roberto Rios)

RECOMMENDATION/ACTION:

"That the Chualar Board of Trustees approve the Resolution # 09-22 Ordering an Election, Requesting the County Elections Department to Conduct the Elections , and Requesting Consolidation of the Election."

Motion_____ Second_____ Vote_____

San Ardo

Community Active Modes of Transportation Survey

The County of Monterey is applying for grant funding from the **Active Transportation Program** to fund sidewalk infrastructure improvements **in San Ardo.**
Community input is critical for improving the chances of receiving funding for this project.

Please take a moment to describe active transportation needs in your community in this short survey.

Thank you for your support!

Q1 Do you walk outside, use a wheelchair, bicycle, skateboard, or a scooter in your community?
(Mark all that apply)

- ☐ Yes. I walk
- ☐ Yes. I use a wheelchair
- ☐ Yes. I use a bicycle
- ☐ Yes. I use a skateboard
- ☐ Yes. I use a scooter
- ☐ No. Please provide a reason below:

_____

Q2 Over the last 30 days, how many days did you walk outside, use a wheelchair, bicycle, skateboard, or a scooter in your community?
(Mark all that apply)

- [ ] 0 days
- [ ] 1-7 days
- [ ] 8- 14 days
- [ ] 15- 21 days
- [ ] 22 or more days

Q3 Do drivers in this community follow rules of the road?
(*Mark all that apply*)

- [ ] Yes. For the most part the drivers follow the rules of the road.
- [ ] No. Drivers back out of driveways without looking.
- [ ] No. Drivers are going too fast.
- [ ] No. Drivers do not wait for me to cross the street safely.
- [ ] No. Something else. Please describe below:

_____

Q4 Is it easy to safely cross the streets in your community?
(Mark all that apply)

- ☐ Yes. It is easy to safely cross the streets.
- ☐ No. Painted cross walks are missing.
- ☐ No. Cars are going too fast.
- ☐ No. Traffic or flashing signals are needed to slow down drivers.
- ☐ No. I cannot see cars coming because my view is blocked by parked cars or trees.
- ☐ No. Something else. Please describe below:

_____

Q5 Do you feel safe walking/ biking/using your wheelchair/scooter/skateboard in your community?

- ☐ Yes. Please explain what helps you feel safe:

_____

- ☐ No. Please explain what would make you feel safer:

_____

- ☐ I do not walk, bike, use a wheelchair, scooter or skateboard in my community.

Q6 Tell us about the sidewalks in this community. Do you have enough room to walk/use your wheelchair/bicycle/scooter/skateboard on the sidewalks?
(*Mark all that apply*)

- [ ] Yes, I have enough room to walk/use my wheelchair/bicycle. scooter/skateboard.
- [ ] No. A part of the sidewalk or path is missing.
- [ ] No. A sidewalk or path is blocked.
- [ ] No. A sidewalk or path is broken or cracked.
- [ ] No. Something else. Please describe below:

_____

- [ ] I do not walk, bike, use a wheelchair, scooter or skateboard on the sidewalks.

Q7 Are there specific areas in town where you would like sidewalks/crosswalks/signs or other bicyclist or pedestrian improvements?

- [ ] Yes. Please explain and identify location below:

_____

- [ ] No.
- [ ] I am not sure.

Q8 Are there any other barriers in this community you would like to tell us about that prevent you from walking/using your wheelchair/bicycling/scooter/skateboard? Example: unpaved roads, cracked, missing, and/or broken sidewalks, no lighting, missing curb ramps, speeding drivers, trash, or loose dogs. If so, please describe and list the location of problems below:

_____

_____

_____

Q9 Will a project which adds or improves sidewalks on at least one side of the street increase your access to otherwise hard-to-reach areas in your community?

- ☐ Yes. Please explain below: _____
- ☐ No.
- ☐ I am not sure.

Q10 Will a project which adds or improves sidewalks on at least one side of the street increase the time you spend walking or using a bicycle, wheelchair, scooter or skateboard in your community?

- ☐ Yes. Please explain below: _____
- ☐ No.
- ☐ I am not sure.

Q11 Would you like to have pedestrian and bicycle safety education programs in this community?

- ☐ Yes. Please explain below: _____
- ☐ No.
- ☐ I am undecided.

Thank you for your support!

San Ardo

Encuesta de Modos de Transporte Activos de la Comunidad

El Condado de Monterey está solicitando una beca **del Programa de Transporte Activo** para financiar la infraestructura de banquetas **en San Ardo.**

El aporte de la comunidad es fundamental para aumentar las posibilidades de recibir fondos para este proyecto.

Tómese un momento para describir las necesidades de transporte activo en su comunidad en esta breve encuesta

¡Gracias por su apoyo!

Q1 ¿Camina afuera, usa una silla de ruedas, bicicleta, patineta o scooter en su comunidad?
(Marque todo lo que corresponda)

- [ ] Sí. Yo camino.
- [ ] Sí. Yo uso silla de ruedas.
- [ ] Sí. Yo uso una bicicleta.
- [ ] Sí. Yo uso una patineta.
- [ ] Sí. Yo uso un scooter.
- [ ] No. Proporcione una razón a continuación: _____

Q2 Durante los últimos 30 días, ¿cuántos días caminó, usó una silla de ruedas, bicicleta, patineta o scooter en su comunidad?
(Marque todo lo que corresponda)

- [ ] 0 días
- [ ] 1-7 días
- [ ] 8- 14 días
- [ ] 15- 21 días
- [ ] 22 o más días

Q3 *¿Los conductores en esta comunidad siguen las reglas de tránsito?*
(Marque todo lo que corresponda)

- [ ] Sí. La mayor parte, los conductores siguen las reglas de tránsito.
- [ ] No. Los conductores salen de las entradas sin mirar.
- [ ] No. Los conductores van demasiado rápido.
- [ ] No. Los conductores no me esperan para cruzar la calle de manera segura.
- [ ] No. Algo más. Por favor describa a continuación:

_____

Q4 ¿Es fácil cruzar las calles de manera segura en su comunidad?
(Marque todo lo que corresponda)

- [ ] Sí. Es fácil cruzar la calle con seguridad.
- [ ] No. Faltan cruces peatonales pintados.
- [ ] No. Los autos van demasiado rápido.
- [ ] No. Se necesitan señales de tráfico o intermitentes para reducir la velocidad de los conductores.
- [ ] No. No puedo ver los autos que vienen porque mi vista está bloqueada por autos estacionados o árboles.
- [ ] No. Algo más. Por favor describa a continuación: _____

Q5 ¿Se siente seguro caminando/andando en bicicleta/usando su silla de ruedas/scooter/skateboard en su comunidad?

- [ ] Sí. Explique qué le ayuda a sentirse seguro: _____
- [ ] No. Explique qué lo haría sentir más seguro: _____
- [ ] No camino, ando en bicicleta, uso silla de ruedas, scooter o patineta en mi comunidad.

Q6 Cuéntenos sobre las banquetas en esta comunidad. ¿Tiene suficiente espacio para caminar/usar su silla de ruedas/bicicleta/scooter/patineta en las banquetas?
(Marque todo lo que corresponda)

- [ ] Si, Tengo suficiente espacio para caminar/usar mi silla de ruedas/bicicleta/scooter/patineta.
- [ ] No. Falta una parte de la banqueta o camino.
- [ ] No. La banqueta o camino está bloqueado.
- [ ] No. La banqueta o camino está está roto o agrietado
- [ ] No. Es algo más. Por favor describa a continuación:

_____

- [ ] No camino, ando en bicicleta, uso silla de ruedas, scooter o patíneta en las banquetas.

Q7 ¿Hay áreas específicas en la ciudad donde le gustaría banquetas/cruces de peatones/señales u otras mejoras para ciclistas o peatones?

- [ ] Si. Por favor identifique y explique la locación:

_____

- [ ] No.
- [ ] No estoy seguro

Q8 ¿Hay otras barreras en esta comunidad que le gustaría contarnos que le impiden caminar/usar su silla de ruedas/bicicleta/scooter/patineta?
Ejemplo: caminos sin pavimentar, aceras agrietadas y/o rotas, falta de iluminación, falta de rampas, conductores que van a exceso de velocidad, basuras o perros sueltos.
Si es así, describa y enumere la ubicación de los problemas a continuación:

_____

_____

_____

Q9 ¿Un proyecto que agrega o mejora las aceras en al menos un lado de la calle aumentará su acceso a áreas de su comunidad que de otro modo serían difíciles de alcanzar?

- [ ] Si. Por favor explique a continuación: _____
- [ ] No.
- [ ] No estoy seguro.

Q10 ¿Un proyecto que agrega o mejora las aceras en al menos un lado de la calle aumentará el tiempo que pasa caminando o usando una bicicleta, silla de ruedas, scooter o patineta en su comunidad?

- [ ] Si.
- [ ] No.
- [ ] No estoy seguro.

Q11 ¿Le gustaría tener programas de educación sobre seguridad para peatones y ciclistas en esta comunidad?

- [ ] Si. Por favor explique a continuación: _____
- [ ] No.
- [ ] Estoy indeciso.

¡Gracias por su apoyo!

4. Referencing the project-area collision summaries/data provided in questions 1 and/or 2, discuss the extent to which the proposed project limits represents one of the agency's top priorities for addressing ongoing safety and discuss how the proposed safety improvements correspond to the types and locations of the past collisions. Consider the safety concerns of students, older adults, and persons with disabilities in your response.

For Projects with Non-Infrastructure elements (Combined I/NI projects):
As appropriate, describe how the NI program elements:

- educates bicyclists, pedestrians, and/or drivers about safety hazards for pedestrians and bicyclists; and
- encourages safe behavior

(Max of 900 Words) **Words Remaining:** 18

The Chualar community has a substantial concern about pedestrian/bicyclist safety in Chualar. Stories of near misses, and speeding traffic encountered by students as they make their way to school underscores the critical need for the addition of safe pedestrian facilities in the Chualar community. According to TIMS data, the project area in Chualar has a total of 3 pedestrian and bike collisions resulting in injuries in the last 11 years (2010 to 2021). Two of those collisions involved pedestrians, one involved a bicyclist and 2/3 of the collisions involved minors. 100% of the collisions occurred on weekdays. One of the pedestrian/vehicle collisions occurred on Lincoln Street at 8am 2 blocks away from Chualar Elementary School and the remainder of the reported collisions occurred between 3pm and 5pm on Grant Street. As described in the prior response, response times, language barriers and fear are contributing factors to the small amount of reported collision data in Chualar. Due to the limited amount of collision data in Chualar, a broader study of the unincorporated areas of Monterey County was considered. The risk factors and trends show an increase in rural areas.

The Chualar community shared the following concerns in response to the community survey released in 2022 by MCHD: "We don't have sidewalks. And to walk or use bicycles, scooters or any other on the street is dangerous.." "Drivers do not respect speed limits in school area and use corners to skid with their cars." "Drivers do not respect stop signs near the school." Additional survey responses can be found in the Community Outreach attachment. The survey revealed the communities desire for sidewalks, bike lanes, community education and crosswalks.

The non-infrastructure portion of the project will develop active transportation champions through enLACEace, a civic engagement training series culminating in a community-organized Regional Health and Wellness conference with an active transportation theme. This will occur in alignment with Safe Routes to Schools activities and contribute to sustainability of efforts after project completion through community champions. Safe Routes to School activities will be implemented by bilingual (English and Spanish-speaking) staff using the 2020 Safe Routes Partnership 6E's framework: Engagement, Equity, Engineering, Encouragement, Education, and Evaluation. The program elements will educate Chualar residents about pedestrian, bicyclist, and traffic safety and creating awareness of the benefits and goals of Safe Routes. Encouragement will happen through fun activities to build interest and enthusiasm to achieve the goals of a healthier, safer, and more active community.

MCHD will conduct pedestrian presentations for senior citizens in Chualar. These presentations are aimed at increasing safety and physical activity of seniors as they include pedestrian safety and fall prevention when using wheelchairs and walkers. Additional activities such as bicycle and pedestrian presentations, walk to school days, educational workshops such as bike repair workshops, and a safety campaign will be implemented via community outreach. MCHD will also develop a Chualar enLACE academy. MCHD's enLACE program, provides community members with tools for civic engagement and leadership development while encouraging participants to get involved in the upcoming proposed project activities and local decision-making processes to make positive and healthy changes in their communities. MCHD staff will build relationships with residents to establish a core group of stakeholders to support future non-infrastructure activities in Chualar. The planning committee will include community members and volunteers to help organize non-infrastructure activities.

These activities have been successfully implemented by MCHD in other areas of the County with similar target groups. As an example, with enLACE (Leadership And Civic Engagement), MCHD's community civic engagement academy, over 90% of participants reported increased understanding of health equity and several have gone on to civic participation such as involvement in school committees. A second example, in other South Monterey County areas, walk to school days and bike repair workshops have been well attended and received by community residents, especially during the COVID-19 pandemic as most of the Safe Routes activities have been conducted outdoors. Community volunteers and partner agencies have expressed interest in identifying ways to continue to offer these activities on an ongoing basis.

Chualar is an agricultural and oil-rich area of Monterey County. As a result, agricultural trucks and equipment regularly pass through this small community. MCHD staff will co-develop a "Safe Roads" marketing campaign with local stakeholders to address traffic safety concerns by residents. Stakeholders will support message development, content, and inform placement of marketing materials. Because this campaign will be informed by locals, it will facilitate a wider reach than a ready-made safety campaign which may not address the local challenges shared by San Ardo residents. The local campaign will be launched through traditional and online media. This campaign will inform local residents and visitors of traffic rules, will increase problem awareness and influence people to adopt safe behaviors.

With community descriptions of speeding, large truck traffic and pedestrians walking in the same path of travel as vehicular traffic, the

risk of collisions in Chualar exists. The addition of sidewalks, pedestrian beacons and bike lanes to separate non-motorized and motorized users are the appropriate and proven countermeasures to mitigate this risk. The workshops, Safe Routes to School and Safe Roads programming will stretch beyond the trip to school to a variety of places where children, adults, and seniors frequently walk and bike to encourage will encourage safe behaviors and healthy habits.

B. Safety Countermeasures (13 points max)

Describe how the project improvements will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities. Referencing the information you provided in Part A, demonstrate how the proposed countermeasures directly address the underlying factors that are contributing to the occurrence of pedestrian and/or bicyclist collisions. Combined I/NI projects should address both infrastructure and non-infrastructure elements.

a. **Reduces speed or volume of motor vehicles in the proximity of non-motorized users?**
Discuss current speed and volume and anticipated speed and volume.
b. **Improves sight distance and visibility between motorized and non-motorized users?**
Discuss current sight distance and/or visibility issue(s) and anticipated issue resolution.
c. **Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users?**
Discuss current conflict point description and anticipated issue resolution.
d. **Improves compliance with local traffic laws for both motorized and non-motorized users?**
Discuss which law(s) and how the project will improve compliance.
e. **Addresses inadequate vehicular traffic control devices?**
Discuss which devices are inadequate, how they are inadequate and how the project will address the issues.
f. **Inadequate or unsafe bicycle facilities, trails, crosswalks and/or sidewalks?**
Identify which facilities are inadequate, how they are inadequate and how the project will address the issues.
g. **Eliminates or reduces behaviors that lead to collisions involving non-motorized users?**
Identify the behaviors and how the project will address them.

(Max of 1500 Words) **Words Remaining:** 613

The proposed project addresses all 7 of the above referenced underlying factors that contribute to potential occurrence of pedestrian/ bicyclist collisions.

Due to the lack of continuous pedestrian facilities, Chualar residents frequently walk along the shoulder or share the road with vehicular traffic while walking throughout the community. The installation of sidewalks and corresponding pavement markings and signage will improve visibility between motorized and non-motorized users, reduce potential conflict points between motorized and non-motorized users and address the inadequate patchwork of pedestrian facilities in the Chualar community. The proposed pedestrian facilities will provide a safe separation between pedestrians and vehicles and the crosswalks will improve compliance with local traffic laws and reduce behaviors that lead to collisions involving non-motorized users.

The enhanced pedestrian crossings, pavement markings and pedestrian activated beacons in the proposed project will raise awareness of pedestrians by increasing visibility, reducing potential conflict points between motorized and non-motorized users, and provide safe pedestrian connection to the school, businesses, and services. It is anticipated that vehicles will travel more slowly in this area as they are more aware and alerted to the potential presence of pedestrians and pedestrians will have safer crossing options. The pedestrian crossing enhancements would allow for earlier awareness by motorists, which would allow for motorists to reduce speeds earlier and at further distances as motorists approach crosswalk areas. It is anticipated that the enhanced designated crossing areas would encourage usage of the marked crosswalks, promote safety by better managing driver expectations for pedestrians crossing at designated areas, and that less jay walking will occur, all of which will improve compliance with local traffic laws and consistency with the rules of the road and pedestrians' rights and duties, as outlined in the California Vehicle Code. Early awareness and slower approach speeds would also promote and enhance compliance with California Vehicle Code Section 21950 which requires vehicles to yield the right-of-way to a pedestrian crossing the roadway within any marked crosswalk.

Through the 2022 "Community Active Modes of Transportation" survey released to the Chualar community, respondents expressed concerns about motorists speeding, lack of sidewalks and sharing the same path of travel as vehicles when walking or bicycling. They also shared concerns about motorists speeding near the Chualar Elementary School. The current crosswalks at the school are not effective and the addition of pedestrian activated beacons in 2 locations at the school will greatly enhance student safety. These traffic control devices will greatly reduce potential hazards as motorists become alerted to students in the crosswalk. As previously discussed, the addition of sidewalks and bicycle lanes will also address these community concerns.

County staff incorporated the following community generated ideas and solutions to community generated challenges into the project:

-Safe separation of vehicles and pedestrians and gaps in sidewalk infrastructure was identified as a community concern. Residents described potential hazards when walking in their community. The proposed project will provide a network of continuous pedestrian facilities, crosswalks and signage to address these safety concerns.

-Community members and staff at Chualar Elementary School shared concerns about motorists speeding near the school and student safety. As a result, the project will include 2 sets of pedestrian activated beacons to raise awareness of pedestrian presence. Safe Routes to School training of school staff who oversee the pick up and drop off times. School staff and parents will be invited to Safe Routes training opportunities and PWFP is currently engaged in conversation with the District's Superintendent on feasible solutions to create a physical separation between vehicles and students.

-Concerns were shared by residents about bicyclist safety while riding in the community. As a result, the project was revised to include Class III Bike Lanes along Main Street which connects to Chualar Elementary School and also future planned bicycle routes.

-During outreach activities, the community discussed the need for education for motorists and to develop safe and healthy active transportation habits. Safe routes to school presentations will be implemented and a motorist safety campaign will be developed to address these health and safety needs.

As previously stated, the proposed project includes construction of pedestrian facilities to fill existing gaps and provide continuity along the following streets: Payson Street, Lincoln Street, Scott Street, Washington Street, Main Street, Clay Street and Grant Street. The proposed project includes the addition of Class III Bike Lanes along Main Street to connect to the school and planned future bicycle routes. All of these streets are located in residential neighborhoods. The proposed project will connect the community with pedestrian and bicycle facilities to provide safe mobility throughout the community and develop Safe Routes to School.

The non-infrastructure elements of this project include Safe Routes to Schools activities, and safety presentations. Additionally, pedestrian presentations for senior citizens in Chualar will be delivered with the goal of increasing safety of seniors including pedestrian safety and fall prevention. It is anticipated that these outreach activities will reduce behaviors that lead to collisions involving non-motorized users and improve compliance with local traffic laws for both motorized and non-motorized users.

In short, the existing pedestrian facilities in Chualar are inadequate and fragmented leading to potentially hazardous situations. The addition of bike lanes will also expand active transportation opportunities for the community. The proposed project is critical to the Chualar community and will make a sizable positive impact in this small, rural, disadvantaged community.

Part B: Narrative Questions

Question #4

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

Describe the community based public participation process that culminated in the project. Combined I/NI projects should address both infrastructure and non-infrastructure elements.

A. What is/was the process of defining designs to prepare for future needs of users of this project? How did the applicant analyze the alternatives and impacts on the transportation system to influence beneficial outcomes? (0-6 Points) (Max of 500 words)

Words Remaining: 14

At the community planning level, the value of the project emerged during the development of the 2014 Monterey County Regional Transportation Plan and has remained on a list of pedestrian improvement projects in the 2018 Monterey County Active Transportation Plan. Monterey County conducted an extensive outreach campaign for the 2018 Monterey County Regional Transportation Plan and the 2018 Monterey County Active Transportation Plan. Comments for the plans were received from the TAMC Bicycle and Pedestrian Committee, the TAMC Technical Advisory and through public participation via the online Wikimapping tool and 447 people submitted comments. Concerns expressed included sidewalk gaps, specifically on Grant, Payson, South, Clay, and Lincoln Streets.

In 2020 and 2022 MCHD distributed a community survey written in both English and Spanish to the Chualar community. Additionally, bilingual MCHD staff engaged with Chualar residents in person by traveling to the town and encouraging residents to take the survey. Staff engaged residents in conversation at the post office, market, school, and door-to-door. This strategy produced 83 responses to the survey (12% of the Chualar adult population) and facilitated participation opportunities for residents with limited or no internet access due to the digital divide. More than 85% of the respondents stated discontent with the existing conditions related to sidewalks, roads, and speeding traffic. More than half of all survey respondents reported drivers are going too fast, not being able to safely cross the streets due to missing crosswalks, and the desire for sidewalks,crosswalks and community education opportunities as shown in the Outreach Attachment.

MCHD and PWFP staff coordinated with Chualar Elementary School to learn about student challenges and near misses experienced with the existing gaps in safe pedestrian infrastructure and explore possible solutions together. Staff shared that they are notified of approximately 3 near misses each year involving pedestrians (students) and vehicles. School staff stated near misses and collisions are not reported to the Sheriff by those involved due to the Sheriff's scarce staffing. The school is supportive of the project utilizing sidewalks, enhanced crossing areas and looks forward to establishing Safe Routes to School activities to further enhance student safety.

This project continues to be a high priority, and receiving project funding will accelerate the timeline. Chualar has gaps in pedestrian infrastructure. The proposed project will fill the existing gaps in pedestrian facilities along the following streets: Payson Street, Lincoln Street, Scott Street, Washington Street, Main Street, Clay Street and Grant Street. The installation of curb, gutters, sidewalks and ADA ramps, with corresponding pavement marking and signage along these streets will benefit 100% of the community as they walk from home to the market, school, businesses, and local services. The project will provide contiguous pedestrian facilities to greatly improve student safety, increase physical activity, encourage active transportation, and advance public health in the community. The non-infrastructure component of the project will provide education about the improvements, inspire, and encourage physical movement and safety within the community.

B. Describe who was/will be engaged in the identification and development of this project. Describe how stakeholders will continue to be engaged in the implementation of the project. Describe the strategies used to address engagement challenges that arose due to the COVID-19 pandemic and any unique engagement challenges that the community faced. (0-4 Points) (Max of 700 words)

Words Remaining: 3

The public has been involved in this project since 2014 through the Monterey County Regional Transportation Plan. In 2018, TAMC prepared and adopted the Monterey County Active Transportation Plan. To develop the Active Transportation Plan TAMC consulted with the Bicycle and Pedestrian Advisory Committee. The committee is composed of volunteers from each supervisorial district and city, representatives from public agencies, and bicycle/pedestrian interest groups. County residents submitted comments in writing, in person, or through the Wikimapping tool. Ann eight-week Leadership and Civic Engagement (enLACE) academy was held to engage south county residents. Residents learned about active transportation, budgeting, and policymaking. enLACE means to link, to connect to in Spanish. Residents gained insight into the health implications of transportation policies.

To gather additional input on pedestrian improvements and priority areas Chualar community residents were reached through surveys in 2020 and 2022. Surveys were available in English and Spanish. The 2020 survey was launched online and respondents indicated strong support for added sidewalks and bicycle facilities. The 2022 survey was launched online. Chualar residents were reached in person at the local bakery, market, school, and door-to-door. This strategy produced 83 responses to the survey (12% of the Chualar adult population) and staff visited Chualar to reach residents with limited or no internet access due to the digital divide in south Monterey County. More than half of all survey respondents reported parts of the sidewalk or path is missing. 68% of respondents expressed a desire for safe routes activities. Chualar School staff echoed these concerns during a meeting held in May 2022 to listen to the student safety needs.

The following community generated ideas and solutions to community generated challenges were incorporated:
• Safe separation of vehicles and pedestrians and gaps in sidewalk infrastructure was identified as a community concern. Residents described potential hazards when walking in their community. The proposed project will provide a network of continuous pedestrian facilities, crosswalks and signage to address these safety concerns.
• Community members and staff at Chualar Elementary School shared concerns about motorists speeding near the school and student safety. As a result, the project will include 2 sets of pedestrian activated beacons to raise awareness of pedestrian presence. Safe Routes to School training of school staff who oversee the pick up and drop off times. School staff and parents will be invited to Safe Routes training opportunities and PWFP is currently engaged in conversation with the district's superintendent on feasible solutions to create a physical separation between vehicles and students.
• Concerns were shared by residents about bicyclist safety while riding in the community. As a result, the project was revised to include Class III Bike Lanes along Main Street which connects to Chualar Elementary School and also future planned bicycle routes.
• Community discussed the need for education for motorists and to develop safe and healthy active transportation habits. Safe routes to school presentations will be implemented and a motorist safety campaign will be developed to address these health and safety needs.

The non-infrastructure component of the project includes a robust outreach program to ensure community engagement and participation. Activities include classroom presentations, community trainings such as bike repair, developing community active transportation champions through civic engagement, Health in All Policies trainings, and participation in a community organized Regional Health and Wellness conference with an active transportation theme. This will occur in alignment with Safe Routes to Schools activities and contribute to sustainability after project completion through community champions as well as targeted outreach to senior citizens. These activities will span a two-year period utilizing various methods to connect with the community. MCHD will continue to engage the community through the non-infrastructure components. Members of the community will be part of the project throughout the project lifecycle to provide sustainable solution that continues to exist beyond the life of the grant.

The County is invested in improvements to South Monterey County. Recently the South Salinas Valley Broadband Authority, a joint powers agreement that will develop/oversee the expansion of broadband service in south county communities to address the digital divide and expanding internet access into South County. The proposed project will also address the needs of the community and enhance safety.

Attach any applicable Public Participation & Planning documents

8 Planning TAMC Chualar Community Outreach Engagement Attachment 31.pdf

Chualar Community Engagement and Planning: Chualar Community and School Connections Through Active Transportation Project

Date	Engagement Method	Participants	How were participants encouraged to provide input?
2014	TAMC Regional Transportation Plan		A public hearing is held for each update and the plan returns to the Transportation Agency of Monterey County (TAMC) Board for approval in the summer. TAMC encourages county residents to review the draft plan and submit comments. The draft plan is made available online and by contacting TAMC.
2016	Letter of support	Superintendent/Principal	Chualar Union Elementary School District Superintendent/Principal provided a letter of support for the ATP grant. In the letter he mentions the student transportation challenges and needs.
2018	TAMC Regional Transportation Plan		A public hearing is held for each update and the plan returns to the Transportation Agency of Monterey County (TAMC) Board for approval in the summer. TAMC encourages county residents to review the draft plan and submit comments. The draft plan is made available online and by contacting TAMC.
2018	TAMC Active Transportation Plan	447 Community Members	The plan set forth goals and objectives for improving bicycle and pedestrian facilities. To develop the Active Transportation Plan and subsequent update, TAMC staff consulted with TAMC's Bicycle and Pedestrian Facilities Advisory Committee. The committee is composed of volunteer representatives from each supervisorial district and city in Monterey County as well as representatives from public agencies and bicycle/pedestrian interest groups, and government stakeholders. County residents were encouraged to review the plan and submit comments in writing, in person or through a Wikimapping tool. 447 people submitted comments via the public participation tool. Concerns expressed included sidewalk gaps in Chualar.
2020	Letter of support	Superintendent/Principal	Chualar Elementary School District Superintendent/Principal,Roberto Rios provided a letter of support for the ATP grant. In the letter she mentions the student population transportation challenges and needs.
2020	Community Survey Released	14 community members	Due to COVID restrictions the community survey was released online and posted by the District Supervisor and the County of Monterey. The survey was released in English and in Spanish to maximize participation.
4/7/2022	Zoom Meeting	District Supervisor Lopez	Supervisor Lopez provided an overview of the community challenges for Chualar as well as challenges specific to active transportation needs
5/10/2022	Meeting with Mr Rios at Chualar Elementary School		PWFP and MCHD staff met with Chualar Elementary School Principal to discuss student safety challenges and receive feedback regarding the proposed project.
5/13/2022-6/6/22	On-line Community Survey Released on Chualar online, on Monterey County website and released by District Supervisor Chris Lopez, and later released by Chualar Elementary School	38 Chualar community members	Survey was released in English and in Spanish to maximize participation MCHD online. .
5/25/2022	Presentation to the Chualar Union Elementary School District Board of Trustees		PWFP and MCHD staff made a brief presentation to the Chualar Union School Board to discuss the grant opportunity, the proposed project, encourage participation in the survey and receive feedback regarding the proposed project.
5/16/2022	In Person Community Survey in Chualar		Bilingual MCHD staff members visited Chualar for an afternoon to engaged with Chualar residents in person by traveling to the town and encouraging residents to take the survey. Staff engaged residents in conversation at the post office, market, school, and door-to-door. Community members were provided maps of Chualar to chart their active transportation challenges and share near misses

.

Active Transportation Plan for Monterey County

TAMC
TRANSPORTATION AGENCY FOR MONTEREY COUNTY

June 2018

1. INTRODUCTION

Plan Background and Purpose

The Transportation Agency adopted the most recent Bicycle and Pedestrian Master Plan in 2011. For the 2011 Master Plan, staff and the consultant team worked closely with key stakeholders throughout the planning process and involved them directly in the development of bicycle facility alignments and Agency priorities. The 2011 Plan identified all existing and proposed bicycle projects and facilities for all the jurisdictions within Monterey County.

On September 2013, the State Legislature created the Active Transportation Program to encourage increased use of active modes of transportation, such as bicycling and walking. The Program consolidates various State and Federal active transportation funding programs to: increase the proportion of biking and walking trips, increase safety for non-motorized users, increase mobility for non-motorized users, advance the efforts of regional agencies to achieve greenhouse gas reduction goals, and enhance public health. Having an updated countywide active transportation plan makes bicycle and pedestrian projects more competitive for grant funding through the State's Active Transportation Program and positions these projects to be more competitive for other State and Federal grant programs.

This Active Transportation Plan is an update of the 2011 Bicycle and Pedestrian Master Plan and includes goals and objectives that provide a blueprint for making bicycling and walking an integral part of daily life. This Plan has been prepared according to the State's guidelines for Active Transportation Plans, and contains maps for each of the jurisdictions of existing and proposed bicycle and pedestrian facilities, along with policies and programs to increase the proportion of trips accomplished by bicycling and walking. Other elements in the Plan include a needs analysis of bicyclists and pedestrians, public health and economic benefits of bicycling and walking, costs to implement projects and a list of various potential funding sources.

Community Involvement

To develop the Active Transportation Plan, Agency staff consulted with TAMC's Bicycle and Pedestrian Facilities Advisory Committee, which is composed of volunteer representatives from each supervisorial district and city in Monterey County as well as representatives from public agencies and a bicycle/pedestrian interest group, as appointed by the TAMC Board of Directors, and TAMC's Technical Advisory Committee, composed of public works representatives from each of the twelve cities in Monterey County, Monterey County Public Works, Caltrans, Monterey-Salinas Transit, the Fort Ord Reuse Authority, the Monterey Bay Unified Air Pollution Control District, and the Association of Monterey Bay Area Governments.

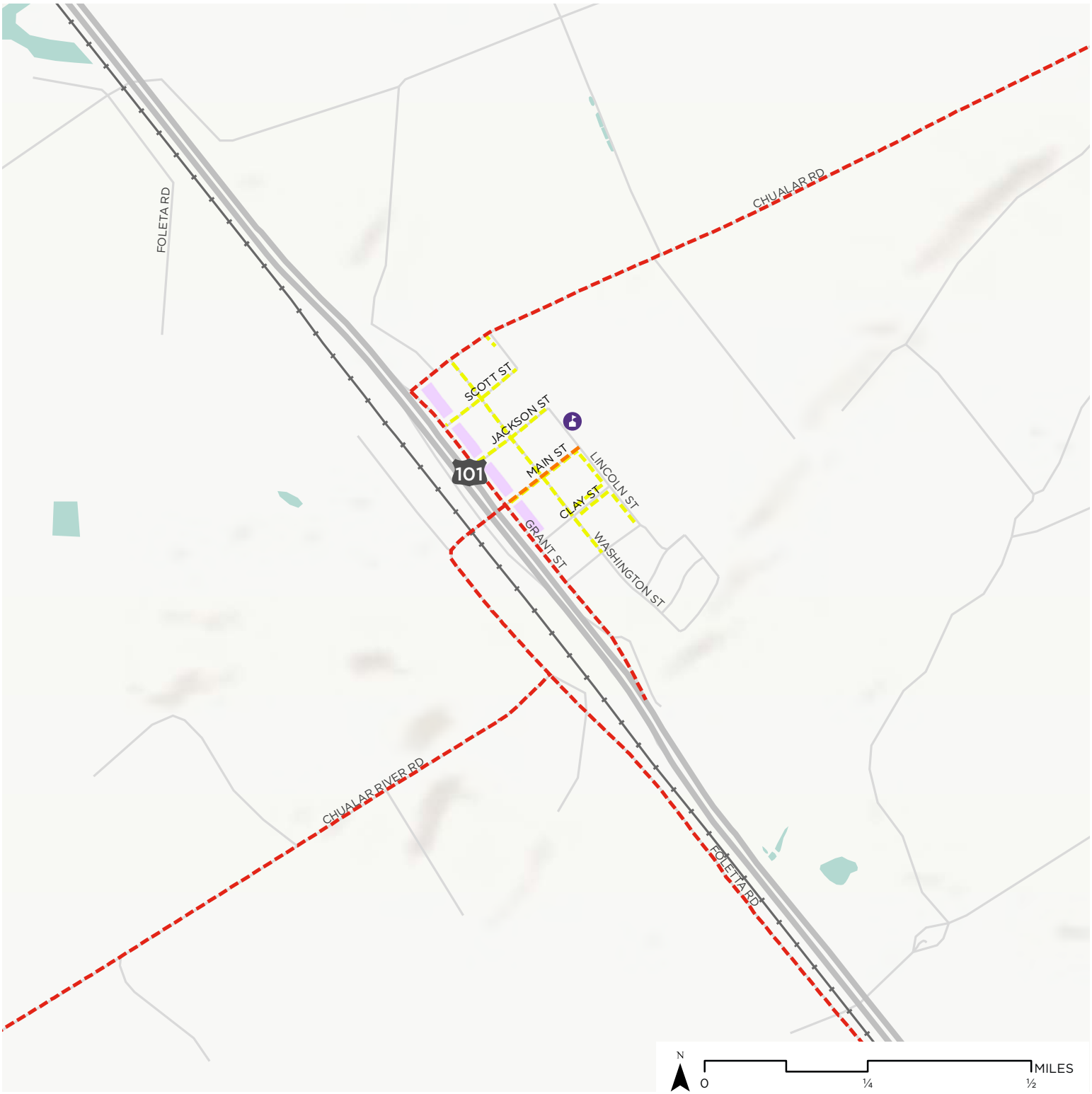
South County Workshop, December 2016

Pedestrian Infrastructure Improvements

The pedestrian improvements listed here are unranked, and include sidewalk improvements in the communities of Castroville, Chualar, San Lucas and San Ardo. The pedestrian improvements presented here have a planning-level cost estimate of approximately $22 million for approximately 5.7 miles of sidewalk, curb and gutter improvements and pedestrian intersection improvements. Many of these pedestrian improvement projects can be implemented as part of street and road improvement projects.

ATP ID#:	community	start:	end:	description:	feet:	CONSTRUCTION COST
MC-139	San Ardo	Cattleman Rd	end of Main St	sidewalk	1291	$899,164
MC-140	San Ardo	Main St	Cattleman Rd	sidewalk	1525	$1,064,994
MC-141	San Ardo	Short St	College St	sidewalk	1351	$943,386
MC-142	San Ardo	Rico St	Railroad St	sidewalk		$1,378,227
MC-143	San Ardo	Annette St	Jolon Rd	sidewalk	1113	$773,871
MC-144	San Ardo	Rico St	Center St	sidewalk	1078	$751,760
MC-145	San Ardo	Annette St	Jolon Rd	sidewalk	1341	$936,015
MC-146	San Ardo	Cattleman Rd	Center St	sidewalk	925	$644,893
MC-147	San Ardo	Sargents Rd	Catholic Church	sidewalk	2217	$1,547,742
MC-148	San Ardo	Short St	Jolon Rd	sidewalk	1249	$873,369
MC-149	San Lucas	Monterey St	Mary St	sidewalk	2640	$1,842,550
MC-150	San Lucas	Main St	San Benito St	sidewalk	366	$255,444
MC-151	San Lucas	Mary St	Monterey St	sidewalk	2692	$1,879,401
MC-152	San Lucas	Main St	San Benito St	sidewalk	326	$228,476
MC-153	San Lucas	Main St	San Benito St	sidewalk	331	$232,161
MC-154	San Lucas	Main St	San Benito St	sidewalk	337	$235,846
MC-155	San Lucas	Main St	San Benito St	sidewalk	329	$228,476
MC-156	San Lucas	Main St	San Benito St	sidewalk	316	$221,106
MC-157	Chualar	South St	Clay St	sidewalk	318	$7,370
MC-158	Chualar	Lincoln St	Washington St	sidewalk	315	$219,850
MC-159	Chualar	Lincoln St	Washington St	sidewalk	317	$221,106
MC-160	Chualar	Clay St	Main St	sidewalk	297	$207,287
MC-161	Chualar	Lincoln St	Grant St	sidewalk	721	$504,859
MC-162	Chualar	South St	Chualar Rd	sidewalk	1990	$1,389,283

ATP ID#:	community	start:	end:	description:	feet:	CONSTRUCTION COST
MC-163	Chualar	Lincoln St	Grant St	sidewalk	696	$482,748
MC-164	Chualar	Grant St	Lincoln St	sidewalk	725	$504,859
MC-165	Chualar	Payson St	24204 Lincoln St	sidewalk	106	$73,702
MC-166	Castroville	Merritt St	Wood St	pedestrian intersection improvement3 curb ramps 1 ped button		$71,600
MC-167	Castroville	Merritt St	Haro St	2 curb ramps only		$71,600
MC-168	Castroville	Seymour St	Geil St	sidewalk	298	$207,985
MC-169	Castroville	Geil St	Pomber St	sidewalk	293	$204,495
MC-170	Castroville	Merritt St	Mead St	sidewalk	260	$181,463
MC-171	Castroville	Seymor St	Pomber St	sidewalk	635	$443,189
MC-172	Castroville	Davis St	Axtell St	sidewalk	302	$210,777
MC-173	Castroville	Preston St	Axtell St	sidewalk	281	$196,120
MC-174	Castroville	Preston St	Rico St	sidewalk	327	$228,225
MC-175	Castroville	Davis St	Rico St	sidewalk	290	$202,401
MC-176	Castroville	Axtell St	Davis St	sidewalk	168	$117,253
MC-177	Castroville	Geil St	Seymour St	sidewalk	142	$99,107
MC-178	Castroville	USPS Castroville	McDougall St	sidewalk	161	$112,368
MC-179	Castroville	Rico St	Axtell St	sidewalk	99	$69,096
MC-180	Castroville	Rico St	Haight St	sidewalk	232	$161,921
MC-181	Castroville	Haight St	Seymour St	sidewalk	163	$113,764
MC-182	Castroville	Rico St	Seymour St	sidewalk	217	$151,452
MC-183	Castroville	Geil St	Merritt St	sidewalk	1022	$713,290
MC-184	Castroville	Poole St	Haight St	sidewalk	265	$184,953
MC-185	Castroville	Seymour St	Haight St	sidewalk	356	$248,465



Chualar

Monterey County Active Transportation Plan

Proposed Pedestrian Improvements

- Sidewalk

Proposed Bikeway Improvements

- Class II Bike Lane
- Class III Bike Route

Points of Interest

- K-12 School

Land Use

- Commercial Area

Data provided by Monterey County TAMC. Terrain data by ESRI, NOAA.

Map produced October 2017 by Alta Planning + Design.

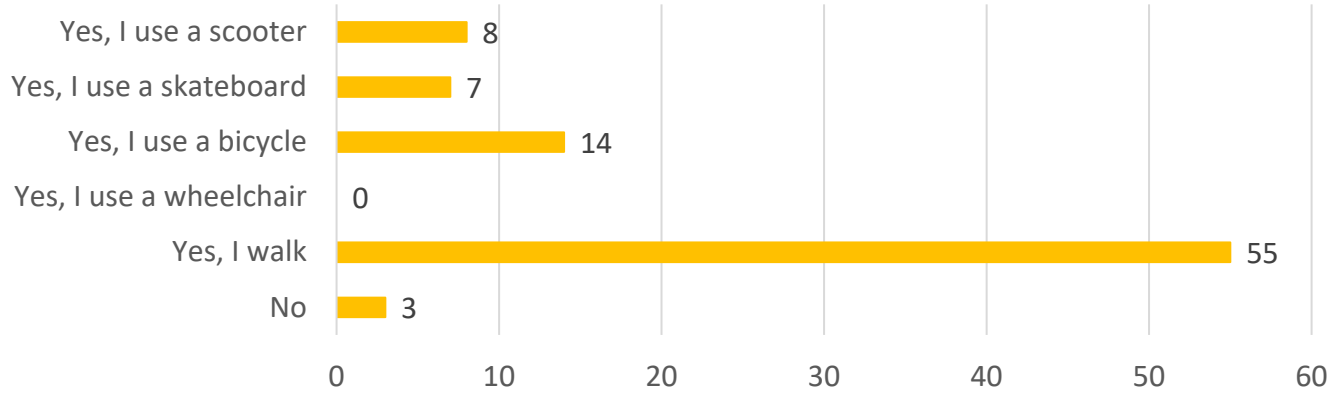
Chualar Community Active Modes of Transportation Survey

The Chualar Community Active Modes of Transportation Survey *was released electronically to the Chualar community through the Chualar Union School District to families. Monterey County Health Department staff also conducted in person surveys to listen to community concerns about active transportation opportunities in their community. 62 community members participated in the survey which is slightly over 9.5% of the adult population in Chualar*.*

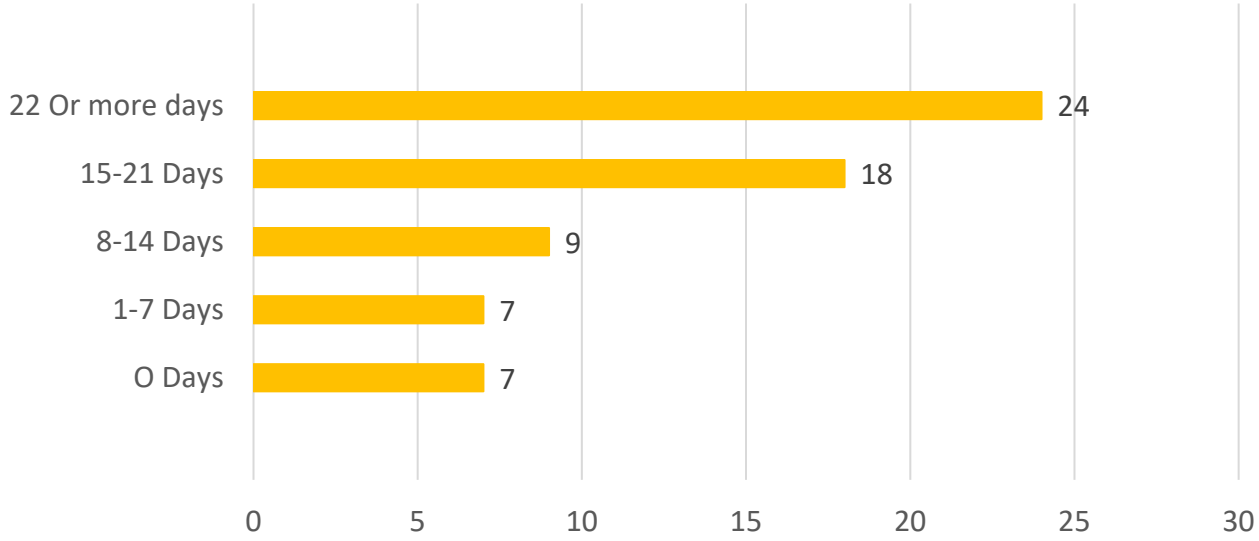
Chualar Community Active Modes of Transportation Survey

1. Do you walk outside, use a wheelchair, bicycle, skateboard, or a scooter in your community?

(Check all that apply)

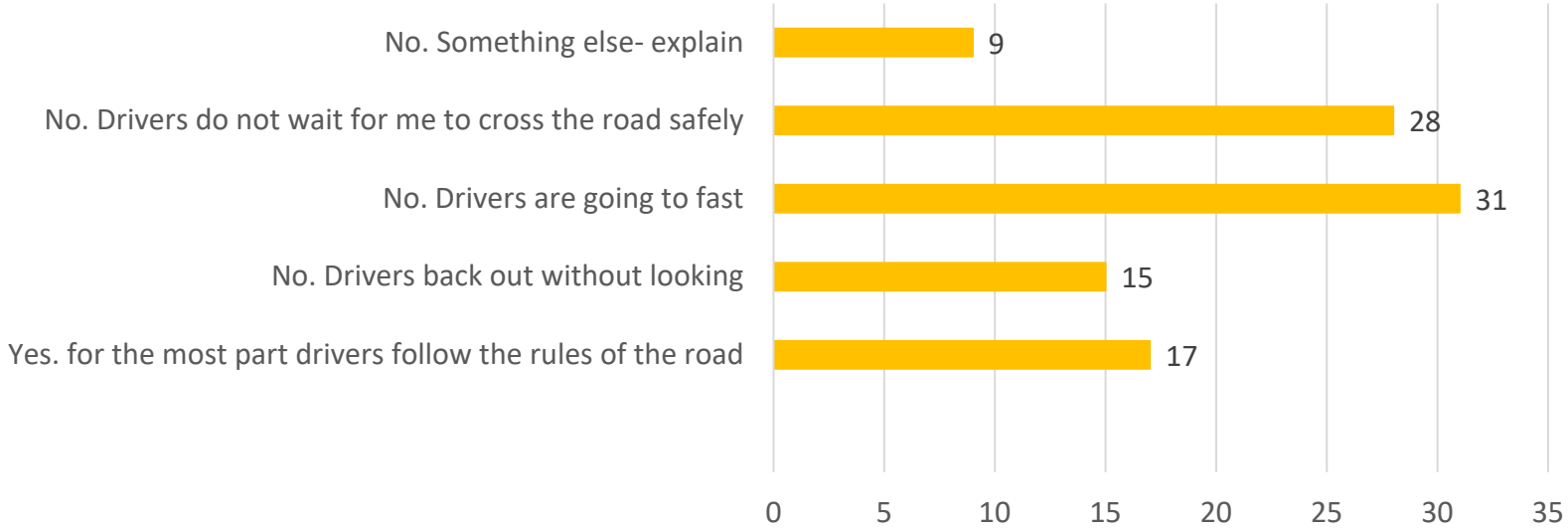


2. Over the last 30 days, how many days did you walk outside, use a wheelchair,bicycle, skateboard, or a scooter in your community?



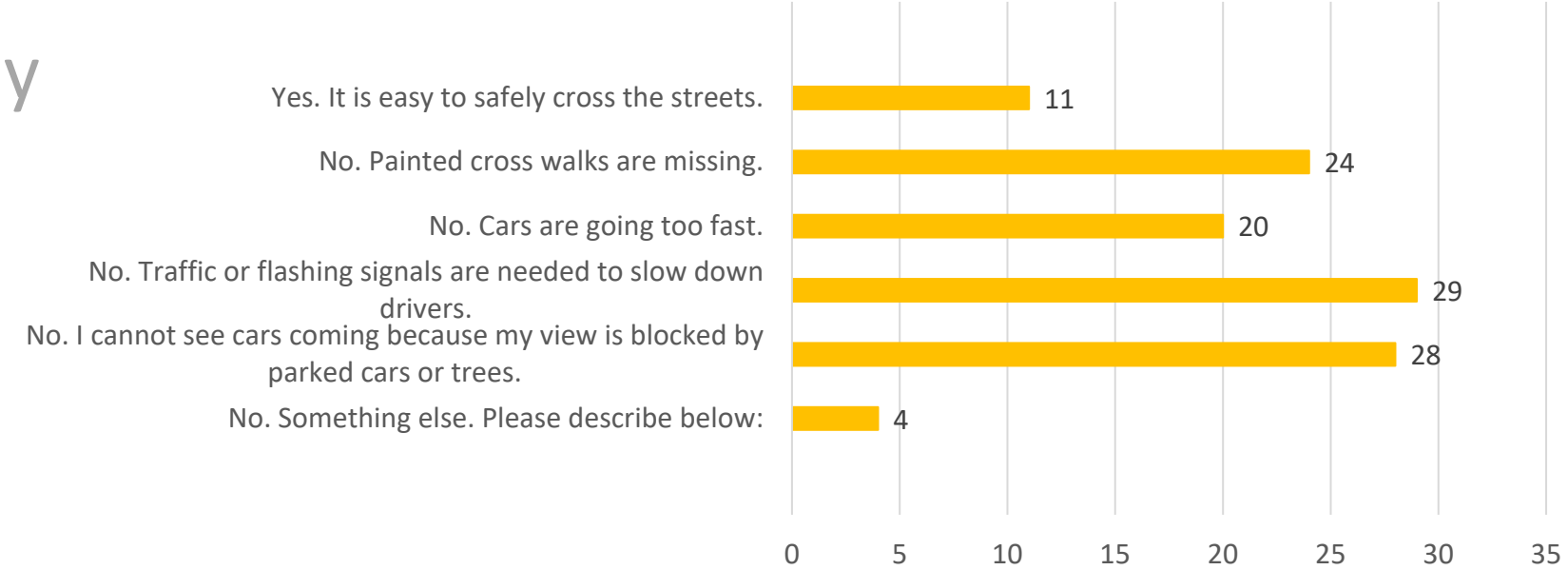
3. Do drivers in this community follow rules of the road?

(Check all that apply)

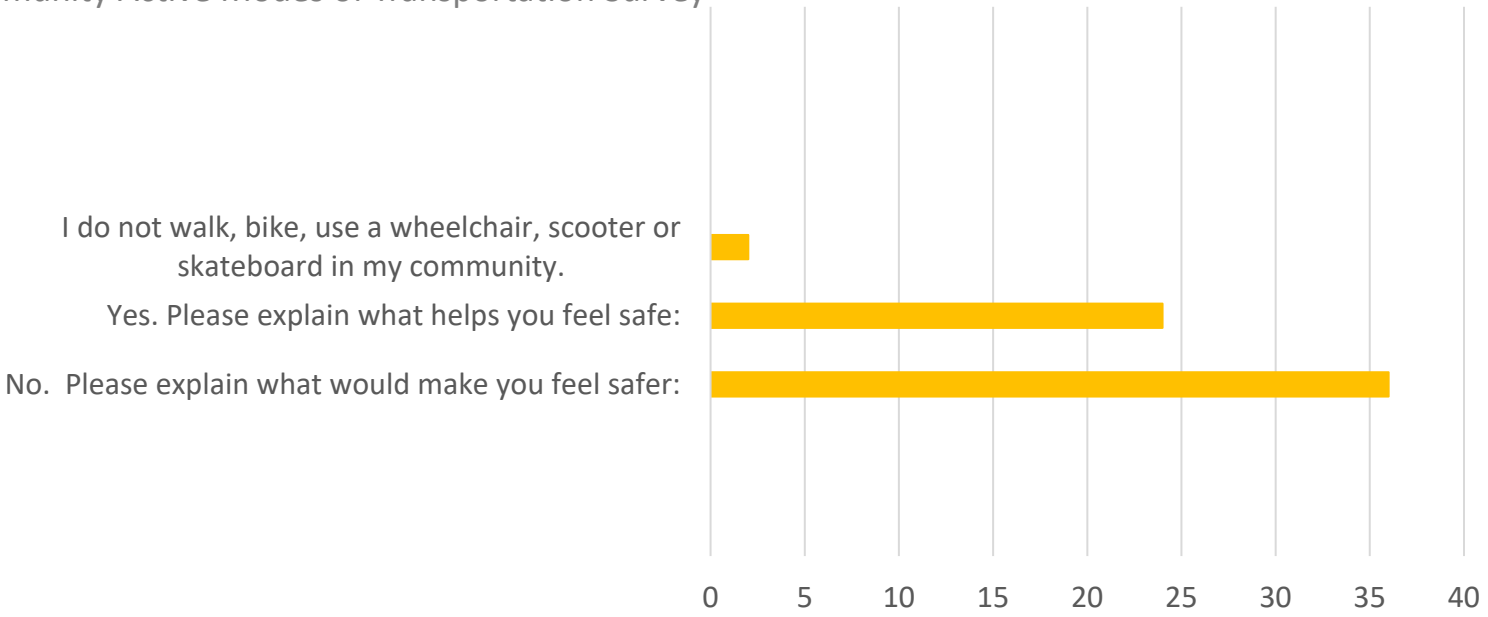


4. Is it easy to safely cross the streets in your community?

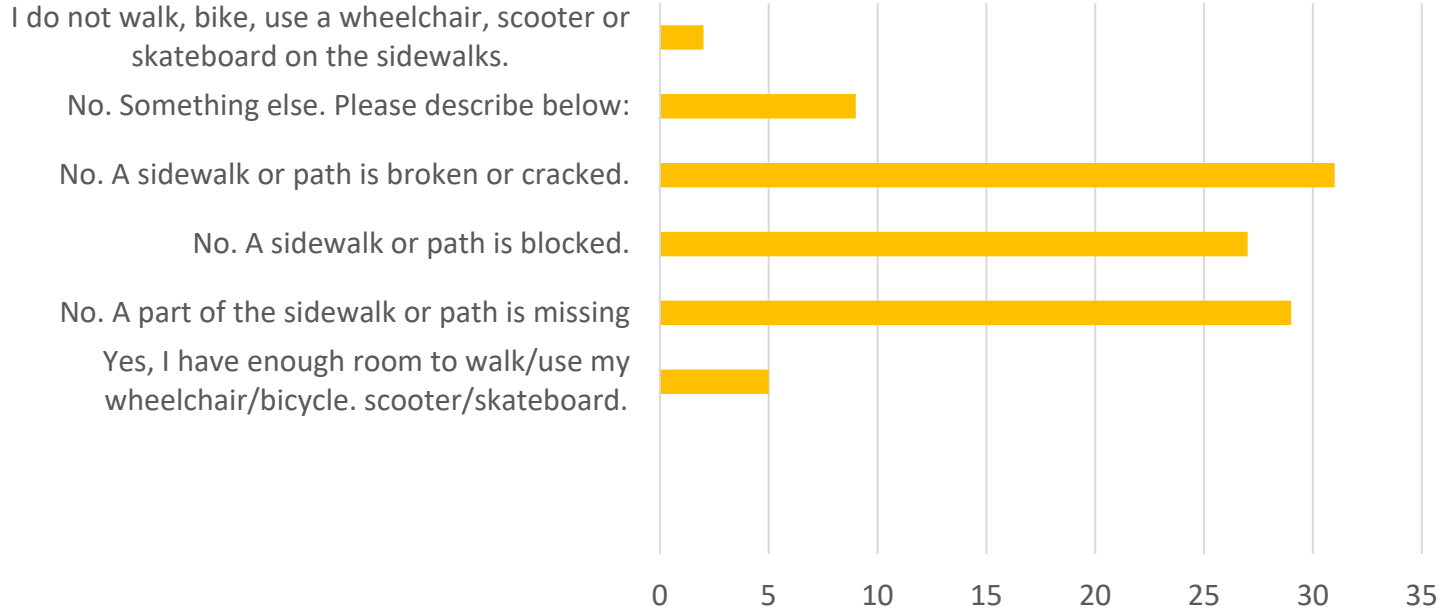
(Check all that apply)



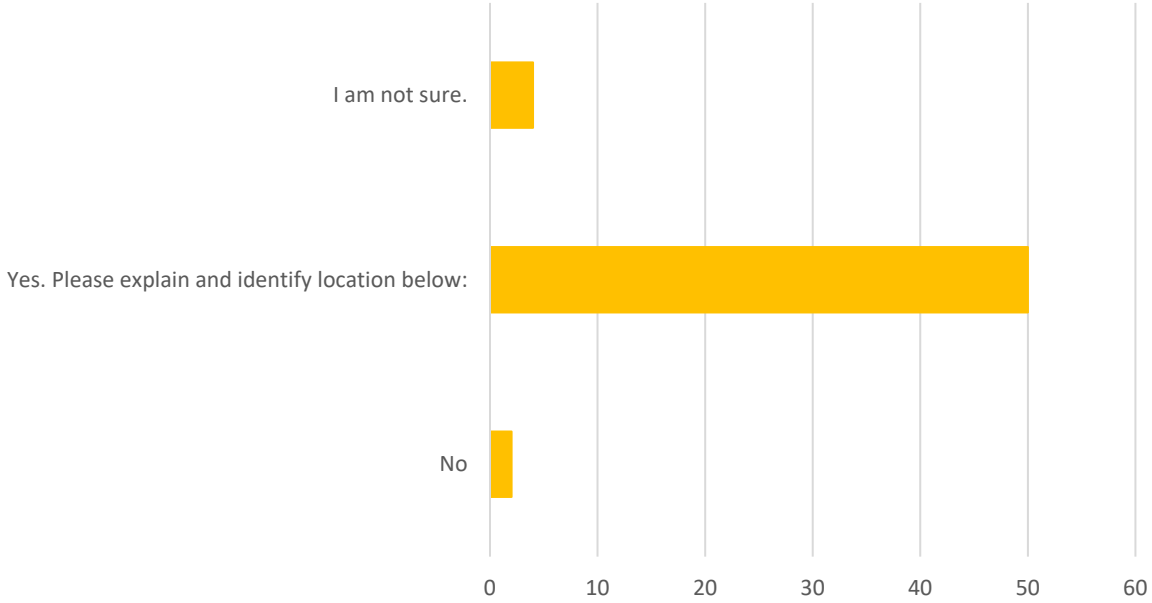
5. Do you feel safe walking, biking, using your wheelchair, scooter, skateboard in your community?



6. Tell us about the sidewalks in this community. Do you have enough room to walk, use your wheelchair, bicycle, scooter, skateboard on the sidewalks?



7. Are there specific areas in town where you would like sidewalks, crosswalks, signs or other bicyclist or pedestrian improvements?



8. Are there any other barriers in this community you would like to tell us about that prevent you from walking, using your wheelchair, bicycling, scooter, skateboard?

Example: unpaved roads, cracked, missing, and/or broken sidewalks, no lighting, missing curb ramps, speeding drivers, trash, or loose dogs. If so, please describe and list the location of problems below:

"There are some broken sidewalks"

"Many missing sidewalks…".

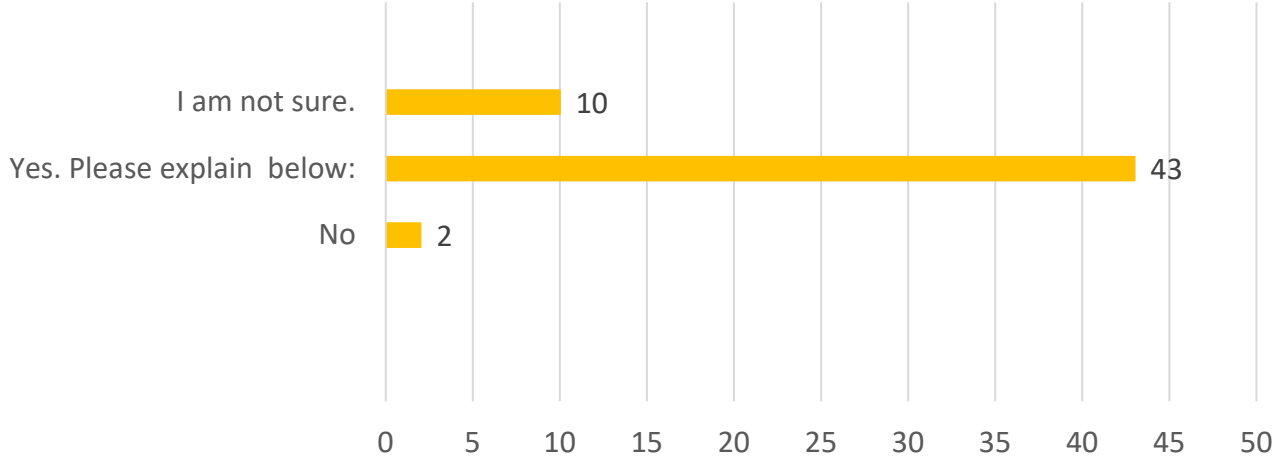
"Not having sidewalks all around town that we have to end up walking in the street. Not being able to walk late since it's dark and need to use our phones light to walk."

"Speeding drivers in cars and semi trucks on Main Street and Lincoln street intersection."

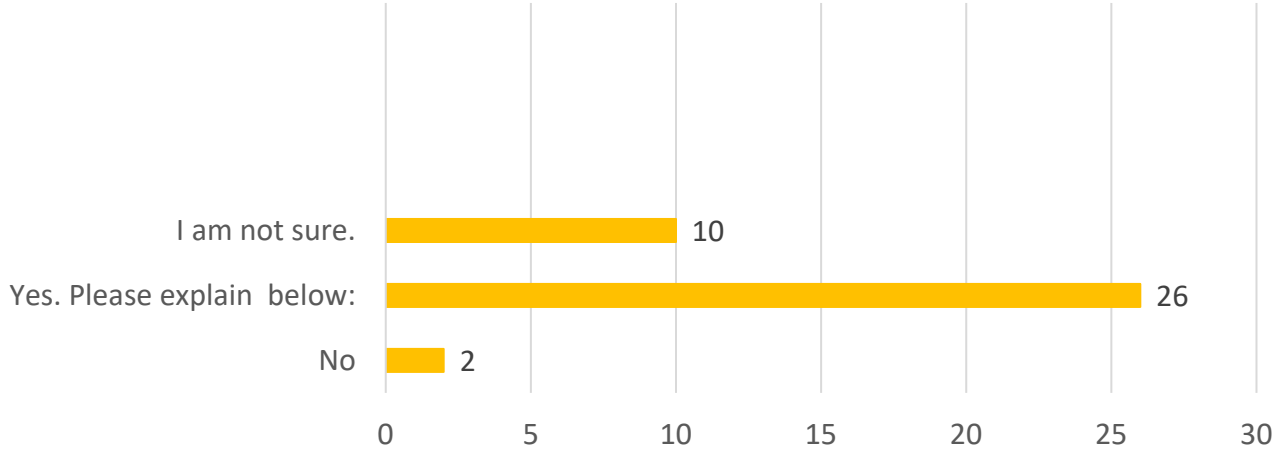
"No es seguro, algunas partes no hay paso para caminar ,Toca ir por donde Los carros pasan,es muy riesgozo para Los alumnos y Padres que les toca ir a casa caminando.las calles estan bloqueadas por plantas y carros. Gracias por la encuesta."

Translation: It is not safe. Some areas do not have sidewalks, you have to walk where cars pass and it is risky for students and parents who walk home. Streets are blocked by plants and cars. Thank you for the survey.

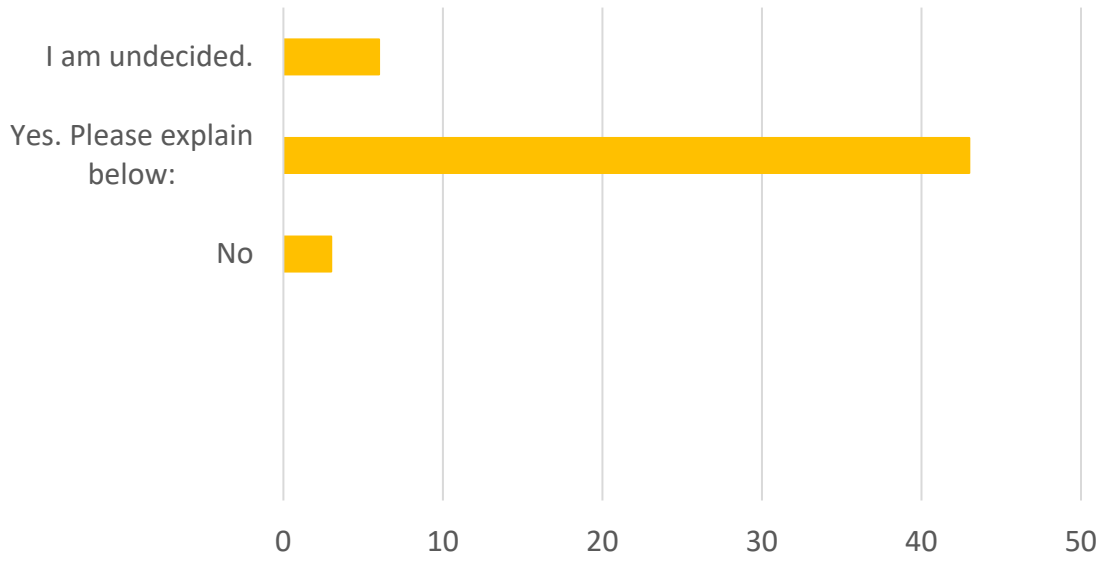
9. Will a project which adds or improves sidewalks on at least one side of the street increase your access to otherwise hard-to-reach areas in your community?



10. Will a project which adds or improves sidewalks on at least one side of the street increase the time you spend walking or using a bicycle, wheelchair, scooter or skateboard in your community?



11. Are there specific areas in town where you would like sidewalks, crosswalks, signs or other bicyclist or pedestrian improvements?



CHUALAR
Top 4 Survey Outcome Priorities

- Bike Lanes
- Improved Sidewalks
- Improved Crosswalks
- Educate Motorists

Chualar Community Survey Quotes

- “Chualar is lacking many resources that could add surveillance (and natural surveillance), lights, cameras, parks, and areas for bicycles.”
- “Missing sidewalks force people to walk on the street next to cars.”
- “I only want sidewalks!”
- “Not having sidewalks all around town that we have to end up walking in the street. Not being able to walk late since its dark and need to use our phone light to walk.”
- “Big rigs parked and blocking view of drivers or pedestrians walking.”
- “Speeding drivers in cars and semi trucks on Main Street and Lincoln Street intersection.”
- “This town needs everything. There are no lights, no sidewalks, no where for the kids to play.”

Chualar

Community Active Modes of Transportation Survey

The County of Monterey is applying for grant funding from the **Active Transportation Program** to fund sidewalk infrastructure improvements **in Chualar.**
Community input is critical for improving the chances of receiving funding for this project.

Please take a moment to describe active transportation needs in your community in this short survey.

Thank you for your support!

Q1 Do you walk outside, use a wheelchair, bicycle, skateboard, or a scooter in your community?
(Mark all that apply)

- ☐ Yes. I walk
- ☐ Yes. I use a wheelchair
- ☐ Yes. I use a bicycle
- ☐ Yes. I use a skateboard
- ☐ Yes. I use a scooter
- ☐ No. Please provide a reason below:

_____

Q2 Over the last 30 days, how many days did you walk outside, use a wheelchair, bicycle, skateboard, or a scooter in your community?
(Mark all that apply)

- [ ] 0 days
- [ ] 1-7 days
- [ ] 8- 14 days
- [ ] 15- 21 days
- [ ] 22 or more days

Q3 Do drivers in this community follow rules of the road?
(*Mark all that apply*)

- [ ] Yes. For the most part the drivers follow the rules of the road.
- [ ] No. Drivers back out of driveways without looking.
- [ ] No. Drivers are going too fast.
- [ ] No. Drivers do not wait for me to cross the street safely.
- [ ] No. Something else. Please describe below:

_____

Q4 Is it easy to safely cross the streets in your community?
(Mark all that apply)

- ☐ Yes. It is easy to safely cross the streets.
- ☐ No. Painted cross walks are missing.
- ☐ No. Cars are going too fast.
- ☐ No. Traffic or flashing signals are needed to slow down drivers.
- ☐ No. I cannot see cars coming because my view is blocked by parked cars or trees.
- ☐ No. Something else. Please describe below:

_____

Q5 Do you feel safe walking/ biking/using your wheelchair/scooter/skateboard in your community?

- ☐ Yes. Please explain what helps you feel safe:

_____

- ☐ No. Please explain what would make you feel safer:

_____

- ☐ I do not walk, bike, use a wheelchair, scooter or skateboard in my community.

Q6 Tell us about the sidewalks in this community. Do you have enough room to walk/use your wheelchair/bicycle/scooter/skateboard on the sidewalks?
(*Mark all that apply*)

- ☐ Yes, I have enough room to walk/use my wheelchair/bicycle. scooter/skateboard.
- ☐ No. A part of the sidewalk or path is missing.
- ☐ No. A sidewalk or path is blocked.
- ☐ No. A sidewalk or path is broken or cracked.
- ☐ No. Something else. Please describe below:

_____

- ☐ I do not walk, bike, use a wheelchair, scooter or skateboard on the sidewalks.

Q7 Are there specific areas in town where you would like sidewalks/crosswalks/signs or other bicyclist or pedestrian improvements?

- ☐ Yes. Please explain and identify location below:

_____

- ☐ No.
- ☐ I am not sure.

Q8 Are there any other barriers in this community you would like to tell us about that prevent you from walking/using your wheelchair/bicycling/scooter/skateboard? Example: unpaved roads, cracked, missing, and/or broken sidewalks, no lighting, missing curb ramps, speeding drivers, trash, or loose dogs. If so, please describe and list the location of problems below:

_____

_____

_____

Q9 Will a project which adds or improves sidewalks on at least one side of the street increase your access to otherwise hard-to-reach areas in your community?

- ☐ Yes. Please explain below: _____
- ☐ No.
- ☐ I am not sure.

Q10 Will a project which adds or improves sidewalks on at least one side of the street increase the time you spend walking or using a bicycle, wheelchair, scooter or skateboard in your community?

- ☐ Yes. Please explain below: _____
- ☐ No.
- ☐ I am not sure.

Q11 Would you like to have pedestrian and bicycle safety education programs in this community?

- ☐ Yes. Please explain below: _____
- ☐ No.
- ☐ I am undecided.

Thank you for your support!

Chualar

Encuesta de Modos de Transporte Activos de la Comunidad

El Condado de Monterey está solicitando una beca **del Programa de Transporte Activo** para financiar la infraestructura de banquetas **en Chualar.**

El aporte de la comunidad es fundamental para aumentar las posibilidades de recibir fondos para este proyecto.

Tómese un momento para describir las necesidades de transporte activo en su comunidad en esta breve encuesta

¡Gracias por su apoyo!

Q1 ¿Camina afuera, usa una silla de ruedas, bicicleta, patineta o scooter en su comunidad?
(Marque todo lo que corresponda)

- [ ] Sí. Yo camino.
- [ ] Sí. Yo uso silla de ruedas.
- [ ] Sí. Yo uso una bicicleta.
- [ ] Sí. Yo uso una patineta.
- [ ] Sí. Yo uso un scooter.
- [ ] No. Proporcione una razón a continuación: _____

Q2 Durante los últimos 30 días, ¿cuántos días caminó, usó una silla de ruedas, bicicleta, patineta o scooter en su comunidad?
(Marque todo lo que corresponda)

- [ ] 0 días
- [ ] 1-7 días
- [ ] 8- 14 días
- [ ] 15- 21 días
- [ ] 22 o más días

Q3 *¿Los conductores en esta comunidad siguen las reglas de tránsito?*
(Marque todo lo que corresponda)

- [ ] Sí. La mayor parte, los conductores siguen las reglas de tránsito.
- [ ] No. Los conductores salen de las entradas sin mirar.
- [ ] No. Los conductores van demasiado rápido.
- [ ] No. Los conductores no me esperan para cruzar la calle de manera segura.
- [ ] No. Algo más. Por favor describa a continuación:

_____

Q4 ¿Es fácil cruzar las calles de manera segura en su comunidad?
(Marque todo lo que corresponda)

- [ ] Sí. Es fácil cruzar la calle con seguridad.
- [ ] No. Faltan cruces peatonales pintados.
- [ ] No. Los autos van demasiado rápido.
- [ ] No. Se necesitan señales de tráfico o intermitentes para reducir la velocidad de los conductores.
- [ ] No. No puedo ver los autos que vienen porque mi vista está bloqueada por autos estacionados o árboles.
- [ ] No. Algo más. Por favor describa a continuación: _____

Q5 ¿Se siente seguro caminando/andando en bicicleta/usando su silla de ruedas/scooter/skateboard en su comunidad?

- [ ] Sí. Explique qué le ayuda a sentirse seguro: _____
- [ ] No. Explique qué lo haría sentir más seguro: _____
- [ ] No camino, ando en bicicleta, uso silla de ruedas, scooter o patineta en mi comunidad.

Q6 Cuéntenos sobre las banquetas en esta comunidad. ¿Tiene suficiente espacio para caminar/usar su silla de ruedas/bicicleta/scooter/patineta en las banquetas?
(Marque todo lo que corresponda)

- ☐ Si, Tengo suficiente espacio para caminar/usar mi silla de ruedas/bicicleta/scooter/patineta.
- ☐ No. Falta una parte de la banqueta o camino.
- ☐ No. La banqueta o camino está bloqueado.
- ☐ No. La banqueta o camino está está roto o agrietado
- ☐ No. Es algo más. Por favor describa a continuación:

_____

- ☐ No camino, ando en bicicleta, uso silla de ruedas, scooter o patíneta en las banquetas.

Q7 ¿Hay áreas específicas en la ciudad donde le gustaría banquetas/cruces de peatones/señales u otras mejoras para ciclistas o peatones?

- ☐ Si. Por favor identifique y explique la locación:

_____

- ☐ No.
- ☐ No estoy seguro

Q8 ¿Hay otras barreras en esta comunidad que le gustaría contarnos que le impiden caminar/usar su silla de ruedas/bicicleta/scooter/patineta?
Ejemplo: caminos sin pavimentar, aceras agrietadas y/o rotas, falta de iluminación, falta de rampas, conductores que van a exceso de velocidad, basuras o perros sueltos.
Si es así, describa y enumere la ubicación de los problemas a continuación:

_____

_____

_____

Q9 ¿Un proyecto que agrega o mejora las aceras en al menos un lado de la calle aumentará su acceso a áreas de su comunidad que de otro modo serían difíciles de alcanzar?

- [ ] Si. Por favor explique a continuación: _____
- [ ] No.
- [ ] No estoy seguro.

Q10 ¿Un proyecto que agrega o mejora las aceras en al menos un lado de la calle aumentará el tiempo que pasa caminando o usando una bicicleta, silla de ruedas, scooter o patineta en su comunidad?

- [ ] Si.
- [ ] No.
- [ ] No estoy seguro.

Q11 ¿Le gustaría tener programas de educación sobre seguridad para peatones y ciclistas en esta comunidad?

- [ ] Si. Por favor explique a continuación: _____
- [ ] No.
- [ ] Estoy indeciso.

¡Gracias por su apoyo!

CHUALAR UNION ELEMENTARY SCHOOL DISTRICT

DISTRICT BOARD ROOM

24285 LINCOLN ST., CALIFORNIA 93925

AGENDA

Regular Meeting

6:00 PM

May 25, 2022

MODIFIED MEETING PROCEDURES DURING COVID-19 (CORONAVIRUS) PANDEMIC

ADVISORY: Please note that Public Health Officials recommend against large public gatherings. Pursuant to the Governor's Executive Orders, the Board meeting will be held by video conferencing technology. If participating in the meeting remotely, members of the public who wish to comment on any item on the agenda, or on a matter within the jurisdiction of the Chualar School District Board of Trustees, may submit their public comment in writing to

mcontreras@chualarusd.org no later than May 24, 2021 at 4:00 p.m.

All comments received by this time will be submitted into the record by the Board President or presiding officer. Please include your name and agenda item that you wish to comment on in the subject line of your email. If you wish to submit a public comment on more than one agenda item, please send a separate email for each item on which you are commenting. Please be aware that all written public comments, including your name and email address, may become public information.

Members of the public may view and listen to the live stream of the meeting at:

Please click the link below to join the webinar:
https://us06web.zoom.us/j/85921922016?pwd=VmI3M0RSTThpZUZFUDZxOStrSS9DZz09
Webinar ID: 859 2192 2016
Passcode: 810686

Join by Zoom Application
Webinar ID: 859 2192 2016
Passcode: 810686

Join Zoom by Phone
+1 669 900 6833 US
Webinar ID: 859 2192 2016
Passcode: 810686

Public comments may be made during the public comment portion of the meeting. There will be a 2-minute limit for individuals. There is no ceding of one's time to other individuals. Efforts will be made by staff to read the comments received into the record, but it cannot be guaranteed that written comments received by email will be read, nor that there will be enough time to read all the comments.

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1. Opening Business

1.1 Call to Order Time_____

1.2 Roll Call

Martha Gallegos, Board President	Trustee Area #3 _____
Esperanza G. Rangel, Board Clerk	Trustee Area #3 _____
Ray Lopez, Board Member	Trustee Area #2 _____
Dulce Maria Neri Garcia, Board Member	Trustee Area #1 _____

1.3 Pledge of Allegiance

1.4 Adoption of Agenda

Changes, additions (based on Provision of Emergency/Urgency), and approval of the Agenda as presented. 2/3 vote required if any item is added to the Agenda.

1.4.1 Changes to the Agenda

1.4.2 Additions to the Agenda

1.4.3 Adoption of the Agenda

RECOMMENDATION/ACTION:

"That the Chualar Board of Trustees adopts the agenda as presented."

Motion_____ Second_____ Vote_____

2. Communications

2.1 Correspondence

2.2 Oral Comments from the Public

3. Discussion and Possible Approval of Resolution # 08-22 Authorizing Use of Remote Teleconferencing Provisions Pursuant to AB 361 and Government Code section 54953.

Description: In response to the COVID-19 Pandemic, Governor Newsom signed AB 361 into law, permitting public agencies to continue conducting meetings remotely in the following circumstances:

A. There is a proclaimed state of emergency, and state or local officials have imposed or recommended measures to promote social distancing; or

B.There is a proclaimed state of emergency, and the local agency's meeting is for the purpose of determining, by majority vote, whether as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees; or

C.There is a proclaimed state of emergency, and the local agency has determined, by majority vote, that as a result of the emergency meeting in person would present an imminent risk to the health or safety of attendees.

RECOMMENDATION/ACTION:

4. *The Chualar Union School District will consider adopting Resolution # 08-22, to make a finding that the current circumstances meet the requirements of AB 361 and Government Code section 54953 for the Board to conduct meetings remotely.*

Motion_____ Second_____ Vote_____

5. Consent Agenda

Action Items included on the Consent Agenda are to be approved by one motion unless a Board Member requests separate action on a specified item. There is not any discussion of these items prior to the vote unless a member of the Board, staff or public requests in writing prior to the meeting specific items to be discussed. It is understood that the administrator recommends approval on all Consent Items. Each item on the Consent Agenda approved by the Board of Trustees shall be deemed to have been considered in full and adopted as recommended.

5.1 Approval of the Minutes of the Regular Board Meeting, February 23, 2022.

5.2 Approval of Bill of Registers

RECOMMENDATION/ACTION:

"That the Chualar Board of Trustees approve the Consent Agenda as presented."

Motion_____ Second_____ Vote_____

6. After School Traffic Congestion. Fabian Hernandez, Public Works, Facilities & Parks.

INFORMATION:

7. Bettencourt, Monterey County Department of Public Works, Facilities, & Parks (Mrs. Bettencourt and Mrs. Zarraga Oropeza)

INFORMATION:

8. Resolution # 09-22 Ordering an Election, Requesting the County Elections Department to Conduct the Elections, and Requesting Consolidation of the Election (Mr. Roberto Rios)

RECOMMENDATION/ACTION:

"That the Chualar Board of Trustees approve the Resolution # 09-22 Ordering an Election, Requesting the County Elections Department to Conduct the Elections , and Requesting Consolidation of the Election."

Motion_____ Second_____ Vote_____

Part B: Narrative Questions

Question #5

QUESTION #5
CONTEXT SENSITIVE BIKEWAYS/WALKWAYS and INNOVATIVE PROJECT ELEMENTS (0-5 POINTS)

A. How are the "recognized best" solutions employed in this project appropriate to maximize user comfort and for the local community context?

As you address this question, consider the following:
- The posted speed limits and actual speed;
- The existing and future motorized and non-motorized traffic volume;
- The widths for each facility;
- The amount of physical separation from vehicular traffic;
- The adjacent land use; and
- How the project is advancing a low(er) stress environment on each facility or a low stress network:
  - What is the current stress level? (low, medium, or high?)
  - If the stress level is medium or high, is the project going beyond minimum design standards to maximize comfort for all ages and abilities?
  - What features are included to promote low-stress, comfortable, and safe walking and/or biking conditions?
  - Does the project expand on or create a low-stress network?

(Max of 700 words) **Words Remaining:** 285

The rural and disadvantaged community of Chualar has a patchwork of pedestrian facilities. Some blocks on the outer edges currently have this infrastructure while sidewalks are absent in the central portion of Chualar. Pedestrians from all neighborhoods are affected by this deficiency and have voiced their safety concerns about the walking within the community and sharing the roadway with vehicular traffic. Without sidewalks, pedestrians walk into the roadway amongst vehicular traffic as they navigate around parked cars as they walk in their community. The community of Chualar is burdened with large commercial trucks as they approach the agricultural fields. These conditions create stress on the network in this small, rural, town during peak usage due to lack of pedestrian facilities and the recognized best solution is to provide safe separation of pedestrians from vehicular traffic.

The proposed project will construct a network of curb, gutter and sidewalks with corresponding pavement markings, signage and ADA ramps to develop contiguous safe pedestrian facilities for the community to utilize and enjoy. Corresponding pavement markings and signage will be added to raise awareness of pedestrians and delineate safe crossing areas. These improvements will provide physical separation between motorized and non-motorized users to increase safety and create comfortable walking conditions. The non-infrastructure portion of the project will inspire and educate about the importance of physical movement through a series of workshops and community events. It is anticipated that the infrastructure and non-infrastructure components of the project will inspire growth in active transportation. The additional physical activity will improve public health and reduce vehicular traffic as more community members will be inspired to walk to community destinations rather than drive. Together these added benefits will reduce stress on the Chualar transportation network as more residents gain comfort to walk throughout the community utilizing sidewalks with safe separation from vehicular traffic.

Additionally, because of the need for affordable housing in the County, any future potential development of properties within the community and along the perimeter of the established neighborhoods may provide residences for low income individuals and families that may not readily have access to motorized transportation, and would rely on pedestrian and bicycle modes of transportation to access community services and resources. Currently there is one permanent farm labor housing complex in Chualar operated by the Housing Authority with 29 units. Chualar has been designated by the County in the 2015-2023 Housing Element (one of the County's General Plan Elements) as a high priority community area due to significant resource constraints.

B. Innovative Project Elements

Does this project propose any solutions that are new to the region? Were any innovative elements considered, but not selected? Explain why they were not selected. Combined I/NI projects should address both infrastructure and non-infrastructure elements.
(Max of 500 words) **Words Remaining:** 98

Chualar has significant gaps in pedestrian infrastructure which can lead to potentially hazardous situations. The goal of the proposed project is to provide the community with safe separation of pedestrian and vehicular traffic and bicycle and vehicular traffic to increase safe active transportation opportunities in the community. While the pedestrian infrastructure is not new to the region, creating a network of pedestrian facilities is new to Chualar and a much needed addition to this small, rural town. This fundamental element is a critical need. Innovative elements are not practical at this time as Chualar is in dire need of essential, basic, pedestrian infrastructure to increase safety

and expand safe, active transportation opportunities.

The non-infrastructure portion of the project will involve creative ways to engage the community to provide education about safety and encourage active transportation. MCHD will conduct pedestrian presentations for senior citizens in Chualar. These presentations are aimed at increasing safety and physical activity of seniors as they include pedestrian safety and fall prevention when using wheelchairs and walkers. Additional activities such as bicycle and pedestrian presentations, walk to school days, educational workshops such as bike repair workshops, and a safety campaign will be implemented via community outreach. Community residents will have opportunities to put into practice these new skills in real-life and in their community through the activities guided by MCHD staff. These activities are not new to Monterey County but are new to Chualar. These activities have been successfully implemented by MCHD in other parts of the county with similar target groups. As an example, with enLACE (Leadership And Civic Engagement), MCHD's community civic engagement academy, over 90% of participants report increased understanding of health equity and several have gone on to civic participation such as involvement in school committees. Similarly, in other South Monterey County areas, walk to school days and bike repair workshops have been well attended and received by community residents, especially during the COVID-19 pandemic as most of the Safe Routes activities have been conducted outdoors. Community volunteers and partner agencies in other areas of the County where these activities have been offered have expressed interest in identifying ways to continue the activities on an ongoing basis. Currently, MCHD is partnering with TAMC on discussions for county safe routes to school committees. This programming will stretch beyond the trip to school to a variety of places where children, adults, and seniors frequently walk and bike.

C. NI Evaluation and Sustainability

For projects with non-infrastructure elements, describe how effectiveness of the program will be measured and how the program will be sustained after completion. (Max of 500 words)

Words Remaining: 38

The non-infrastructure elements of this project include Safe Routes to School and community workshop activities for youth, adults, and senior citizens. Through a series of community and school presentations and participation in a Regional Community Health and Wellness conference, residents will receive the opportunity to adopt positive behaviors that will increase the safety of pedestrians and bicyclists. This will align with Safe Routes to Schools activities and contribute to the sustainability of efforts after project completion through community champions. Seniors are essential members of the community. Thus, the MCHD will conduct pedestrian presentations for seniors in Chualar. These presentations aim to increase physical activity and safety of seniors as they include pedestrian safety, fall prevention when using wheelchairs and walkers (including preventative maintenance of this equipment), and nutrition.

Additionally, MCHD staff will implement their civic engagement enLACE academy, which will provide community members tools for civic engagement and leadership development while encouraging participants to get involved in local decision-making processes to make positive and healthy changes in their communities. MCHD staff will build relationships with residents through the enLACE academy to establish a core group of stakeholders to support future NI activities in Chualar. Lastly, MCHD will provide a collaborative educational campaign with local stakeholders to engage and educate motorists on how to keep pedestrians, bicyclists, and motorists safe. Chualar is an agricultural-rich area of Monterey County, and as a result, large agricultural trucks and equipment regularly pass through this small community. MCHD staff will co-develop a "Safe Roads" marketing campaign with local stakeholders to address traffic safety concerns by residents. Stakeholders will support message development, content, and inform placement of marketing materials that will be available for use beyond the completion of the project.

Community members and volunteers will make up part of the planning committee to help organize activities. This will allow members of the Chualar community to be part of the project throughout its duration and will help ensure longer-lasting, more sustainable changes that will continue to exist long after the life of the grant. To identify changes that will need to be improved during implementation of programming, and to ensure the program activities are meeting our goals of educating and increasing safe walking and biking, surveys will be provided to program participants. Surveys will be provided before an activity begins and at completion of the activity. Surveys will measure perceptions and barriers to walking and biking. Travel tally forms will also be completed to identify current walking and biking rates, attitudes and perceptions toward walking and biking. Community reach will be measured as possible by counting flyers, tracking social media reach, and activity participation. Data will be collected and managed by MCHD. Additionally, Street Story will be shared and encouraged with participants to encourage reporting and community involvement.

Part B: Narrative Questions

Question #6

QUESTION #6
LEVERAGING FUNDS (0-5 POINTS)

Projects submitted by Tribal Governments and/or that are on Tribal Lands will get the full Leveraging points for both Medium and Large Infrastructure Applications.

☐ This project is being submitted by a Tribal Government and/or is on Tribal Lands

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 (Part 6: Project Funding), the following Leveraging amounts are designated for this project. These amounts should match the amounts shown in Part A6: Project Funding.

Non-ATP funding can only be considered "Leveraging" funding if it goes towards ATP eligible costs. If the project includes ineligible costs, the application must confirm the leveraging funding shown below does not include the non-ATP funds for ineligible items.

PA&ED Phase Project Delivery Costs:
Leveraging Funding: $0 Designate the Funding Type: _____

PS&E Phase Project Delivery Costs:
Leveraging Funding: $0 Designate the Funding Type: _____

Right of Way Phase Project Delivery Costs:
Leveraging Funding: $0 Designate the Funding Type: _____

Construction Phase Project Delivery Costs:
Leveraging Funding: $0 Designate the Funding Type: _____

Projects with NON-INFRASTRUCTURE (NI) elements:
Leveraging Funding: $0 Designate the Funding Type: _____

OVERALL TOTALS FOR PROJECT/APPLICATION:
Total Project Costs: $6,349
Leveraging Funding: $0
% of Total Project 0.00 %

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

1 Point	At least 1% to 5% of total project cost
2 Points	More than 5% to less than 10% of total project cost
3 Points	At least 10% to 15% of total project cost
4 Points	More than 15% to 20% of the project cost
5 Points	More than 20% of the total project cost

Applicants must attach a signed letter of commitment indicating the amounts and sources of leveraged funds. Applicants may also include other documentation to substantiate leveraging, including meeting minutes from a governing body, a board or council resolution, etc.

Leverage Justification Attachment
Based on the project funding information provided earlier in the application (Part 6: Project Funding), the following Leveraging amounts are designated for this project. These amounts should match the amounts shown in Part A6: Project Funding.

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

Question #7

QUESTION #7
SCOPE AND PLAN CONSISTENCY (0 - 5 points)

A. The evaluators will consider the following: (5 points max)

- Consistency between the Layouts/maps, Engineer's estimate and Proposed scope
- Compliance with the Engineer's Checklist and cost effectiveness
- Complete project schedule

B. For combination I/NI projects, the 25-R will be evaluated for:

- How well it reflects the applicant's responses throughout this application
- How well the overall scope meets the Purpose and Goals for the ATP, as defined by the CTC Guidelines
- Compliance with the ATP Non-Infrastructure Program Guidance

Part B: Narrative Questions

Question #8

QUESTION #8
USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR CERTIFIED LOCAL COMMUNITY CONSERVATION CORPS (CALCC) (-5 to 0 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)
- ☐ Applicant is not requesting Construction funds (0 points)

Step 1: The applicant must submit the ATP Corps Consultation Form to both the CCC and CALCC at least ten (10) business days prior to the application submittal to Caltrans. The CCC and CALCC will respond within ten (10) business days from receipt of the information. Links to the ATP Corps Consultation Form, instructions and contact information for submission or questions can be found at:

California Conservation Corps ATP webpage

Or

Certified Local Conservation Corps ATP webpage

The applicant must also attach any email correspondence from the CCC and CALCC 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:

9- LCC Submittal Email and Response.pdf

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

9- CCC Submittal Email and Response.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 CALCC, or the Tribal Corps and determined the following: (check appropriate box)

- ☐ Applicant intends to utilize the CCC, CALCC, or the Tribal Corps on the following items listed below. (0 points) (Max of 100 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 CALCC ☐ the Tribal Corps (if applicable)

From: Active Transportation Program
To: Bettencourt, Janie x5184
Cc: ATP@CCC
Subject: Re: ATP Consultation Form: Chualar Community and School Connections Through Active Transportation Project
Date: Wednesday, May 18, 2022 3:27:47 PM

[CAUTION: This email originated from outside of the County. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

Hello Janie,

Thank you for reaching out to the Local Conservation Corps, LCC. Edgar Echevarria of the San Jose Conservation Corps has indicated that it's not feasible for the LCC to assist with this project. Please include this email with your application as proof that you reached out to the Local Conservation Corps.

Thank you,

On Fri, May 13, 2022 at 1:30 PM Bettencourt, Janie x5184 <BettencourtJ@co.monterey.ca.us> wrote:

> Good afternoon,
>
> Please find the attached ATP Consultation Form for the above referenced project in Chualar, California. Please let me know if you have any questions or need additional information.
>
> Thank you,
>
> Janie Bettencourt
>
> Management Analyst II
>
> Monterey County Department of Public Works, Facilities, & Parks
>
> 1441 Schilling Place, South 2nd Floor
>
> Salinas, CA 93901-4527
>
> Main: (831) 755-4800
>
> Direct: (831) 755-5184
>
> Email: bettencourtj@co.monterey.ca.us

--

Erika Romero | Program Associate
Environmental & Energy Consulting
1121 L Street, Suite 309
Sacramento, CA 95814
916-426-9170 ext. 701
916-720-0331 Direct Fax
inquiry@atpcommunitycorps.org

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From:	ATP@CCC
To:	Bettencourt, Janie x5184
Cc:	inquiry@atpcommunitycorps.org
Subject:	RE: ATP Consultation Form: Chualar Community and School Connections Through Active Transportation Project
Date:	Friday, May 13, 2022 2:21:10 PM
Attachments:	image001.png

[CAUTION: This email originated from outside of the County. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

Hi Janie,

Thank you for reaching out to the California Conservation Corps. Janet Wohlgemuth, the project manager from our CCC Monterey Bay Center has indicated that it's not feasible for the CCC to assist with this project. Please include this email with your application.

Best Regards,

ANTHONY PHAM
Local Corps Grant Coordinator, Bonds & Grants Unit
Emergency and Environmental Programs
Pronouns: He/Him/His

1719 24th Street
Sacramento, CA 95816

P: (916) 341-3231

Anthony.Pham@ccc.ca.gov
ccc.ca.gov

Hard Work, Low Pay,
Miserable Conditions and More

From: Bettencourt, Janie x5184 <BettencourtJ@co.monterey.ca.us>
Sent: Friday, May 13, 2022 1:31 PM
To: ATP@CCC <ATP@CCC.CA.GOV>; inquiry@atpcommunitycorps.org
Subject: ATP Consultation Form: Chualar Community and School Connections Through Active Transportation Project

Good afternoon,
Please find the attached ATP Consultation Form for the above referenced project in Chualar, California. Please let me know if you have any questions or need additional information.
Thank you,

Janie Bettencourt
Management Analyst II
Monterey County Department of Public Works, Facilities, & Parks

1441 Schilling Place, South 2nd Floor
Salinas, CA 93901-4527

Main: (831) 755-4800
Direct: (831) 755-5184
Email: bettencourtj@co.monterey.ca.us

Part B: Narrative Questions

Question #9

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

For CTC 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**

Engineer's Checklist (Required for Infrastructure & Combo Projects) — **Attachment B**

Project Location Map (Required for all applications) — **Attachment C**

1- Attachment C Location Map CHUALAR.pdf

Project Layout/Plans showing existing and proposed conditions (Required for all Infrastructure Projects) — **Attachment D**

12- Project Layout Plans- Attachment D.pdf

Photos of Existing Conditions (Required for all applications) — **Attachment E**

13- Photos of Existing Conditions CHUALAR- Attachment E.pdf

Project Estimate (Required for all Infrastructure Projects) — **Attachment F**

14 Attachment-F-Project-Estimate_CHUALAR.xlsx

Non-Infrastructure Work Plan (Exhibit 25-R) (Required for all projects with Non-Infrastructure Elements) — **Attachment G**

15 Attachment-G-Exhibit-25-R-NI-Work-Plan Chualar.xlsx

Plan Scope of Work (Exhibit 25-Plan) (Required for all Plan Projects) — **Attachment H**

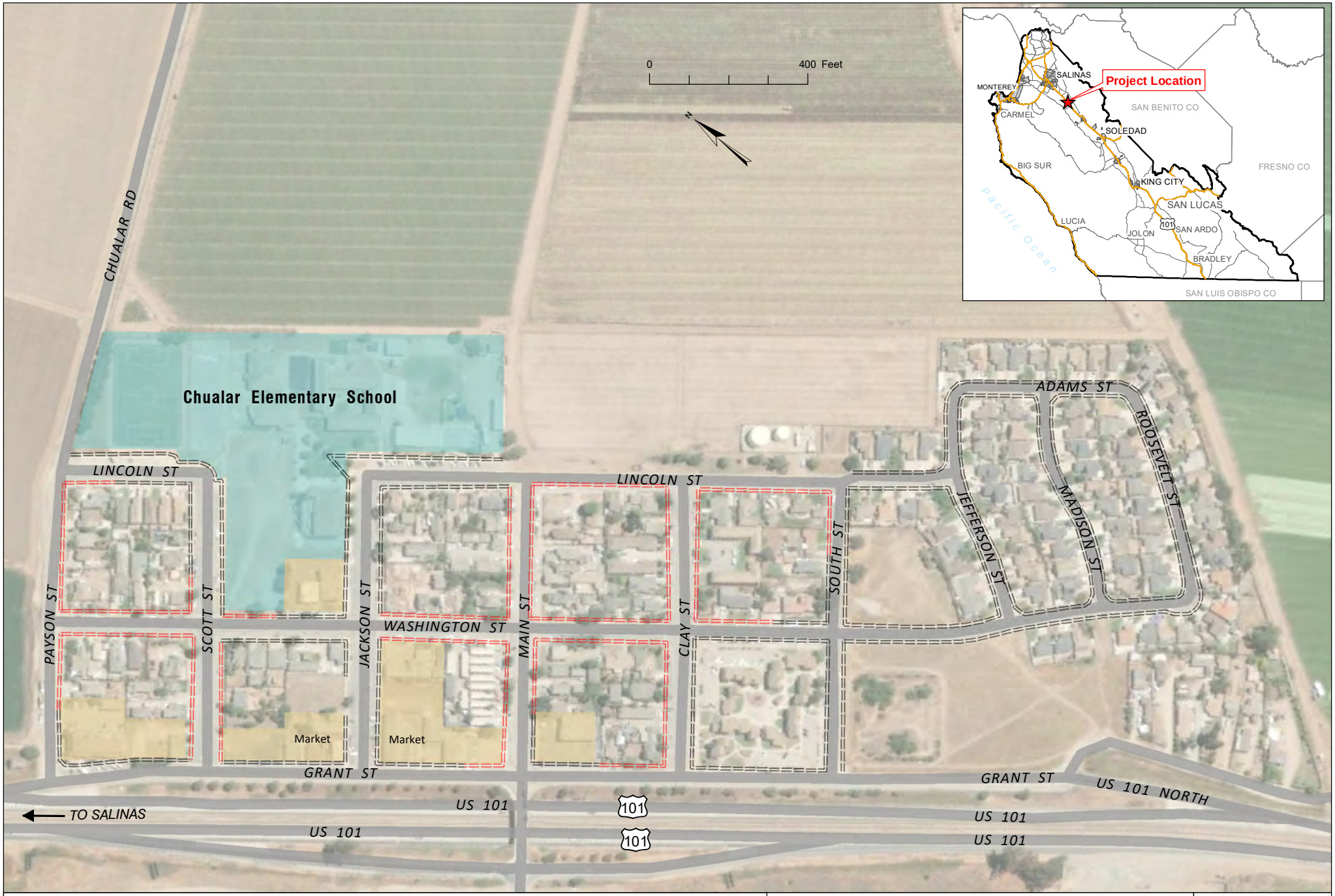
Letters of Support (10 maximum) and Support Documentation (Required or recommended for all projects as designated in the instructions) (All letters must be scanned into one document.) — **Attachment I**

16- LOS and Support Docs Attachment I.pdf

Exhibit 25-F State Funding — **Attachment J**

Additional Attachments (Additional attachments may be included. They should be organized in a way that allows application reviewers easy identification and review of the information.) (All additional attachments must be scanned into one document.) — **Attachment K**

Board Report ATP Applications.pdf



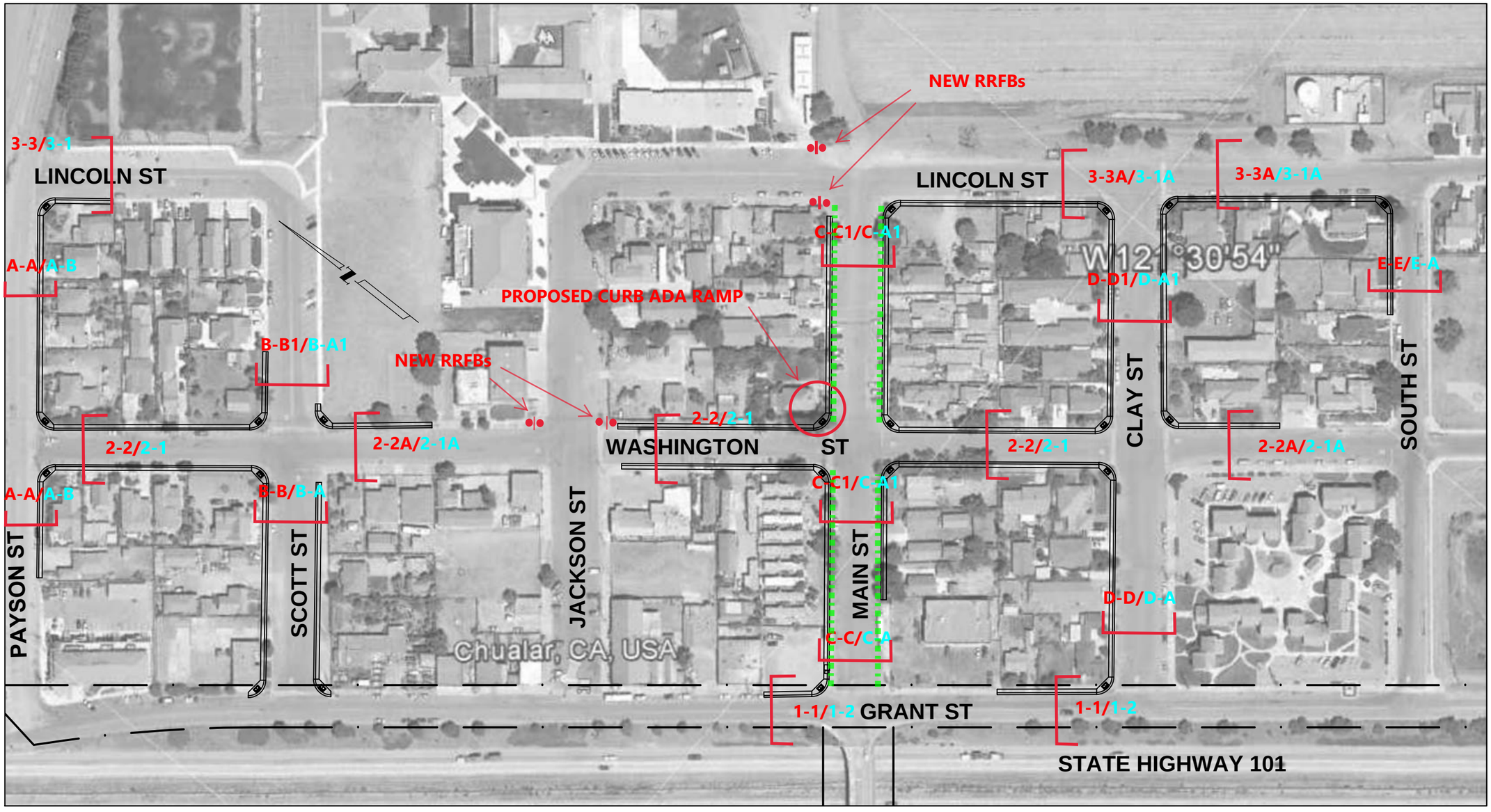
LOCATION MAP

Chualar Community & School Connections Through Active Transportation

Legend

- Proposed Sidewalk
- Existing Sidewalk
- School district
- Local businesses and services

Source: Monterey County Department of Public Works, Facilities, & Parks. Date: 5/23/2022. Imagery: ESRI 2022.



NEW CLASS III BIKE LANES

A-A/A-B EXISTING CONDITION/PROPOSED

K:\Survey\Projects\Chualar-CSA\Chualar-Sidewalk.dwg, 11X17 (SIDEWALKS), 7/20/2018 9:48:05 AM, 1:1

SUBMITTED BY

DESIGN BY — PROJECT ENGINEER — CHKD BY

DRAWN BY F. MORALES — CHKD BY

SPECIFICATIONS WRITTEN BY — CHKD BY

APPROVAL RECOMMENDED BY — DEPUTY PUBLIC WORKS DIRECTOR, ENGINEERING

NO.	DATE	REVISION	APPROVED
△			
△			
△			
△			
△			

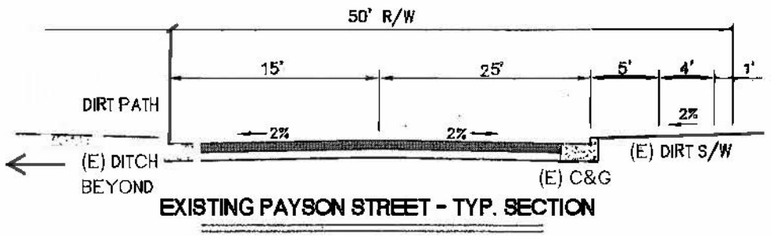
COUNTY OF MONTEREY
RESOURCE MANAGEMENT AGENCY
OFFICE OF THE COUNTY SURVEYOR
1441 SCHILLING PLACE, 2ND FLOOR
SALINAS, CALIFORNIA 93901
(831) 755-4800 FAX (831) 755-4958

CHUALAR SIDEWALK PROJECT PROPOSAL
TOWN OF CHUALAR

SIDEWALK, RAMPS & GUTTER PLAN

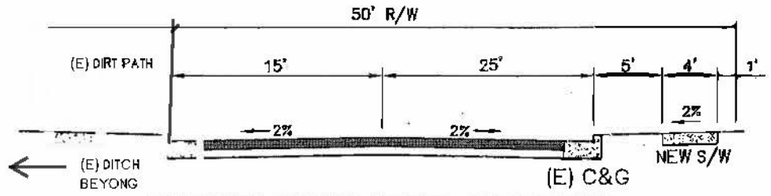
DATE 7/17/2018	DRAWING Chualar–Sidewalk.dwg	SHEET 1 OF 1
SCALE: 1" = 150'	VIEW 11X17 (SIDEWALKS)	

SECTION A-A - EXISTING CONDITION



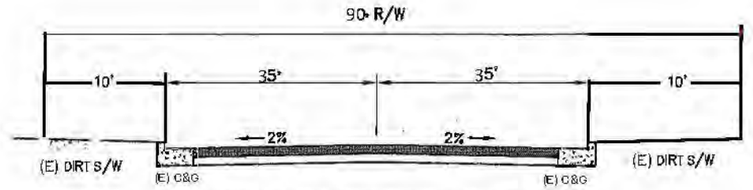
EXISTING PAYSON STREET - TYP. SECTION

SECTION A-B - PROPOSED



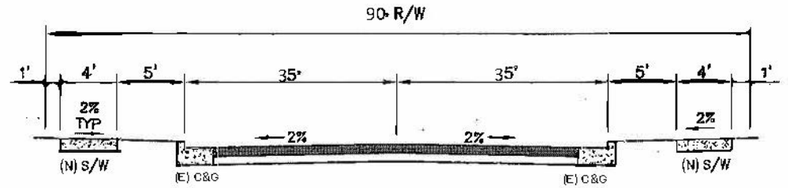
PROPOSED PAYSON STREET - TYP. SECTION

SECTION B-B - EXISTING CONDITION



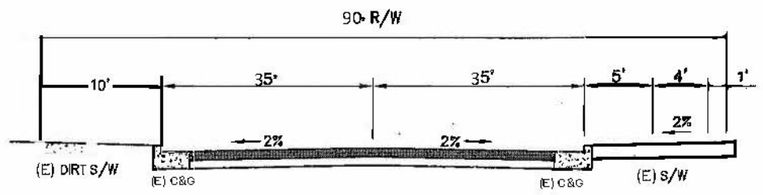
EXISTING SCOTT STREET - TYP. SECTION

SECTION B-A - PROPOSED



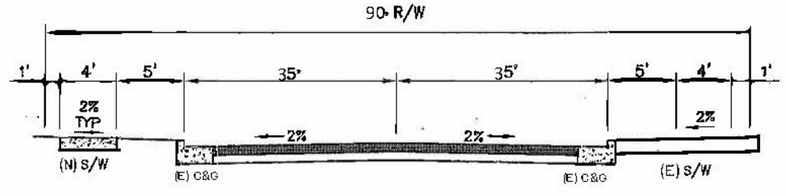
PROPOSED SCOTT STREET - TYP. SECTION

SECTION B-B1 - EXISTING CONDITION



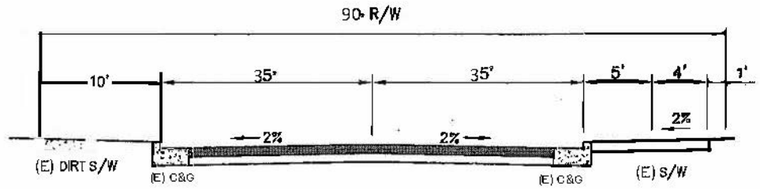
EXISTING SCOTT STREET - TYP. SECTION

SECTION B-A1 - PROPOSED



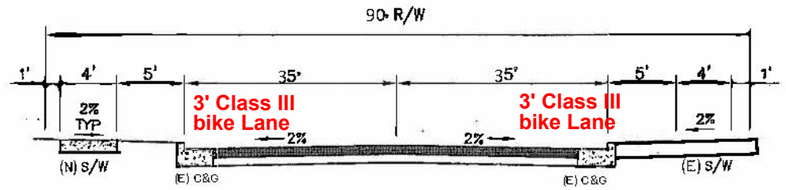
PROPOSED SCOTT STREET - TYP. SECTION

SECTION C-C - EXISTING CONDITION



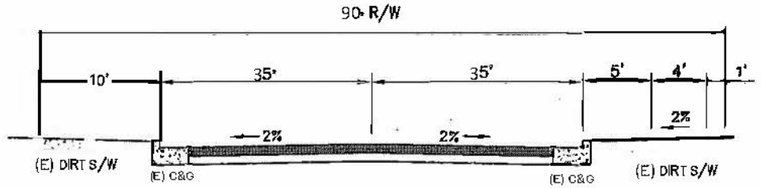
EXISTING MAIN STREET - TYP. SECTION

SECTION C-CA - PROPOSED



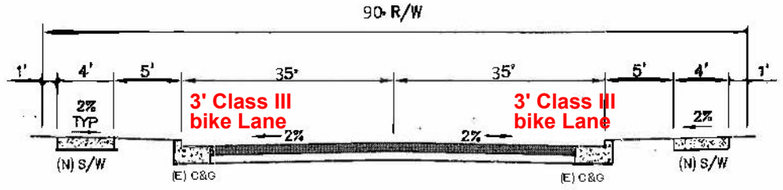
PROPOSED MAIN STREET - TYP. SECTION

SECTION C-C1 - EXISTING CONDITION



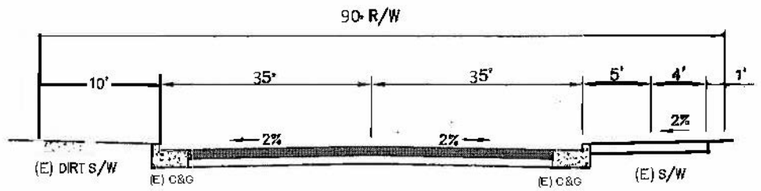
EXISTING MAIN STREET - TYP. SECTION

SECTION C-A1 - PROPOSED



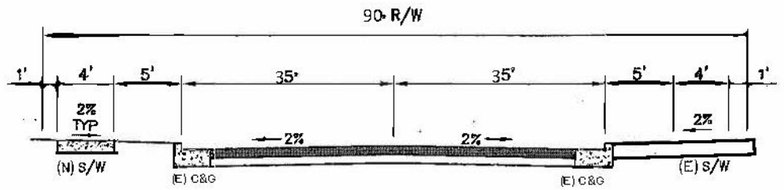
PROPOSED MAIN STREET - TYP. SECTION

SECTION D-D - EXISTING CONDITION



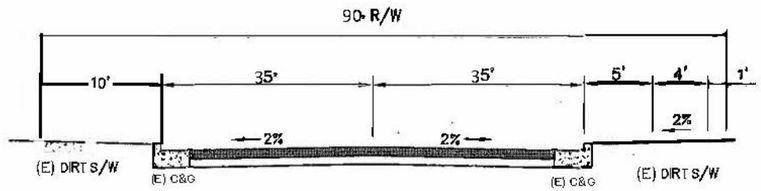
EXISTING CLAY STREET - TYP. SECTION

SECTION D-DA - PROPOSED



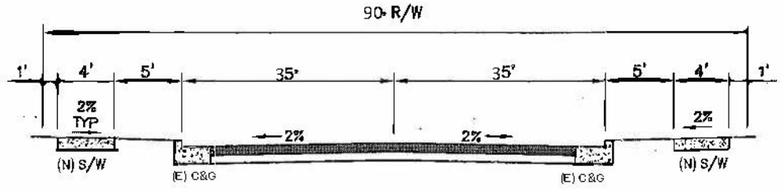
PROPOSED CLAY STREET - TYP. SECTION

SECTION D-D1 - EXISTING CONDITION



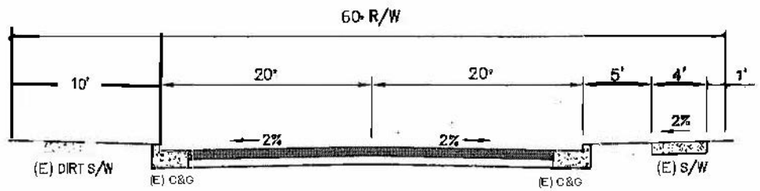
EXISTING CLAY STREET - TYP. SECTION

SECTION D-A1 - PROPOSED



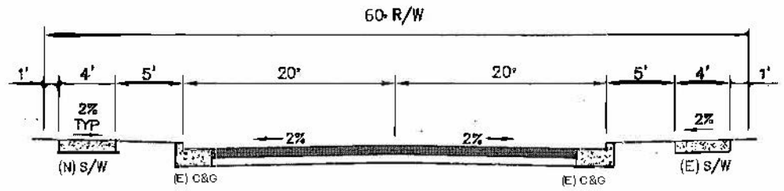
PROPOSED CLAY STREET - TYP. SECTION

SECTION E-E - EXISTING CONDITION



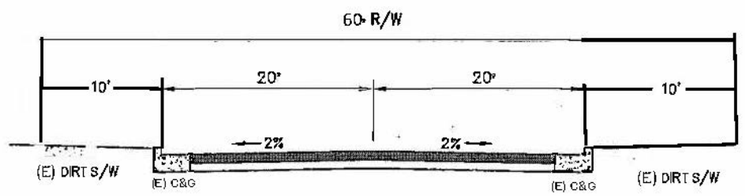
EXISTING SOUTH STREET - TYP. SECTION

SECTION E-A - PROPOSED



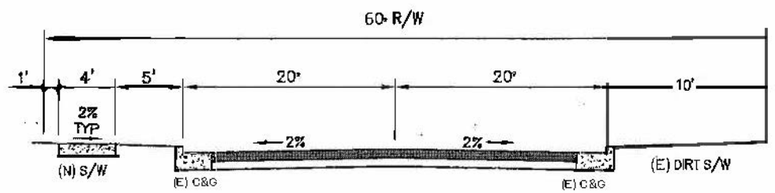
PROPOSED SOUTH STREET - TYP. SECTION

SECTION 1-1 - EXISTING CONDITION



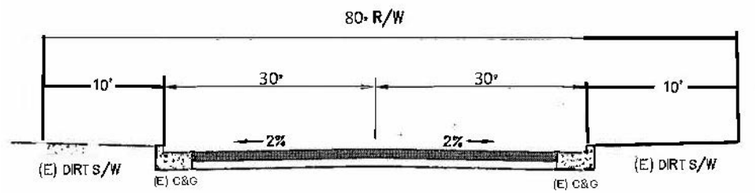
EXISTING GRANT STREET - TYP. SECTION

SECTION 1-2 - PROPOSED



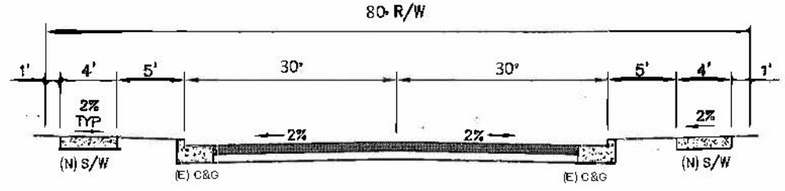
PROPOSED GRANT STREET - TYP. SECTION

SECTION 2-2 - EXISTING CONDITION



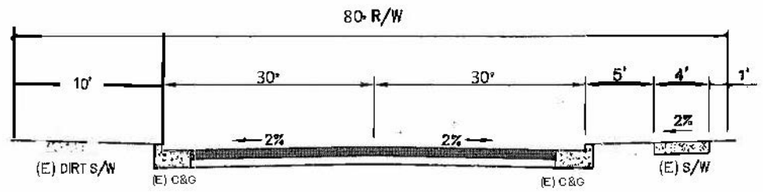
EXISTING WASHINGTO STREET - TYP. SECTION

SECTION 2-1 - PROPOSED



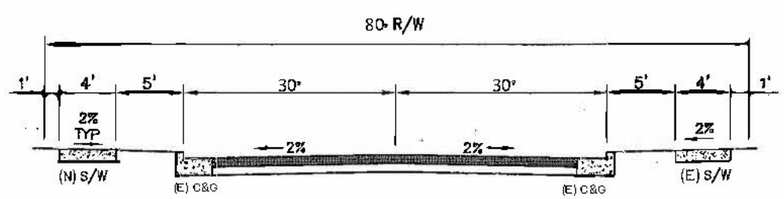
PROPOSED WASHINGTON STREET - TYP. SECTION

SECTION 2-2A - EXISTING CONDITION



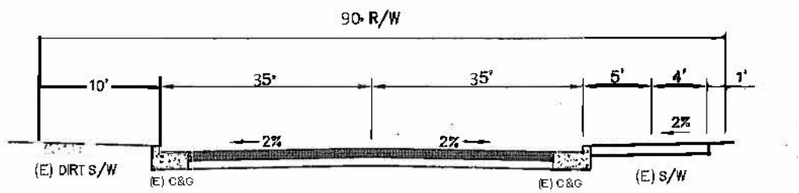
EXISTING WASHINGTON STREET - TYP. SECTION

SECTION 2-1A - PROPOSED



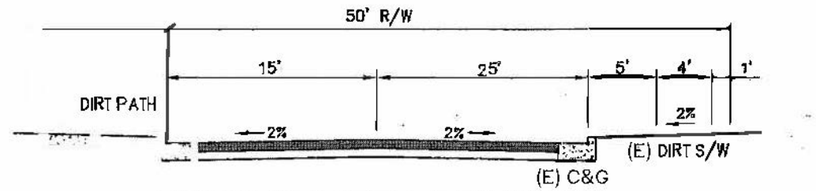
PROPOSED WASHINGTON STREET - TYP. SECTION

SECTION 3-3 - EXISTING CONDITION



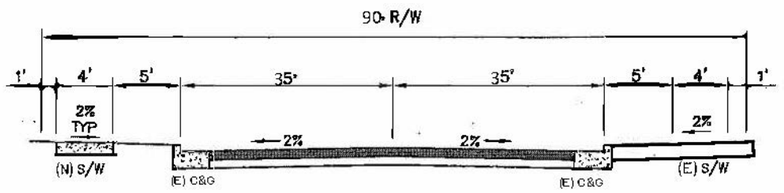
EXISTING LINCOLN STREET - TYP. SECTION

SECTION 3-3A - EXISTING CONDITION



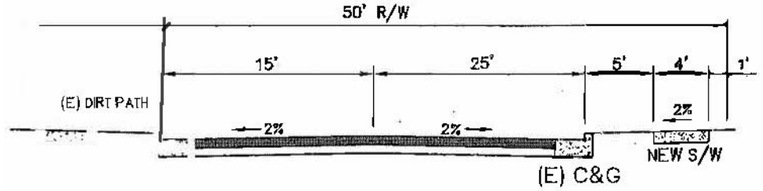
EXISTING LINCOLN STREET - TYP. SECTION

SECTION 3-1 - PROPOSED



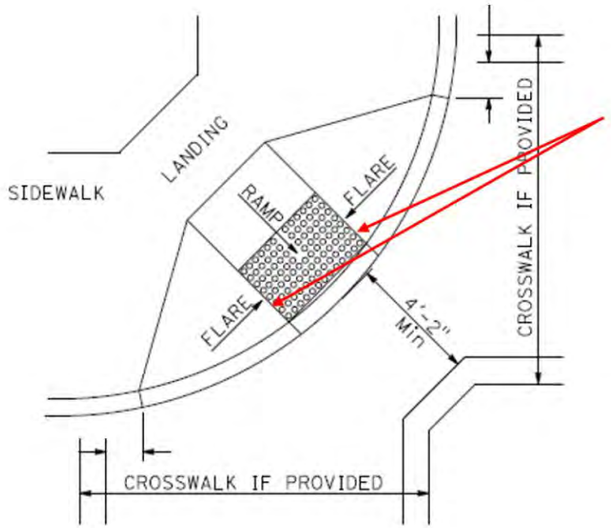
PROPOSED LINCOLN STREET - TYP. SECTION

SECTION 3-1A - PROPOSED



PROPOSED LINCOLN STREET - TYP. SECTION

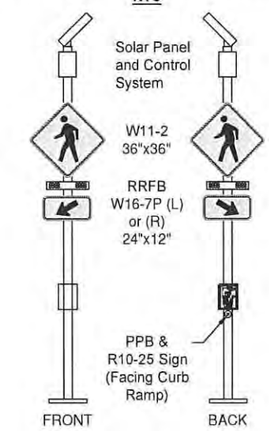
ADA CURB RAMP DETAIL



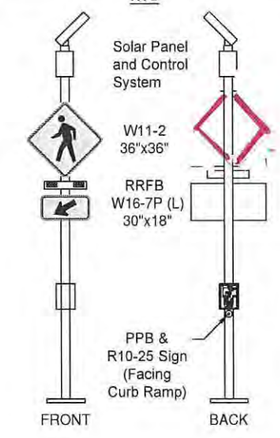
1" maximum gap at edge

RRFB DET.

TYPICAL RRFB ASSEMBLY
STANDARD CROSSING (DOUBLE SIDED)
NTS



TYPICAL RRFB ASSEMBLY
STANDARD CROSSING (SINGLE SIDED)
NTS



CONSTRUCTION NOTES:

CONCRETE & CURB

1. INSTALL 6" VERTICAL CURB AND GUTTER
2. INSTALL TYPE A CURB RAMP
3. INSTALL 4" MEDIAN CURB
4. INSTALL DETECTABLE TRUNCATED DOMES
5. INSTALL CONCRETE MEDIAN
6. INSTALL CURB EXTENSION
7. SHORTEN EX. DRIVEWAY
8. LENGTHEN EX. DRIVEWAY
9. RECONSTRUCT EX. SIDEWALK

STRIPING

21. INSTALL HIGH VISIBILITY CROSSWALK PER CALTRANS STANDARD PLAN A24F
22. INSTALL YIELD PAVEMENT LINE PER CALTRANS STD. PLAN A24E
23. REFRESH EX. YIELD LINE PER CALTRANS STD. PLAN A24E

SIGNING

41. INSTALL RRFB AND POLE WITH PEDESTRIAN CROSSING SIGN ASSEMBLY
42. INSTALL DOUBLE-SIDED RRFB AND POLE WITH PEDESTRIAN CROSSING SIGN ASSEMBLY

DEMOLITION

61. REMOVE EX. PEDESTRIAN CROSSING SIGN ASSEMBLY
62. REMOVE EX. CONFLICTING STRIPING
63. REMOVE EXISTING DRIVEWAY

Existing Conditions in Chualar

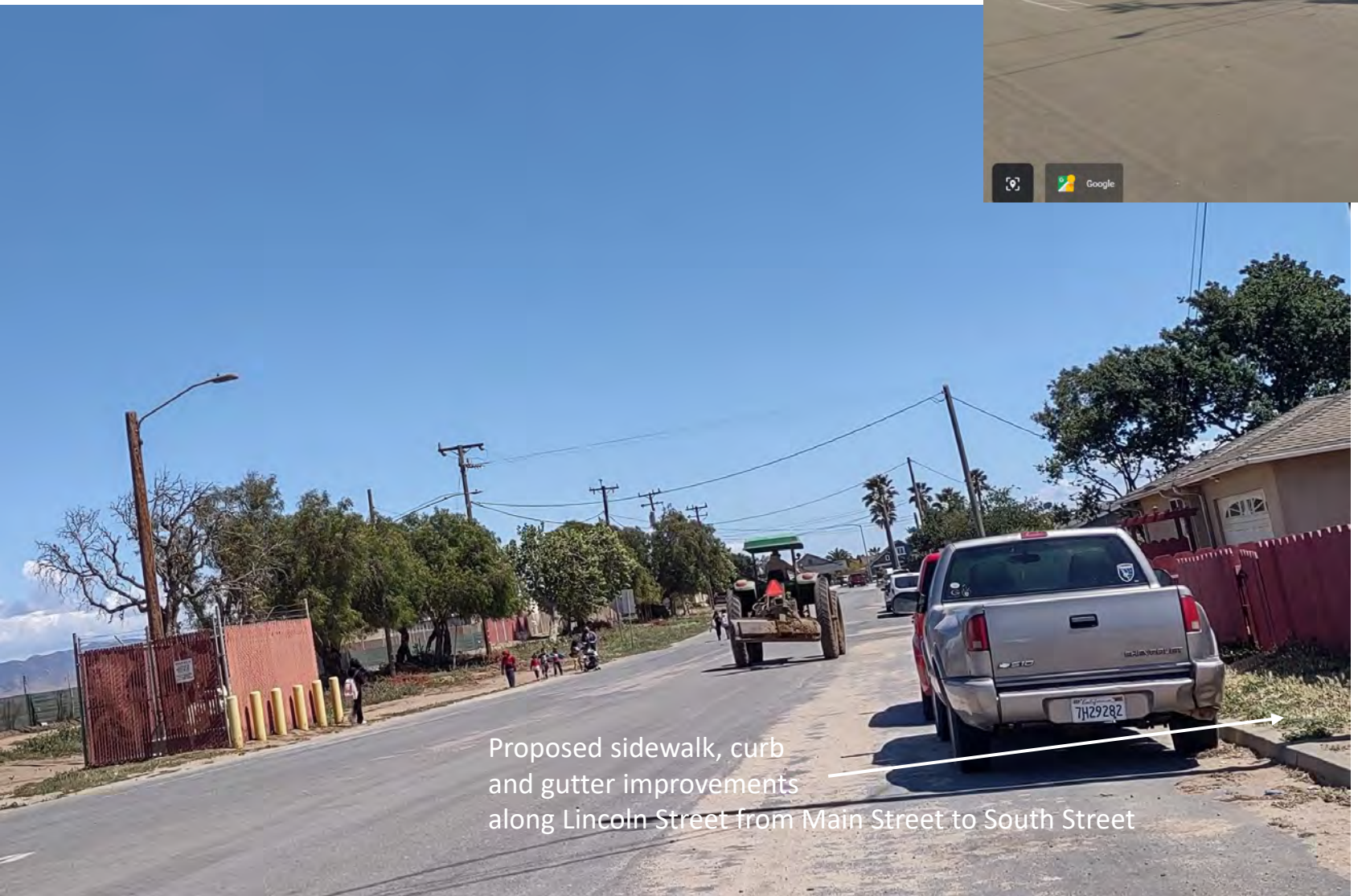
Without sidewalks, community members walk in the street when navigating around parked cars and into the path of vehicular traffic.

The proposed project will add a network of ADA accessible sidewalks to expand active transportation opportunities for community members of all ages and mobility abilities.

Chualar is burdened with commercial truck traffic.

This photo was taken at the Lincoln Street and Main Street intersection by Chualar Elementary School.

The proposed project will add a network of sidewalks to provide safe separation of pedestrian and vehicular/ commercial truck traffic.



Lincoln Street Looking Toward Chualar Elementary School (Above)

Lincoln Street Looking Toward South Street (Left): Proposed improvements include sidewalk, curb and gutter improvements along one side of street to provide safe path of travel for students away from agricultural fields adjacent to school and truck/equipment traffic

Intersection of Lincoln Street and Main Street Looking Toward Chualar Elementary School:

Proposed improvements to this intersection include crosswalk enhancements and pedestrian activated beacons

Intersection of Washington Street and Jackson Street Looking Toward Chualar Elementary School

Intersection of Main Street and Lincoln Street: Looking Toward Washington Street

Intersection of Payson Street and Washington Street: Looking Toward Scott Street

Payson Street Looking
Toward Grant Street

Scott Street Looking Toward Washington Street

Detailed Project Estimate and Total Project Costs- Cycle 6

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

Project Information:

Agency:	Monterey County Public Works, Facilities, & Parks	**Date:**	4/28/2022
Project Description:	Community and School Connections Through Active Transportation		
Project Location:	Chualar		
Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate:	Chad S Alinio	**License #:**	C62175

Project Estimate and Cost Breakdown:

Project Estimate (for Construction Items Only)						Cost Breakdown					
						ATP Eligible Costs/Items		ATP Ineligible Costs/Items		Corps/CCC to construct	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	$	%	$	%	$
General Overhead-Related Construction Items											
1	Mobilization	1	LS	$150,000.00	$150,000	100%	$150,000				
2	Traffic Control System	1	LS	$75,000.00	$75,000	100%	$75,000				
3	Clearing and Grubbing	1	LS	$22,500.00	$22,500	100%	$22,500				
4	Water Pollution Control Plan	1	LS	$9,000.00	$9,000	100%	$9,000				
5			LS					100%			
6			LS					100%			
7			LS					100%			
8			LS					100%			
9			LS					100%			
10			LS					100%			
General Construction Items											
11	Class III Bike Lanes	1400	LF	$3.50	$4,900	100%	$4,900				
12	Concrete Sidewalk	39600	SF	$45.00	$1,782,000	100%	$1,782,000				
13	ADA Concrete Curb Ramps (Case C)	22	EA	$11,250.00	$247,500	100%	$247,500				
14	Thermoplastic Traffic Stripe (Crosswalk)	2500	LF	$4.50	$11,250	100%	$11,250				
15	Flashing Beacon System	2	EA	$25,000.00	$50,000	100%	$50,000				
16	Concrete Curb & Gutter	6600	LF	$120.00	$792,000	100%	$792,000				
17								100%			
18								100%			
19								100%			
20								100%			
21								100%			
22								100%			
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44								100%			
45								100%			
46								100%			
47								100%			
48								100%			
49								100%			
50								100%			
51								100%			
52								100%			
				Subtotal of Construction Items:	**$3,144,150**		**$3,144,150**				
	Construction Item Contingencies (% of Construction Items):			**30.00%**	$943,245		$943,245				
	Total (Construction Items & Contingencies) cost:				**$4,087,395**		**$4,087,395**				

Project Delivery Costs:

Type of Project Cost	Cost $		
Preliminary Engineering (PE)		ATP Eligible Costs	Non-participating Costs

Detailed Project Estimate and Total Project Costs- Cycle 6

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

Project Information:

Agency:	Monterey County Public Works, Facilities, & Parks	**Date:**	4/28/2022
Project Description:	Community and School Connections Through Active Transportation		
Project Location:	Chualar		
Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate:	Chad S Alinio	**License #:**	C62175

Environmental Studies and Permits(PA&ED):	$ 270,000	$270,000			
Plans, Specifications and Estimates (PS&E):	$ 512,500	$512,500		"PE" costs / "CON" costs	
Total PE:	**$ 782,500**	**$782,500**		19%	25% Max
Right of Way (RW)					
Right of Way Engineering:	$ 37,500	$37,500			
Acquisitions and Utilities:					
Total RW:	**$ 37,500**	**$37,500**			
Total Pre-Construction Costs (PE+RW):	**$820,000**	**$820,000**			
Construction Engineering (CE)				"CE" costs / "CON" costs	
Construction Engineering (CE):	$ 530,000	$530,000		13%	15% Max
Total Construction Costs:	**$4,617,395**	**$4,617,395**			
		ATP Eligible Costs	Non-participating Costs		
Total Project Cost:	**$5,437,395**	**$5,437,395**			

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 item which is partly ineligible for ATP funding or is required for the construction of an ineligible item/element of the project.

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

Exhibit 25-R ATP Non-Infrastructure Project Work Plan

Fill in the following items:

Date: (1)		6.03.2022
Implementing Agency Name: (2)		County of Monterey, Health Department - Public Health, Planning, Evaluation and Policy Teams
Project Number: (3)		
Project Location(s): (4a)		Chualar
" "	(4b)	Chualar Elementary School
" "	(4c)	
" "	(4d)	
Project Description: (5)		Increase walking opportunities for students, seniors, and the community. Safe Routes to School activities will take place at the school site and/or community sites as determined through community engagement efforts. Project will support safe walking to and from the school, library, and other neighborhood destinations. Educational safety campaign for motorists will be implemented. Work will be completed in person (or virtually through Zoom, YouTube, etc.if needed due to pandemic response efforts). Develop community active transportation champions in community through civic engagement, empowerment and Health in All Policies trainings, and community organized stakeholder meetings with an active transportation theme.

Enter information in each Task Tab, as it applies (Task A, Task B, Task C, Task C, etc.)

For Department use only

You will not be able to fill in the following items. Items will auto-populate once you've entered all "Task" tabs that applies:

Task Summary:

Click the links below to navigate to "Task Details" tabs:

Task	Task Name	ATP Cost	Non-ATP Cost
Task "A"	Safe Routes to School (SRTS): Kick Off Activities	$ 103,876.63	$ -
Task "B"	Safe Routes to School: Outreach and Education	$ 167,359.95	$ -
Task "C"	Bike Repair Workshop	$ 91,540.31	$ -
Task "D"	Walking Presentations to Seniors	$ 99,754.20	$ -
Task "E"	Safety Campaign For Motorists	$ 300,828.38	$ -
Task "F"	Planning Evaluation and Policy: Civic Engagement	$ 148,095.13	$ -
Task "G"		$ -	$ -
Task "H"		$ -	$ -
Task "I"		$ -	$ -
Task "J"		$ -	$ -
	ATP Total:	$ 911,454.60	
	Non-ATP Total:		$ -
	GRAND TOTAL	**$**	**911,454.60**

Item Justification and Sustainability

This section gives implementers an opportunity to justify specific items they need as part of their program.
Please refer to the ATP NI Guidance for specific items needing justification: https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program/general-and-technical-information.
Feel free to add anything else you feel needs justification. If you have none of these items, this section does not need to be filled out.

Items Needing a Justification	Check if included in project	Which Task(s) is the item in?	Quantity	Justification (explain the need for the item, how it will be used, why the quantity requested is needed, and how it will be sustained (for equipment) or given away (for incentives))
Equipment: iPod or basic Tablet	☐			
Equipment: Bicycle Trailer or Storage Unit	☐			
Equipment: Other *(write in)*	☐			
Equipment: Other *(write in)*	☐			
Major Incentives: Bicycle Helmets	☐			
Major Incentives: Bicycle Locks	☐			
Major Incentives: Bicycle Lights	☐			
Incentives: Other (Reflective arm bands and bike/pedestrian reflectors)	☐	B,D	600	Rewards for participation. 200 reflective arm bands for children participating in walk to school
Incentives: Other (Coloring books and stickers with active transportation and/or safety theme)	☐	F	600	Rewards for participation in enLACE civic engagement meetings. Intended for parents who a
Incentives: Other (Bicycle bells and bicycle reflectors)	☐	F	200	Rewards for participation in enLACE civic engagement meetings. Intended for parents compl

☐

l days. 200 reflective arm bands and 200 reflectors for seniors participating in senior presentations.

·e completing the trainings with their children.

eting meetings with children who ride a bicycle.

TASK "A" DETAIL

Task Name (5a):	**Safe Routes to School (SRTS): Kick Off Activities**
Task Summary (5b):	Meet with school staff, parents and community to provide information on the importance of a collaborative public health approach in active transportation options to enhance student and community health. Determine lead SRTS champions through community engagement efforts. Champions may be identified at the elementary school site and/or other key community locations such as the church or library. Share information with the school, community, and parents about upcoming activities and opportunities for engagement. Complete all required agreements and contracts. Due to pandemic response requirements, these deliverables may be completed virtually through various means (including zoom) if shelter in place requirements are reinstated.

	Start Date	End Date	Task Activities (6a):	Deliverables (6b):
1.	Oct-23	Oct-26	Provide grant information and complete start up activities to support the school's and/or community's active participation.	List of contacts and set meetings.
2.	Oct-23	Oct-26	Attend community meetings and/or school site council meetings, PTA, English Learner Advisory Committee (ELAC),or Cafecitos in person or virtually, to promote the project, promote interest and seek champions.	Agenda for meetings and presentation notes on project.
3.	Oct-23	Oct-26	Select SRTS kick-off activities, locations and dates with input from the community, school principal, champions and/or school site council.	Record of kick-off activities and notes of meeting discussions.
4.	Oct-23	Oct-26	Advertise SRTS kick-off activities to school, parents and community.	Copies of fliers and press releases from kick-off activities.
5.	Oct-23	Oct-26	Conduct SRTS training on the SRTS program for community and/or school staff, liaisons, volunteers and/or parents (a minimum of one training per year for two years).	Schedule of training and copy of SRTS training materials.
6.	Oct-23	Oct-26	Contracts and agreements with community agencies and/or school district and any required vendors.	Copies of contracts/agreements.
7.				
8.				
9.				
10.				

Staff Costs (7):

	Staff Time (Agency) (7a):	ATP or Non-ATP (select one)	Staff Hours	Rate Per Hour	ATP Total $	Non-ATP Total $
Party 1 -	Chronic Disease Prevention Coordinator	ATP	212	$96.44	$ 20,445.28	
Party 2 -	Chronic Disease Prevention Specialist II	ATP	212	$84.67	$ 17,950.04	
Party 3 -	Intern	ATP	52	$29.40	$ 1,528.80	
Party 4 -	Health Program Coordinator	ATP	26	$105.84	$ 2,751.84	
Party 5 -	Public Health Program Manager II	ATP	13	$126.79	$ 1,648.27	
Party 6 -						
				Subtotal Agency Costs:	$ 44,324.23	$ -

	Staff Time (Consultant) (7b):	ATP or Non-ATP (select one)	Staff Hours	Rate Per Hour	ATP Total $	Non-ATP Total $
Party 1 -						
Party 2 -						
Party 3 -						
				Subtotal Consultant Costs:	$ -	$ -
				Total Staff Costs (Agency & Consultant) (7c):	**$ 44,324.23**	**$ -**

Indirect Costs (8)

Approved ICAP (8a)?	☐	**If Approved ICAP box is checked, provide Rate** (8b):		**ATP Indirect Costs** (8c):	

Task Notes (9):

Other Costs (10):

You will not be able to fill in the following items. The totals for each "Other Costs" category listed below will automatically calculate from information entered in the itemized other costs tab:

		ATP Total $	Non-ATP Total $
To fill out an itemized cost for each "Other Cost", click below:	Travel (10a):	$ 1,160.00	$ -
	Equipment (10b):	$ -	$ -
	Supplies/Materials (10c):	$ 900.00	$ -
Itemized "Other Costs" Section	Incentives (10d):	$ -	$ -
	Other Direct Costs (10e):	$ 57,492.40	$ -
	Other Direct Costs (10f):	$ -	$ -
	Total Other Costs (10g):	$ 59,552.40	$ -
	TASK GRAND TOTAL (11):	**$ 103,876.63**	**$ -**

Task "A" Other Costs:

Itemized Travel Cost (10a)

Please provide an itemized "travel" cost estimate for all travel costs applicable to this task

Travel (10a)

	Type of Travel	ATP or Non-ATP (select one)	Quantity	Units	Cost $	ATP Total $	Non-ATP Total $
1.	Mileage to and from sites and activities	ATP	2000	miles	$0.58	$ 1,160.00	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							
					Total:	$ 1,160.00	$ -
					Total Travel Cost:	$	1,160.00

Itemized Equipment Cost (10b)

Please provide an itemized "equipment" cost estimate for all equipment cost applicable to this task

Equipment (10b)

	Type of Equipment	ATP or Non-ATP (select one)	Quantity	Cost $	ATP Total $	Non-ATP Total $
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
				Total:	$ -	$ -
				Total Equipment Cost:	$	-

Itemized Supplies/Materials Cost (10c)

Please provide an itemized "supplies/materials" cost estimate for all supplies/materials cost applicable to this task

Supplies/Materials (10c)

	Type of Supplies/Materials	ATP or Non-ATP (select one)	Quantity	Cost $	ATP Total $	Non-ATP Total $
1.	Duplicating for safe routes to school and kick off events	ATP	200	1.00	$ 200.00	
2.	Printing for safe routes to school and kick off events	ATP	200	1.00	$ 200.00	
3.	Office supplies such as paper, pens, pencils, etc.	ATP	1	500.00	$ 500.00	
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
				Total:	$ 900.00	$ -
				Total Supplies/Materials Cost:	$	900.00

Task "A" Other Costs:

Itemized Incentives Cost (10d)

Please provide an itemized "incentives" cost estimate for all incentives costs applicable to this task

Incentives (10d)

	Type of Incentives	ATP or Non-ATP (select one)	Quantity	Cost $	ATP Total $	Non-ATP Total $
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
				Total:	$ -	$ -
				Total Incentives Cost:	$	-

Itemized Other Direct Costs (10e)

Please provide an itemized "other direct" cost estimate for all other costs applicable to this task

Other Direct Costs (10e)

	Type of Other Direct Costs	ATP or Non-ATP (select one)	Quantity	Cost $	ATP Total $	Non-ATP Total $
1.	IT/ERP/Telecom/ERP Reserve (costs for 2 years for 5 staff)	ATP	10	5,749.24	$ 57,492.40	
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
				Total:	$ 57,492.40	$ -
				Total Other Direct Cost:	$	57,492.40

Itemized Other Direct Costs (10f)

Please provide an itemized "other direct" cost estimate for all other costs applicable to this task

Other Direct Costs (10f)

	Type of Other Direct Costs	ATP or Non-ATP (select one)	Quantity	Cost $	ATP Total $	Non-ATP Total $
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
				Total:	$ -	$ -
				Total Other Direct Cost:	$	-

TASK "B" DETAIL

Task Name (5a):	**Safe Routes to School: Outreach and Education**
Task Summary (5b):	**Conduct presentations for children in 2nd-4th grades. Presentations to be completed once per year for two years. Location of presentations to be determined through community and/or school engagement. Completion of walk to school days activities. Walk to school days to be completed for one month per year. Plan walking routes with meeting points and support parents/school staff to continue a walk to school days activity at conclusion of the grant.**

	Start Date	End Date	Activities (6a):	Deliverables (6b):
1.	Oct-23	Oct-26	Develop and plan program education activites.	List of program scope.
2.	Oct-23	Oct-26	Identify locations and delivery for each activity through engagement with community.	List of locations.
3.	Oct-23	Oct-26	Complete outreach, education and recruitment of parents and/or school staff.	List of contacts.
4.	Oct-23	Oct-26	Plot safe walking routes with community input. Introduce Street Story.	Maps of routes. Completion of Street Story exercise.
5.	Oct-23	Oct-26	Informational presentations for parents and/or school staff on walk to school days activities. Pre and post surveys.	Schedule of presentations. 4 presentations per year. Pre and post surveys.
6.	Oct-23	Oct-26	Parent and school volunteer Information packets.	Copy of parent and school volunteer information packets.
7.	Oct-23	Oct-26	Order required supplies.	Copies of invoices/receipts.
8.	Oct-23	Oct-26	Promote walk to school days in the community and/or school.	Press releases, social media, newsletters, flyers, etc.
9.	Oct-23	Oct-26	Complete walk to school days in the community and/or schools. SR2S sidewalk art activity to be incorporated post infrastructure installation.	Walk to school days to be completed for 4 weeks each year for elementary students attending Chualar Union Elementary. SR2S sidewalk art to be completed once per year post infrastructure.
10.	Oct-23	Oct-26	Pedestrian Safety Presentations for children 2rd-4th grade. Presentations to be completed once per year. Location of presentations to be determined through community and/or school engagement and presentations may include parents. Pre and post surveys.	Schedule of presentations. Pre and post surveys.

Staff Costs (7):

	Staff Time (Agency) (7a):	ATP or Non-ATP (select one)	Staff Hours	Rate Per Hour	ATP Total $	Non-ATP Total $
Party 1 -	Chronic Disease Prevention Coordinator	ATP	800	$96.44	$ 77,152.00	
Party 2 -	Chronic Disease Prevention Specialist II	ATP	800	$84.67	$ 67,736.00	
Party 3 -	Intern	ATP	300	$29.40	$ 8,820.00	
Party 4 -	Health Program Coordinator	ATP	52	$105.84	$ 5,503.68	
Party 5 -	Public Health Program Manager II	ATP	13	$126.79	$ 1,648.27	
Party 6 -						
				Subtotal Agency Costs:	$ 160,859.95	$ -

	Staff Time (Consultant) (7b):	ATP or Non-ATP (select one)	Staff Hours	Rate Per Hour	ATP Total $	Non-ATP Total $
Party 1 -						
Party 2 -						
Party 3 -						
				Subtotal Consultant Cost):	$ -	$ -
				Total Staff Costs (Agency & Consultant) (7c):	**$ 160,859.95**	**$ -**

Indirect Costs (8)

Approved ICAP (8a)**?**	☐	**If Approved ICAP box is checked, provide Rate** (8b):		**ATP Indirect Costs** (8c):	

Task Notes (9):

Other Costs (10):

You will not be able to fill in the following items. The totals for each "Other Costs" category listed below will automatically calculate from information entered in the itemized other costs tab:

		ATP Total $	Non-ATP Total $
To fill out an itemized cost for each "Other Cost", click below:	Travel (10a):	$ 1,150.00	$ -
	Equipment (10b):	$ 350.00	$ -
	Supplies/Materials (10c):	$ 4,300.00	$ -
Itemized "Other Costs" Section	Incentives (10d):	$ 700.00	$ -
	Other Direct Costs (10e):	$ -	$ -
	Other Direct Costs (10f):	$ -	$ -
	Total Other Costs (9g):	$ 6,500.00	$ -
	TASK GRAND TOTAL (10):	**$ 167,359.95**	**$ -**

Task "B" Other Costs:

Itemized Travel Cost (10a)

Please provide an itemized "travel" cost estimate for all travel costs applicable to this task

Travel (10a)

	Type of Travel	ATP or Non-ATP (select one)	Quantity	Units	Cost $	ATP Total $	Non-ATP Total $
1.	Reimbursable mileage to and from school sites and SRTS events	ATP	2000	miles	$0.58	$ 1,150.00	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							
					Total:	$ 1,150.00	$ -
					Total Travel Cost:	**$**	**1,150.00**

Itemized Equipment Cost (10b)

Please provide an itemized "equipment" cost estimate for all equipment cost applicable to this task

Equipment (10b)

	Type of Equipment	ATP or Non-ATP (select one)	Quantity	Cost $	ATP Total $	Non-ATP Total $
1.	Vests for walk to school days volunteers	ATP	10	15.00	$ 150.00	
2.	Stop signs for walk to school days volunteers	ATP	10	20.00	$ 200.00	
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
				Total:	$ 350.00	$ -
				Total Equipment Cost:	**$**	**350.00**

Itemized Supplies/Materials Cost (10c)

Please provide an itemized "supplies/materials" cost estimate for all supplies/materials cost applicable to this task

Supplies/Materials (10c)

	Type of Supplies/Materials	ATP or Non-ATP (select one)	Quantity	Cost $	ATP Total $	Non-ATP Total $
1.	Duplicating Costs for outreach and presentations x 2 years	ATP	400	1.00	$ 400.00	
2.	Educational Materials for outreach and presentations x 2 years	ATP	400	2.00	$ 800.00	
3.	Printing for outreach and education x 2 years	ATP	800	1.00	$ 800.00	
4.	Food and water for volunteer lunch time meetings ($10 per person x 40 people) x 2 years	ATP	80	10.00	$ 800.00	
5.	Healthy snacks and water for walk to school days participants ($5 per student x 150 students x 2 years)	ATP	300	5.00	$ 1,500.00	
6.						
7.						
8.						
9.						
10.						
11.						
12.						
				Total:	$ 4,300.00	$ -
				Total Supplies/Materials Cost:	**$**	**4,300.00**

Task "B" Other Costs:

Itemized Incentives Cost (10d)

Please provide an itemized "incentives" cost estimate for all incentives costs applicable to this task

Incentives (10d)

	Type of Incentives	ATP or Non-ATP (select one)	Quantity	Cost $	ATP Total $	Non-ATP Total $
1.	Reflective arm bands for walk to school days participants	ATP	200	3.50	$ 700.00	
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
				Total:	$ 700.00	$ -
				Total Incentives Cost:	$	700.00

Itemized Other Direct Costs (10e)

Please provide an itemized "other direct" cost estimate for all other costs applicable to this task

Other Direct Costs (10e)

	Type of Other Direct Costs	ATP or Non-ATP (select one)	Quantity	Cost $	ATP Total $	Non-ATP Total $
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
				Total:	$ -	$ -
				Total Other Direct Cost:	$	-

Itemized Other Direct Costs (10f)

Please provide an itemized "other direct" cost estimate for all other costs applicable to this task

Other Direct Costs (10f)

	Type of Other Direct Costs	ATP or Non-ATP (select one)	Quantity	Cost $	ATP Total $	Non-ATP Total $
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
				Total:	$ -	$ -
				Total Other Direct Cost:	$	-

TASK "C" DETAIL

Task Name (5a):	**Bike Repair Workshop**
Task Summary (5b):	Conduct bike repair workshops in the community. Youth are the primary focus of this activity, yet all ages are welcome. Youth will learn how to perform basic maintenance on bicycles. This is an outdoor community workshop to be held once per year for two years in partnership with the community science workshop. These workshops will teach youth about bike and pedestrian safety, the value of recycling and reusing parts that are in good condition (the bikes and most parts used during this workshop are community donated and would otherwise likely be in our landfills).

	Start Date	End Date	Task Activities (6a):	Deliverables (6b):
1.	Oct-23	Oct-26	Develop program activities.	Document planned program activities.
2.	Oct-23	Oct-26	Identify locations for events or activities with input from the community.	List of possible locations.
3.	Oct-23	Oct-26	Recruit youth to participate in workshops.	Document recruitment activities.
4.	Oct-23	Oct-26	Schedule bike repair workshops.	Flyers and sign in list.
5.				
6.				
7.				
8.				
9.				
10.				

Staff Costs (7):

Staff Time (Agency) (7a):		ATP or Non-ATP (select one)	Staff Hours	Rate Per Hour	ATP Total $	Non-ATP Total $
Party 1 -	Chronic Disease Prevention Coordinator	ATP	400	$96.44	$ 38,576.00	
Party 2 -	Chronic Disease Prevention Specialist II	ATP	400	$84.67	$ 33,868.00	
Party 3 -	Intern	ATP	104	$29.40	$ 3,057.60	
Party 4 -	Health Program Coordinator	ATP	26	$105.84	$ 2,751.84	
Party 5 -	Public Health Program Manager II	ATP	13	$126.79	$ 1,648.27	
Party 6 -						
				Subtotal Agency Costs:	$ 79,901.71	$ -

Staff Time (Consultant) (7b):		ATP or Non-ATP (select one)	Staff Hours	Rate Per Hour	ATP Total $	Non-ATP Total $
Party 1 -	Greenfield Community Science Workshop	ATP	1	$4,654.00	$ 4,654.00	
Party 2 -	League Certified Instructor Training, renewal	ATP	1	$525.00	$ 525.00	
Party 3 -	Bike Repair Training for staff	ATP	1	$1,850.00	$ 1,850.00	
				Subtotal Consultant Costs:	$ 7,029.00	$ -
				Total Staff Costs (Agency & Consultant) (7c):	**$ 86,930.71**	**$ -**

Indirect Costs (8)

Approved ICAP (8a)?	☐	**If Approved ICAP box is checked, provide Rate** (8b):		**ATP Indirect Costs** (8c):	

Task Notes (9):

Other Costs (10):

You will not be able to fill in the following items. The totals for each "Other Costs" category listed below will automatically calculate from information entered in the itemized other costs tab:

		ATP Total $	Non-ATP Total $
To fill out an itemized cost for each "Other Cost", click below:	Travel (10a):	$ 2,229.60	$ -
	Equipment (10b):	$ 500.00	$ -
	Supplies/Materials (10c):	$ 1,800.00	$ -
Itemized "Other Costs" Section	Incentives (10d):	$ -	$ -
	Other Direct Costs (10e):	$ 80.00	$ -
	Other Direct Costs (10f):	$ -	$ -
	Total Other Costs (10g):	$ 4,609.60	$ -
	TASK GRAND TOTAL (11):	**$ 91,540.31**	**$ -**

Task "C" Other Costs:

Itemized Travel Cost (10a)

Please provide an itemized "travel" cost estimate for all travel costs applicable to this task

Travel (10a)

	Type of Travel	ATP or Non-ATP (select one)	Quantity	Units	Cost $	ATP Total $	Non-ATP Total $
1.	Reimbursable mileage to and from housing sites and events	ATP	2000	miles	$0.58	$ 1,160.00	
2.	Travel to bike repair training course for staff	ATP	120	miles	$0.58	$ 69.60	
3.	In state travel to certified league training for staff, (Mileage/airfare/transit passes/hotel/per-diem/parking/taxi fare)	ATP	1	n/a	$1,000.00	$ 1,000.00	
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							
					Total:	$ 2,229.60	$ -
					Total Travel Cost:	**$**	**2,229.60**

Itemized Equipment Cost (10b)

Please provide an itemized "equipment" cost estimate for all equipment costs applicable to this task

Equipment (10b)

	Type of Equipment	ATP or Non-ATP (select one)	Quantity	Cost $	ATP Total $	Non-ATP Total $
1.	Identification vests for the staff completing trainings for the public	ATP	10	50.00	$ 500.00	
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
				Total:	$ 500.00	$ -
				Total Equipment Cost:	**$**	**500.00**

Itemized Supplies/Materials Cost (10c)

Please provide an itemized "supplies/materials" cost estimate for all supplies/materials costs applicable to this task

Supplies/Materials (10c)

	Type of Supplies/Materials	ATP or Non-ATP (select one)	Quantity	Cost $	ATP Total $	Non-ATP Total $
1.	Duplicating Costs for outreach and presentations	ATP	200	1.00	$ 200.00	
2.	Educational Materials for outreach and presentations	ATP	200	2.00	$ 400.00	
3.	Printing for outreach and education	ATP	200	1.00	$ 200.00	
4.	Healthy snacks and water for workshop participants ($5 per student x 100 students x 2 years)	ATP	200	5.00	$ 1,000.00	
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
				Total:	$ 1,800.00	$ -
				Total Supplies/Materials Cost:	**$**	**1,800.00**

Task "C" Other Costs:

Itemized Incentives Cost (10d)

Please provide an itemized "incentives" cost estimate for all incentives costs applicable to this task

Incentives (10d)

	Type of Incentives	ATP or Non-ATP (select one)	Quantity	Cost $	ATP Total $	Non-ATP Total $
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
				Total:	$ -	$ -
				Total Incentives Cost:	$	-

Itemized Other Direct Costs (10e)

Please provide an itemized "other direct" cost estimate for all other costs applicable to this task

Other Direct Costs (10e)

	Type of Other Direct Costs	ATP or Non-ATP (select one)	Quantity	Cost $	ATP Total $	Non-ATP Total $
1.	Two year membership to League of American Bicyclists	ATP	1	80.00	$ 80.00	
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
				Total:	$ 80.00	$ -
				Total Other Direct Cost:	$	80.00

Itemized Other Direct Costs (10f)

Please provide an itemized "other direct" cost estimate for all other costs applicable to this task

Other Direct Costs (10f)

	Type of Other Direct Costs	ATP or Non-ATP (select one)	Quantity	Cost $	ATP Total $	Non-ATP Total $
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
				Total:	$ -	$ -
				Total Other Direct Cost:	$	-

TASK "D" DETAIL

Task Name (5a):	**Walking Presentations to Seniors**
Task Summary (5b):	Each year for two years, conduct 2 pedestrian presentations for seniors in Chualar. These presentations are aimed at increasing physical activity and safety of seniors as they walk to other destinations and to support their engagement in active transportation. This includes educational presentations, demonstrations and discussions. Presentation material to include pedestrian safety, fall prevention when using wheelchairs and walkers (including preventative maintenance of this equipment) and nutrition. Some of these deliverables may be completed virtually if needed due to pandemic response efforts.

	Start Date	End Date	Task Activities (6a):	Deliverables (6b):
1.	Oct-23	Oct-26	Develop training presentations in English and Spanish.	Copy of presentations.
2.	Oct-23	Oct-26	Determine time and location for presentations with input from the community.	Schedule of presentations.
3.	Oct-23	Oct-26	Complete presentations to senior population.	Sign in sheets.
4.	Oct-23	Oct-26	Complete pre and post survey for seniors.	Summary of pre and post surveys.
5.				
6.				
7.				
8.				
9.				
10.				

Staff Costs (7):

Staff Time (Agency) (7a):		ATP or Non-ATP (select one)	Staff Hours	Rate Per Hour	ATP Total $	Non-ATP Total $
Party 1 -	Chronic Disease Prevention Coordinator	ATP	416	$96.44	$ 40,119.04	
Party 2 -	Chronic Disease Prevention Specialist II	ATP	416	$84.67	$ 35,222.72	
Party 3 -	Intern	ATP	80	$29.40	$ 2,352.00	
Party 4 -	Health Program Coordinator	ATP	104	$105.84	$ 11,007.36	
Party 5 -	Public Health Program Manager II	ATP	52	$126.79	$ 6,593.08	
Party 6 -						
				Subtotal Agency Costs:	$ 95,294.20	$ -

Staff Time (Consultant) (7b):		ATP or Non-ATP (select one)	Staff Hours	Rate Per Hour	ATP Total $	Non-ATP Total $
Party 1 -						
Party 2 -						
Party 3 -						
				Subtotal Consultant Costs:	$ -	$ -
				Total Staff Costs (Agency & Consultant) (7c):	**$ 95,294.20**	**$ -**

Indirect Costs (8)

Approved ICAP (8a)?	☐	If Approved ICAP box is checked, provide Rate (8b):		ATP Indirect Costs (8c):	

Task Notes (9):

Other Costs (10):

You will not be able to fill in the following items. The totals for each "Other Costs" category listed below will automatically calculate from information entered in the itemized other costs tab:

		ATP Total $	Non-ATP Total $
To fill out an itemized cost for each "Other Cost", click below:	Travel (10a):	$ 1,160.00	$ -
	Equipment (10b):	$ -	$ -
	Supplies/Materials (10c):	$ 1,900.00	$ -
Itemized "Other Costs" Section	Incentives (10d):	$ 1,400.00	$ -
	Other Direct Costs (10e):	$ -	$ -
	Other Direct Costs (10f):	$ -	$ -
	Total Other Costs (10g):	$ 4,460.00	$ -
	TASK GRAND TOTAL (11):	**$ 99,754.20**	**$ -**

Task "D" Other Costs:

Itemized Travel Cost (10a)

Please provide an itemized "travel" cost estimate for all travel costs applicable to this task

Travel (10a)

	Type of Travel	ATP or Non-ATP (select one)	Quantity	Units	Cost $	ATP Total $	Non-ATP Total $
1.	Reimbursable mileage to and from school sites and SRTS events	ATP	2000	miles	$0.58	$ 1,160.00	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							
					Total:	$ 1,160.00	$ -
					Total Travel Cost:	$	1,160.00

Itemized Equipment Cost (10b)

Please provide an itemized "equipment" cost estimate for all equipment costs applicable to this task

Equipment (10b)

	Type of Equipment	ATP or Non-ATP (select one)	Quantity	Cost $	ATP Total $	Non-ATP Total $
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
				Total:	$ -	$ -
				Total Equipment Cost:	$	-

Itemized Supplies/Materials Cost (10c)

Please provide an itemized "supplies/materials" cost estimate for all supplies/materials costs applicable to this task

Supplies/Materials (10c)

	Type of Supplies/Materials	ATP or Non-ATP (select one)	Quantity	Cost $	ATP Total $	Non-ATP Total $
1.	Duplicating Costs for outreach and presentations	ATP	200	1.00	$ 200.00	
2.	Educational Materials for outreach and presentations	ATP	200	2.00	$ 400.00	
3.	Printing for outreach and education	ATP	200	1.00	$ 200.00	
4.	Healthy snacks and water for presentation participants ($5 per person x 60 people per year x 2 years)	ATP	1	600.00	$ 600.00	
5.	Office Supplies such as paper, pens, pencils, etc.	ATP	1	500.00	$ 500.00	
6.						
7.						
8.						
9.						
10.						
11.						
12.						
				Total:	$ 1,900.00	$ -
				Total Supplies/Materials Cost:	$	1,900.00

Task "D" Other Costs:

Itemized Incentives Cost (10d)

Please provide an itemized "incentives" cost estimate for all incentives costs applicable to this task

Incentives (10d)

	Type of Incentives	ATP or Non-ATP (select one)	Quantity	Cost $	ATP Total $	Non-ATP Total $
1.	Reflective arm bands for walking participants	ATP	200	3.50	$ 700.00	
2.	Bicycle/pedestrian reflectors	ATP	200	3.50	$ 700.00	
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
				Total:	$ 1,400.00	$ -
				Total Incentives Cost:	$	1,400.00

Itemized Other Direct Costs (10e)

Please provide an itemized "other direct" cost estimate for all other costs applicable to this task

Other Direct Costs (10e)

	Type of Other Direct Costs	ATP or Non-ATP (select one)	Quantity	Cost $	ATP Total $	Non-ATP Total $
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
				Total:	$ -	$ -
				Total Other Direct Cost:	$	-

Itemized Other Direct Costs (10f)

Please provide an itemized "other direct" cost estimate for all other costs applicable to this task

Other Direct Costs (10f)

	Type of Other Direct Costs	ATP or Non-ATP (select one)	Quantity	Cost $	ATP Total $	Non-ATP Total $
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
				Total:	$ -	$ -
				Total Other Direct Cost:	$	-

TASK "E" DETAIL

Task Name (5a):	**Safety Campaign For Motorists**
Task Summary (5b):	An educational safety campaign will be launched in collaboration with local businesses to reach and educate Chualar motorists, including truck drivers, on rules of the road to keep pedestrians, bicyclists, and motorists safe.

	Start Date	End Date	Task Activities (6a):	Deliverables (6b):
1.	Oct-23	Oct-26	Ideation and creative direction.	Review campaign objectives. Develop a theme and creative strategy to share with community members. Develop initial messaging to test with community members.
2.	Oct-23	Oct-26	Community input.	Facilitate 3 meetings with community stakeholders to develop and test messaging theme and receive community input. Implement feedback in campaign creative
3.	Oct-23	Oct-26	Asset creation	Copy writing refinement and translations so all assets and messaging is in both Spanish and English. Develop brand personality boards to include color theme, photographic assets, key words, and iconography
4.	Oct-23	Oct-26	Media placement, budget allocations across platforms.	Allocate budget for placement. Create a 12-month budget allocation calendar. Identify specific media outlets and platforms to be used and allocate financial recourses. Create budget stream and blanket purchase orders for each media platform.
5.	Oct-23	Oct-26	Media plan deveopment and scheduling.	Working with preferred media outlets that have strength in the areas targeted, develop schedules for placement of media assets that align with habits and lifestyles of the targeted audience. Develop placement schedule spreadsheet and share with all stakeholder, community groups, and elected officials.
6.	Oct-23	Oct-26	Asset deployment	Upload and or deliver assets to various media platforms.
7.	Oct-23	Oct-26	Monitor campaign and review campaign data	Review and analyze data from analytic tools to include social media stats, Nielsen or TapScan.
8.	Oct-23	Oct-26	Initiate adjustment as needed	Make schedule changes if necessary. Make messaging changes if necessary.
9.	Oct-23	Oct-26	Evaluate	Meet with internal and external stakeholders to evaluate campaign results
10.	Oct-23	Oct-26	Renew	Renew media assets

Staff Costs (7):

	Staff Time (Agency) (7a):	ATP or Non-ATP (select one)	Staff Hours	Rate Per Hour	ATP Total $	Non-ATP Total $
Party 1 -	Management Analyst III	ATP	12	$106.04	$ 1,272.48	
Party 2 -	Chronic Disease Prevention Specialist II	ATP	72	$81.85	$ 5,893.20	
Party 3 -	Chronic Disease Prevention Coordinator	ATP	72	$89.02	$ 6,409.44	
Party 4 -	Program Manager II	ATP	6	$127.09	$ 762.54	
Party 5 -	Chronic Disease Prevention Coordinator (IP)	ATP	72	$96.44	$ 6,943.68	
Party 6 -	Health Program Coordinator (IP)	ATP	12	$105.84	$ 1,270.08	
Party 7 -	County Communications Director	ATP	164	$165.00	$ 27,060.00	
Party 8 -	Media Analyst	ATP	180	$107.00	$ 19,260.00	
Party 9 -						
				Subtotal Agency Costs:	$ 68,871.42	$ -

	Staff Time (Consultant) (7b):	ATP or Non-ATP (select one)	Staff Hours	Rate Per Hour	ATP Total $	Non-ATP Total $
Party 1 -	Media Consultant	ATP	140	$100.00	$ 14,000.00	
Party 2 -						
Party 3 -						
				Subtotal Consultant Costs:	$ 14,000.00	$ -
				Total Staff Costs (Agency & Consultant) (7c):	**$ 82,871.42**	**$ -**

Indirect Costs (8)

Approved ICAP (8a)?	☐	If Approved ICAP box is checked, provide Rate (8b):		ATP Indirect Costs (8c):	

Task Notes (9):

Other Costs (10):

You will not be able to fill in the following items. The totals for each "Other Costs" category listed below will automatically calculate from information entered in the itemized other costs tab:

		ATP Total $	Non-ATP Total $
To fill out an itemized cost for each "Other Cost", click below:	Travel (10a):	$ 1,160.00	$ -
	Equipment (10b):	$ -	$ -
	Supplies/Materials (10c):	$ 1,300.00	$ -
Itemized "Other Costs" Section	Incentives (10d):	$ -	$ -
	Other Direct Costs (10e):	$ 215,496.96	$ -
	Other Direct Costs (10f):	$ -	$ -
	Total Other Costs (10g):	$ 217,956.96	$ -
	TASK GRAND TOTAL (11):	**$ 300,828.38**	**$ -**

Task "E" Other Costs:

Itemized Travel Cost (10a)

Please provide an itemized "travel" cost estimate for all travel costs applicable to this task

Travel (10a)

	Type of Travel	ATP or Non-ATP (select one)	Quantity	Units	Cost $	ATP Total $	Non-ATP Total $
1.	Reimbursable mileage to and from sites and events/presentations	ATP	2000	miles	$0.58	$ 1,160.00	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							
					Total:	$ 1,160.00	$ -
					Total Travel Cost:	$	1,160.00

Itemized Equipment Cost (10b)

Please provide an itemized "equipment" cost estimate for all equipment costs applicable to this task

Equipment (10b)

	Type of Equipment	ATP or Non-ATP (select one)	Quantity	Cost $	ATP Total $	Non-ATP Total $
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
				Total:	$ -	$ -
				Total Supplies/Materials Cost:	$	-

Itemized Supplies/Materials Cost (10c)

Please provide an itemized "supplies/materials" cost estimate for all supplies/materials costs applicable to this task

Supplies/Materials (10c)

	Type of Supplies/Materials	ATP or Non-ATP (select one)	Quantity	Cost $	ATP Total $	Non-ATP Total $
1.	Duplicating Costs for outreach and education	ATP	200	1.00	$ 200.00	
2.	Educational Materials for outreach and education	ATP	200	2.00	$ 400.00	
3.	Printing for outreach and education	ATP	200	2.00	$ 400.00	
4.	Healthy snacks and water for focus group participants ($5 per person x 60 people)	ATP	1	300.00	$ 300.00	
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
				Total:	$ 1,300.00	$ -
				Total Supplies/Materials Cost:	$	1,300.00

Task "E" Other Costs:

Itemized Incentives Cost (10d)

Please provide an itemized "incentives" cost estimate for all incentives costs applicable to this task

Incentives (10d)

	Type of Incentives	ATP or Non-ATP (select one)	Quantity	Cost $	ATP Total $	Non-ATP Total $
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
				Total:	$ -	$ -
				Total Incentives Cost:	$	-

Itemized Other Direct Costs (10e)

Please provide an itemized "other direct" cost estimate for all other costs applicable to this task

Other Direct Costs (10e)

	Type of Other Direct Costs	ATP or Non-ATP (select one)	Quantity	Cost $	ATP Total $	Non-ATP Total $
1.	Media Placement ($10,000 x 18 months)	ATP	18	10,000.00	$ 180,000.00	
2.	Stock Photo and Video	ATP	1	2,500.00	$ 2,500.00	
3.	Video Production	ATP	1	10,000.00	$ 10,000.00	
4.	IT/ERP/Telecom/ERP Reserve (costs for 2 years for 2 staff)	ATP	4	5,749.24	$ 22,996.96	
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
				Total:	$ 215,496.96	$ -
				Total Other Direct Cost:	$	215,496.96

Itemized Other Direct Costs (10f)

Please provide an itemized "other direct" cost estimate for all other costs applicable to this task

Other Direct Costs (10f)

	Type of Other Direct Costs	ATP or Non-ATP (select one)	Quantity	Cost $	ATP Total $	Non-ATP Total $
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
				Total:	$ -	$ -
				Total Other Direct Cost:	$	-

TASK "F" DETAIL

Task Name (5a):	**Planning Evaluation and Policy: Civic Engagement**
Task Summary (5b):	Develop community active transportation champions in community through civic engagement, empowerment and Health in All Policies trainings, and a community organized Community Health and Wellness conference with an active transportation theme. This will occur in alignment with Safe Routes to School activities and contribute to sustainability of efforts after project completion through community champions. Depending on COVID-19 rates these deliverables may be completed virtually through various means (including Zoom).

	Start Date	End Date	Task Activities (6a):	Deliverables (6b):
1.	Oct-23	Oct-26	Facilitate 2 meetings with community partners and residents to plan enLACE introduction.	Agendas and meeting minutes.
2.	Oct-23	Oct-26	Facilitate 2 Meetings with school and community organization representatives to develop partnership and list of potential participants for enLACE (a civic engagement academy that has strong active transportation components).	Meeting agendas.
3.	Oct-23	Oct-26	Organize and execute a community event to introduce and generate community interest and awareness to Community Civic Engagement Academy (enLACE).	1 introduction event.
4.	Oct-23	Oct-26	1 enLACE Academy, 8 meetings.	Sign in sheets, agendas, photos.
5.	Oct-23	Oct-26	Hold 1 Health in All Policy training with key community organizations to deepen engagement and understanding of how to support community advocates for active transportation needs in community.	Sign in sheets, agendas.
6.	Oct-23	Oct-26	Continue work with enLACE alumni to develop a training workshop focused on civic engagement and active transportation.	Sign in sheets.
7.	Oct-23	Oct-26	Organize a group of 5 - 10 enLACE volunteers to attend MCHD's Regional Community Health and Wellness Conference to present their local civic engagement and active transportation training workshop.	Sign in sheet, agenda, photos.
8.				
9.				
10.				

Staff Costs (7):

	Staff Time (Agency) (7a):	ATP or Non-ATP (select one)	Staff Hours	Rate Per Hour	ATP Total $	Non-ATP Total $
Party 1 -	Management Analyst III	ATP	112	$106.04	$ 11,876.48	
Party 2 -	Chronic Disease Prevention Specialist II	ATP	385	$81.85	$ 31,512.25	
Party 3 -	Chronic Disease Prevention Coordinator	ATP	385	$89.02	$ 34,272.70	
Party 4 -	Program Manager II	ATP	20	$127.09	$ 2,541.80	
Party 5 -	Chronic Disease Prevention Coordinator (IP)	ATP	180	$96.44	$ 17,359.20	
Party 6 -						
				Subtotal Agency Costs:	$ 97,562.43	$ -

	Staff Time (Consultant) (7b):	ATP or Non-ATP (select one)	Staff Hours	Rate Per Hour	ATP Total $	Non-ATP Total $
Party 1 -	Health Career Connect	ATP	275	$18.00	$ 4,950.00	
Party 2 -						
Party 3 -						
				Subtotal Consultant Costs:	$ 4,950.00	$ -
				Total Staff Costs (Agency & Consultant) (7c):	**$ 102,512.43**	**$ -**

Indirect Costs (8)

Approved ICAP (8a)?	☐	If Approved ICAP box is checked, provide Rate (8b):		ATP Indirect Costs (8c):	

Task Notes (9):

Other Costs (10):

You will not be able to fill in the following items. The totals for each "Other Costs" category listed below will automatically calculate from information entered in the itemized other costs tab:

		ATP Total $	Non-ATP Total $
To fill out an itemized cost for each "Other Cost", click below:	Travel (10a):	$ 1,160.00	$ -
	Equipment (10b):	$ -	$ -
	Supplies/Materials (10c):	$ 6,600.00	$ -
Itemized "Other Costs" Section	Incentives (10d):	$ 2,000.00	$ -
	Other Direct Costs (10e):	$ 35,822.70	$ -
	Other Direct Costs (10f):	$ -	$ -
	Total Other Costs (10g):	$ 45,582.70	$ -
	TASK GRAND TOTAL (11):	**$ 148,095.13**	**$ -**

Task "F" Other Costs:

Itemized Travel Cost (10a)

Please provide an itemized "travel" cost estimate for all travel costs applicable to this task

Travel (10a)

	Type of Travel	ATP or Non-ATP (select one)	Quantity	Units	Cost $	ATP Total $	Non-ATP Total $
1.	Mileage to and from sites and activities	ATP	2000	miles	$0.58	$ 1,160.00	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							
					Total:	$ 1,160.00	$ -
					Total Travel Cost:	$	1,160.00

Itemized Equipment Cost (10b)

Please provide an itemized "equipment" cost estimate for all equipment costs applicable to this task

Equipment (10b)

	Type of Equipment	ATP or Non-ATP (select one)	Quantity	Cost $	ATP Total $	Non-ATP Total $
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
				Total:	$ -	$ -
				Total Equipment Cost:	$	-

Itemized Supplies/Materials Cost (10c)

Please provide an itemized "supplies/materials" cost estimate for all supplies/materials costs applicable to this task

Supplies/Materials (10c)

	Type of Supplies/Materials	ATP or Non-ATP (select one)	Quantity	Cost $	ATP Total $	Non-ATP Total $
1.	Educational materials for outreach and presentations	ATP	850	4.00	$ 3,400.00	
2.	Water and healthy snacks for community meetings, civic engagement and regional conference attendees ($10 per attendee)	ATP	320	10.00	$ 3,200.00	
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
				Total:	$ 6,600.00	$ -
				Total Supplies/Materials Cost:	$	6,600.00

Task "F" Other Costs:

Itemized Incentives Cost (10d)

Please provide an itemized "incentives" cost estimate for all incentives costs applicable to this task

Incentives (10d)

	Type of Incentives	ATP or Non-ATP (select one)	Quantity	Cost $	ATP Total $	Non-ATP Total $
1.	Coloring books, stickers with active transportation or safety theme	ATP	600	2.00	$ 1,200.00	
2.	Bicycle bells, bicycle reflectors	ATP	200	4.00	$ 800.00	
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
				Total:	$ 2,000.00	$ -
				Total Incentives Cost:	$	2,000.00

Itemized Other Direct Costs (10e)

Please provide an itemized "other direct" cost estimate for all other costs applicable to this task

Other Direct Costs (10e)

	Type of Other Direct Costs	ATP or Non-ATP (select one)	Quantity	Cost $	ATP Total $	Non-ATP Total $
1.	IT/ERP/Telecom/ERP Reserve (costs for 2 years for 5 staff)	ATP	5	7,164.54	$ 35,822.70	
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
				Total:	$ 35,822.70	$ -
				Total Other Direct Cost:	$	35,822.70

Itemized Other Direct Costs (10f)

Please provide an itemized "other direct" cost estimate for all other costs applicable to this task

Other Direct Costs (10f)

	Type of Other Direct Costs	ATP or Non-ATP (select one)	Quantity	Cost $	ATP Total $	Non-ATP Total $
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
				Total:	$ -	$ -
				Total Other Direct Cost:	$	-

MONTEREY COUNTY

THE BOARD OF SUPERVISORS
Chris Lopez, Supervisor-Third District

599 EL CAMINO REAL
GREENFIELD, CA 93927
DISTRICT3@CO.MONTEREY.CA.US
TELEPHONES: (831) 755-5033
385-8333
FAX: (831) 796-3022

May 12, 2022

CALTRANS
Division of Local Assistance
Attn: Office of State Programs
1120 N Street, MS-1
Sacramento, CA 95814

Subject: Active Transportation Program Cycle Six

To Whom It May Concern:

As the Supervisor for District 3, I am excited to support this Active Transportation Program Cycle Six grant application. The proposed project is in the unincorporated community of Chualar. Two Monterey County Departments will work together under the application name of: **Chualar Community and School Connections Through Active Transportation**. The Departments of Public Works, Facilities and Parks, and Health have developed a proposal which includes both infrastructure and non-infrastructure elements. Through this project the Departments will work closely with the Chualar community residents to address active transportation needs. This project will make possible adequate infrastructure in a community that has lacked infrastructure investments and has experienced disproportional health impacts.

Chualar Community and School Connections Through Active Transportation will increase walking and other means of active transportation for students and the community through infrastructure upgrades such as addressing sidewalk gaps. Non-infrastructure will include outreach, engagement, and education through implementation of Safe Routes to School program activities. Planned activities include walk to school days, walking school bus, sidewalk stencil art projects, pedestrian rodeos, school presentations, and community workshops.

Should you need to contact me, you may do so via email at district3@co.monterey.ca.us or by phone (831)755-5033.

Sincerely,

Chris Lopez
Monterey County Supervisor
Third District

Chualar Union School District

Chualar Union Elementary School District

24285 LINCOLN STREET • CHUALAR, CA 93925 • PHONE: 831.679.2504 • FAX: 831.679.2071

May 16, 2022
CALTRANS
Division of Local Assistance, MS-1
Attn: Office of State Programs
P.O. Box 942874
Sacramento, CA 95814

Subject: Active Transportation Program Cycle 6

To Whom It May Concern:

Chualar Union School District is in support of providing safe walking and bicycling routes to school for the students of Chualar. Chualar is a rural community in South Monterey County with limited resources and services. We support Monterey County Department of Public Works, Facilities and Parks, and the Monterey County Health Department to implement the proposed project bringing safe paths of travel for students and their families.

The activities outlined in the Chualar Community and School Connections Through Active Transportation proposal will increase pedestrian safety. The project will include infrastructure upgrades such as addressing sidewalk gaps on selected streets to increase community and school connections through active transportation.

The non-infrastructure elements of the project will include safe routes to school activities such as walk to school days, walking school bus, sidewalk art activities, pedestrian safety presentations, and community workshops.

We are committed to working together to build safe and active communities.

Sincerely,

Roberto Rios

Robert Rios
Superintendent and Principal
Chualar Union School District

TRANSPORTATION AGENCY FOR MONTEREY COUNTY
55-B PLAZA CIRCLE, SALINAS, CA 93901
(831) 775-0903
TAMCMONTEREY.ORG

TAMC
PLAN • FUND • BUILD

June 3, 2022

CALTRANS
Division of Local Assistance
Attn: Office of State Programs
1120 N Street, MS-1
Sacramento, CA 95814

Subject: **Chualar Community and School Connections Through Active Transportation**

Dear Active Transportation Program Selection Committee:

I am writing on behalf of the Transportation Agency for Monterey County (TAMC) to express support for Monterey County's **Chualar Community and School Connections Through Active Transportation** grant application.

The project is in the unincorporated community of Chualar and will construct sidewalks on selected streets. 23.3 percent of people in the Chualar community live below the poverty level and this percentage has increased significantly over the last decade. This project will make possible adequate infrastructure in a community that has lacked infrastructure investments and has experienced disproportional health impacts.
The project will increase walking and other means of active transportation for students and the community through infrastructure and non-infrastructure programming. Programs will include outreach, engagement, and education through implementation of Safe Routes to School program activities. Planned activities include walk to school days, walking school bus, sidewalk stencil art projects, pedestrian rodeos, school presentations, and community workshops. The Transportation Agency will partner with and support the County Health Department to provide impactful and sustained safe routes to school programming in Chualar.

The Transportation Agency's adopted Monterey County Regional Transportation Plan identifies transportation needs for Monterey County and sets policy goals and objectives for the future of the transportation system. This active transportation project supports the Regional Transportation goals to:

- "Improve the ability of Monterey County residents to meet most daily needs without having to drive. Improve the convenience and quality of trips, especially for walk, bike, transit, car/vanpool, and freight trips";
- "Design, operate, and manage the transportation system to reduce serious injuries and fatalities, promote active living, and lessen exposure to pollution";
- "Protect and enhance the County's built and natural environment. Act to reduce the transportation system's emission of greenhouse gases"; and
- "Reduce disparities in healthy, safe access to key destinations for transportation-disadvantaged populations. Demonstrate that planned investments do not adversely impact transportation-disadvantaged populations".

The project will help meet the regional transportation goals of developing a safe multimodal transportation system and encourage more active transportation in a historically underserved community.
The Transportation Agency supports this important active transportation project and asks that you approve the grant request.

Thank you for your consideration.

Sincerely,

Todd Muck

Todd A. Muck
Executive Director
Transportation Agency for Monterey County

MONTEREY COUNTY, CALIFORNIA
SHERIFF'S OFFICE
Keeping the peace since 1850

STEVE BERNAL
Sheriff-Coroner

May 23, 2022

CALTRANS
Division of Local Assistance
Attn: Office of State Programs
1120 N Street, MS-1
Sacramento, CA 95814

Subject: Active Transportation Program Cycle 6

To Whom It May Concern:

Monterey County Sheriff's Office supports this Active Transportation Program Cycle 6 grant application to California Department of Transportation. The proposed project is in the unincorporated community of Chualar. Two Monterey County Departments will work together under the application name of: **Chualar Community and School Connections Through Active Transportation.** The Departments of Public Works, Facilities and Parks, and Health have developed a proposal which includes infrastructure and non-infrastructure. The Departments will work closely with Chualar community residents to address active transportation needs.

Chualar Community and School Connections Through Active Transportation will increase walking and other means of active transportation for students and the community through infrastructure upgrades such as addressing sidewalk gaps, curbs, and gutters. Non-infrastructure will include outreach, engagement, and education through implementation of Safe Routes to School program activities. Planned activities include walk to school days, walking school bus, sidewalk stencil art projects, pedestrian rodeos, school presentations, and community workshops.

Sincerely,

Steve Bernal
Sheriff-Coroner

DocuSign Envelope ID: FFCDC309-0677-4724-BCAE-5E58ECA9AE6F

COUNTY OF MONTEREY
HEALTH DEPARTMENT
Elsa Mendoza Jimenez, Director of Health
Administration | Animal Services | Behavioral Health | Clinic Services
Emergency Medical Services | Environmental Health | Public Administrator/Public Guardian | Public Health

May 17, 2022

CALTRANS
Division of Local Assistance
Attn: Office of State Programs
1120 N Street, MS 1
Sacramento, CA 95814

Dear Active Transportation Program Selection Committee:

This letter demonstrates Monterey County Health Department's (MCHD) commitment to the work referenced in the application by the Public Works, Facilities and Parks Department to the California Department of Transportation for the ***Chualar Community and School Connections Through Active Transportation*** project.

The overarching goal of the program is to provide sustainability by improving infrastructure that will promote physical activity and active modes of transportation such as biking and walking to and from school within the community of Chualar.

MCHD has been promoting active transportation for over 20 years and we will continue to ensure communities are aware of the benefits of walking and biking. MCHD commits to implementing and supporting Safe Routes to School efforts that will have a positive impact on this community. This will be done by providing outreach, engagement, and education on pedestrian and bicycle safety, offering community workshops and resources on active transportation, and empowering the community to take an active role in their health outcomes by understanding the correlation between active modes of transport and health.

With support from the Active Transportation Program (ATP) Cycle 6 grant we will be able to make a positive impact in the health outcomes of this community. We look forward to partnering with the Department of Public Works, Facilities and Parks on this project.

Sincerely,

DocuSigned by:
Elsa Mendoza Jimenez
C7A30BA59CA8423...
Elsa Mendoza Jimenez, MPH

Community Action Partnership of San Luis Obispo Co. Inc.

1030 Southwood Drive, San Luis Obispo, CA 93401
(805) 544-4355 • Fax (805) 549-8388
www.capslo.org

May 26, 2022

CALTRANS
Division of Local Assistance, MS-1
Attn: Office of State Programs
P.O. Box 942874
Sacramento, CA 95814

Subject: Active Transportation Program Cycle 6

To Whom It May Concern:

Primavera Migrant Head Start is an early education provider in Chualar and is operated by Community Action Partnership of San Luis Obispo County. Primavera Migrant Head Start is in support of providing safe walking and bicycling routes to school for the students of Chualar. Chualar is a rural community in South Monterey County with limited resources and services. We support Monterey County Department of Public Works, Facilities and Parks, and the Monterey County Health Department to implement the proposed project bringing safe paths of travel for students and their families.

The activities outlined in the **Chualar Community and School Connections Through Active Transportation** proposal will increase pedestrian safety. The project will include infrastructure upgrades such as addressing sidewalk gaps on selected streets to increase community and school connections through active transportation.

The non-infrastructure elements of the project will include safe routes to school activities such as walk to school days, walking school bus, sidewalk art activities, pedestrian safety presentations, and community workshops.

We are committed to working together to build safe and active communities.

Sincerely,

Elizabeth "Biz" Steinberg

Elizabeth "Biz" Steinberg, CEO
Primavera Migrant Head Start

DocuSign Envelope ID: C0110109-D459-4EF6-B8AE-6A2B4123149E

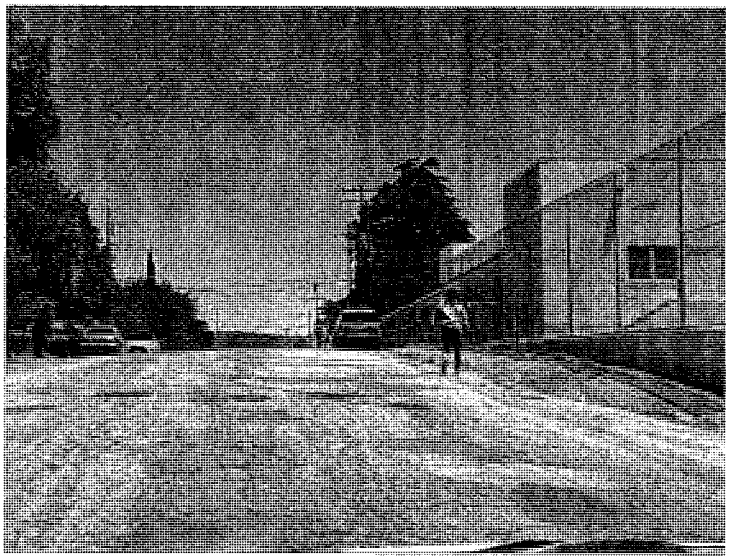
EXHIBIT E – GRANT APPLICATION FOR SAN ARDO

For training, resources, and technical assistance that can help with an ATP application, please visit the Active Transportation Resource Center (ATRC) at: http://caatpresources.org/

ACTIVE TRANSPORTATION PROGRAM

IMPLEMENTING AGENCY: Monterey County

PROJECT TYPE: Infrastructure + NI - Small



PROJECT APPLICATION NO.: 5-Monterey County-1

PROJECT NAME: San Ardo Community and School Connections Through Active Transportation

PROJECT DESCRIPTION: Construct curb and gutter, and side walk on one side of identified streets and corresponding pavement marking, signage and lighting. Provide Safe Routes to School activities

PROJECT LOCATION: Project includes intersection of Godchaux/Center Street, continues on Godchaux Street to College Street, College Street to Annette Street, Center Street from Annette to Jolon St.

ATP FUNDED COMPONENTS

Infrastructure				Non-Infrastructure	Plan
PA&ED	PS&E	R/W	CON		
$ 85	$ 326	$ 38	$ 2,292	$ 707	$ -
FY 23/24	FY 24/25	FY 24/25	FY 25/26	FY 23/24	FY -

PROJECT FUNDING INFORMATION (1,000s)

Total Project $	Total ATP $	Total Non-ATP $	Past ATP $	Leveraging $	Non-Participating $	Future Local $
3,448	3,448	-	-	-	-	-

For training, resources, and technical assistance that can help with an ATP application, please visit the Active Transportation Resource Center (ATRC) at: http://caatpresources.org/

APPLICATION INDEX PAGE

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Project Program Request (PPR) 16

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Part A1: 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.

LOCODE:	IMPLEMENTING AGENCY'S NAME:
5944	Monterey County

IMPLEMENTING AGENCY'S ADDRESS	CITY		ZIP CODE
1441 Schilling Place, South 2nd Floor	Salinas	CA	93901

IMPLEMENTING AGENCY'S CONTACT PERSON:	CONTACT PERSON'S TITLE:
Janie Bettencourt	Management Analyst

CONTACT PERSON'S PHONE NUMBER:	CONTACT PERSON'S EMAIL ADDRESS :
831-755-5184	bettencourtj@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 responsibilities 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, 3) ensure a copy of the Memorandum of Understanding or Interagency Agreement between the parties is submitted with the first request for allocation, and 4) if the implemening agency (delivering the project) is an agency other than the applicant or partnering agency, attach a letter of commitment to deliver specified phases of the project signed by all parties. 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

PROJECT PARTNERING AGENCY'S NAME:
Monterey County Health Department

PROJECT PARTNERING AGENCY'S CONTACT PERSON:	CONTACT PERSON'S TITLE:
Christabelle Oropeza	Public Health Program Manager

CONTACT PERSON'S PHONE NUMBER:	CONTACT PERSON'S EMAIL ADDRESS :
831-755-4572	oropezacz@co.monterey.ca.us

Attach a "letter of intent" or other documentation. Commitment_Letter_MCHD_ATP6_San_Ardo1.docx.pdf

DocuSign Envelope ID: FFCDC309-0677-4724-BCAE-5E58ECA9AE6F

COUNTY OF MONTEREY
HEALTH DEPARTMENT
Elsa Mendoza Jimenez, Director of Health
Administration | Animal Services | Behavioral Health | Clinic Services
Emergency Medical Services | Environmental Health | Public Administrator/Public Guardian | Public Health

May 17, 2022

CALTRANS
Division of Local Assistance
Attn: Office of State Programs
1120 N Street, MS 1
Sacramento, CA 95814

Dear Active Transportation Program Selection Committee:

This letter demonstrates Monterey County Health Department's (MCHD) commitment to the work referenced in the application by the Public Works, Facilities and Parks Department to the California Department of Transportation for the ***San Ardo Community and School Connections Through Active Transportation*** project.

The overarching goal of the program is to provide sustainability by improving infrastructure that will promote physical activity and active modes of transportation such as biking and walking to and from school within the community of San Ardo.

MCHD has been promoting active transportation for over 20 years and we will continue to ensure communities are aware of the benefits of walking and biking. MCHD commits to implementing and supporting Safe Routes to School efforts that will have a positive impact on this community. This will be done by providing outreach, engagement, and education on pedestrian and bicycle safety, offering community workshops and resources on active transportation, and empowering the community to take an active role in their health outcomes by understanding the correlation between active modes of transport and health.

With support from the Active Transportation Program (ATP) Cycle 6 grant we will be able to make a positive impact in the health outcomes of this community. We look forward to partnering with the Department of Public Works, Facilities and Parks on this project.

Sincerely,

DocuSigned by:
Elsa Mendoza Jimenez
C7A30BA59CA8423...
Elsa Mendoza Jimenez, MPH

Part A2: General Project Information

PROJECT NAME: (Max of 10 Words) (To be used in the CTC project list) **Words Remaining:** 1

San Ardo Community and School Connections Through Active Transportation

PROJECT / APPLICATION NUMBER: 1

SUMMARY OF PROJECT SCOPE: (Max of 300 Words) **Words Remaining:** 0
(Summary of the Existing Condition, Project Scope, the Expected Benefits)

Located 18 miles southeast of King City, San Ardo is a rural, disadvantaged, unincorporated community in Monterey County with a significant lack of infrastructure due to decades of underinvestment. This agricultural community lacks pedestrian infrastructure throughout the town including on streets that connect to school, church, and food store destinations across intersections with Cattlemen Road, a commercial truck route with high traffic volumes. Community residents face transportation safety risks and emissions exposure when walking to school and businesses within the community.

In partnership with Monterey County Health Department (MCHD), Monterey County Department of Public Works, Facilities & Parks (PWFP) proposes an infrastructure/non-infrastructure project to construct a network of sidewalks on one side of the street with corresponding pavement marking and signage along the following streets: Center Street, Godchaux Street and College Street in accordance with the 2018 Monterey County Active Transportation Plan developed by the Transportation Agency for Monterey County (TAMC). The proposed project will benefit the community, promote multimodal transportation, and enhance public health, safety, and mobility of non-motorized users.
MCHD will engage the community to provide guidance for project outcomes and develop and execute a Safe Routes to School (SRTS) community education component to encourage healthy habits among residents. Education delivery methods include community workshops/ stakeholder meetings, presentations for children, adults and seniors discussing pedestrian/bicyclist safety and community health and wellness, and a safety campaign for motorists.

Monterey County PWFP is seeking funding to improve public health and safety in this rural community. Anticipated project benefits include the following: improved pedestrian safety, encourage pedestrian mobility and safety, community education about health benefits of walking and safety. Without the requested funding, Monterey County PWFP and MCHD do not have the capacity to provide these improvements to the disadvantaged community of San Ardo consistent with the County mission, values, and goals.

OUTCOME/OUTPUT: (Max of 35 Words)
This outcome/output will appear on your vote boxes when you allocate for funds with the CTC. (Example: Construct 12 curb extensions, 26 crosswalks, 33 curb ramps, 255 feet of widened sidewalk, and 2 speed humps to provide added safety for pedestrians and/or bicyclists.)
Words Remaining: 0

Construction of 2,690 linear feet of sidewalks, curb and gutter, 8 crosswalks, 16 curb ramps, 10 solar safety lights, signs and 2 sets pedestrian activated beacons. Educational SRTS component will be implemented for all ages.

FTIP PROJECT DESCRIPTION: (Max of 180 Characters) **Characters Remaining:** 4

Construct curb and gutter, and side walk on one side of identified streets and corresponding pavement marking, signage and lighting. Provide Safe Routes to School activities.

PROJECT LOCATION: (Max of 180 Characters) **Words Remaining:** 2

Project includes intersection of Godchaux/Center Street, continues on Godchaux Street to College Street, College Street to Annette Street. Center Street from Annette to Jolon St.

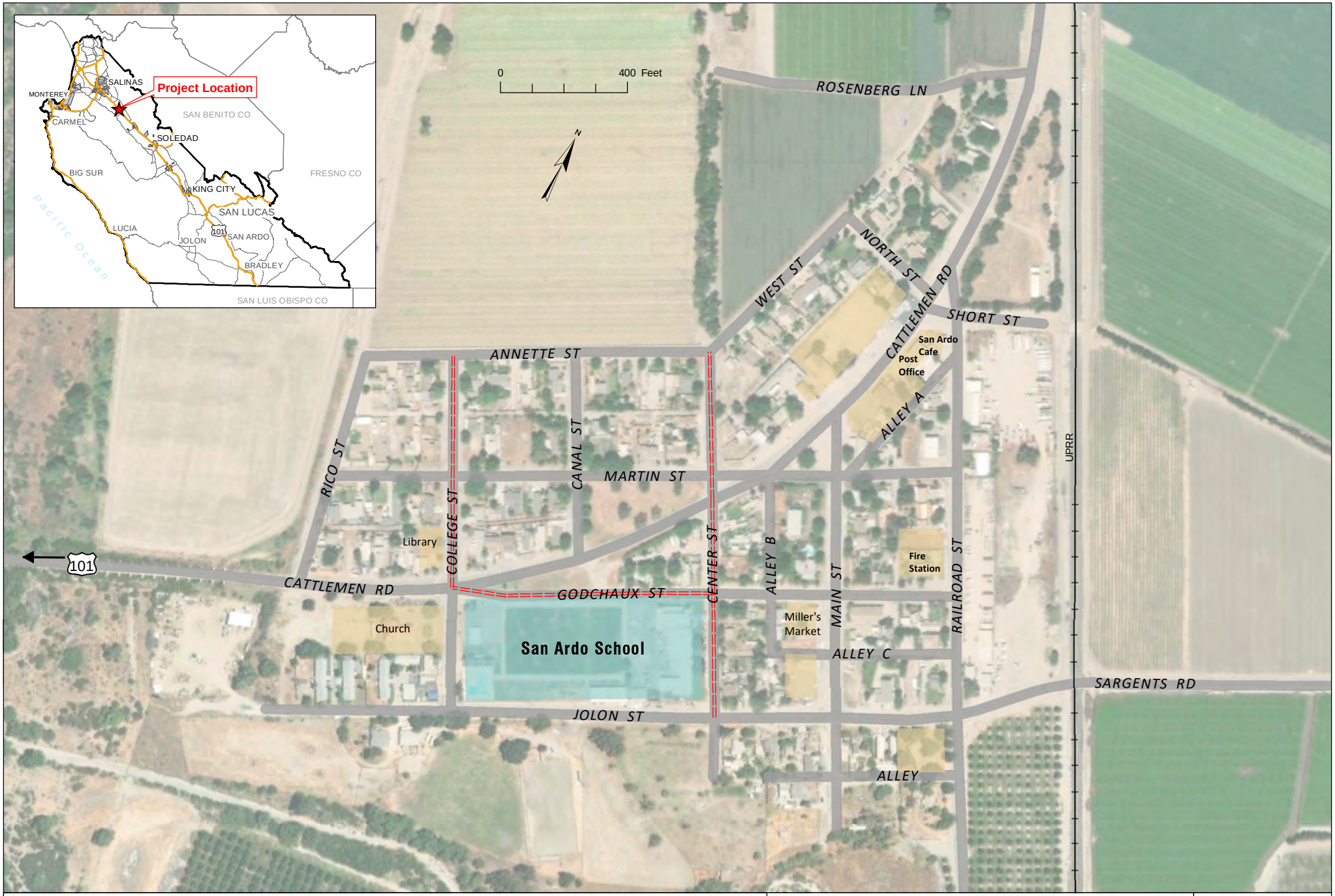
Is this project located within 500 feet of a freeway or roadway with a traffic volume over 125,000 annual average daily traffic (AADT)? Refer to the CA State Geoportal for traffic volumes found here. ☐ Yes ☒ No

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

1 Attachment C Location Map_San Ardo Ped Imp_052722.pdf

CITIES:
List all cities that this project will affect. All cities must be located within the State of California.

City Code: Other City Name: San Ardo



LOCATION MAP

San Ardo Community & School Connections Through Active Transportation

Legend

Proposed Sidewalk

Local Businesses and Services

School District

Source: Monterey County Department of Public Works, Facilities, & Parks. Date: 5/23/2022. Imagery: ESRI 2022.

PROJECT COORDINATES:
For stand-alone Infrastructure, NI or Plan project, only add one set of coordinates for those project types in the corresponding fields.
For Infrastructure + Non-Infrastructure (NI) project types, please add coordinates for both Infrastructure and NI.

Infrastructure Project Coordinates: (latitude/longitude in decimal format) Lat. 36.02 N / long. -120.90 W

NI or Plan Project Coordinates: (latitude/longitude in decimal format) Lat. 36.02 N / long. -120.9 W

Congressional District(s): 20

State Senate District(s): 17

State Assembly District(s): 30

Caltrans District: 5

County: Monterey

MPO: AMBAG

RTPA: TAMC

Urbanized Zone Area (UZA) Population: Project is located outside one of the large MPOs in a UZA with Pop <= 5,000

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

Part A3: Project Type

PROJECT TYPE: (Use the drop down menu to select.) Infrastructure + NI - Small

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 ☐ None

☒ Other plans that include Bicycle and/or Pedestrian Improvements 2018 Monterey County Regional Transportation Plan

Is your project in a current Plan? ☒ Yes ☐ No

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. For Safe Routes to School non-infrastructure, the program must benefit school students/parents and primarily be based at the school.

☐ **Safe Routes for Seniors**

Safe Routes for Seniors projects increase walking, biking, and safety among older adults and create routes that connect to activities that improve quality of life.

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

Fill out the school information only if you selected the Safe Routes to school project sub-type option above.

How many schools does the project impact/serve: 1

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

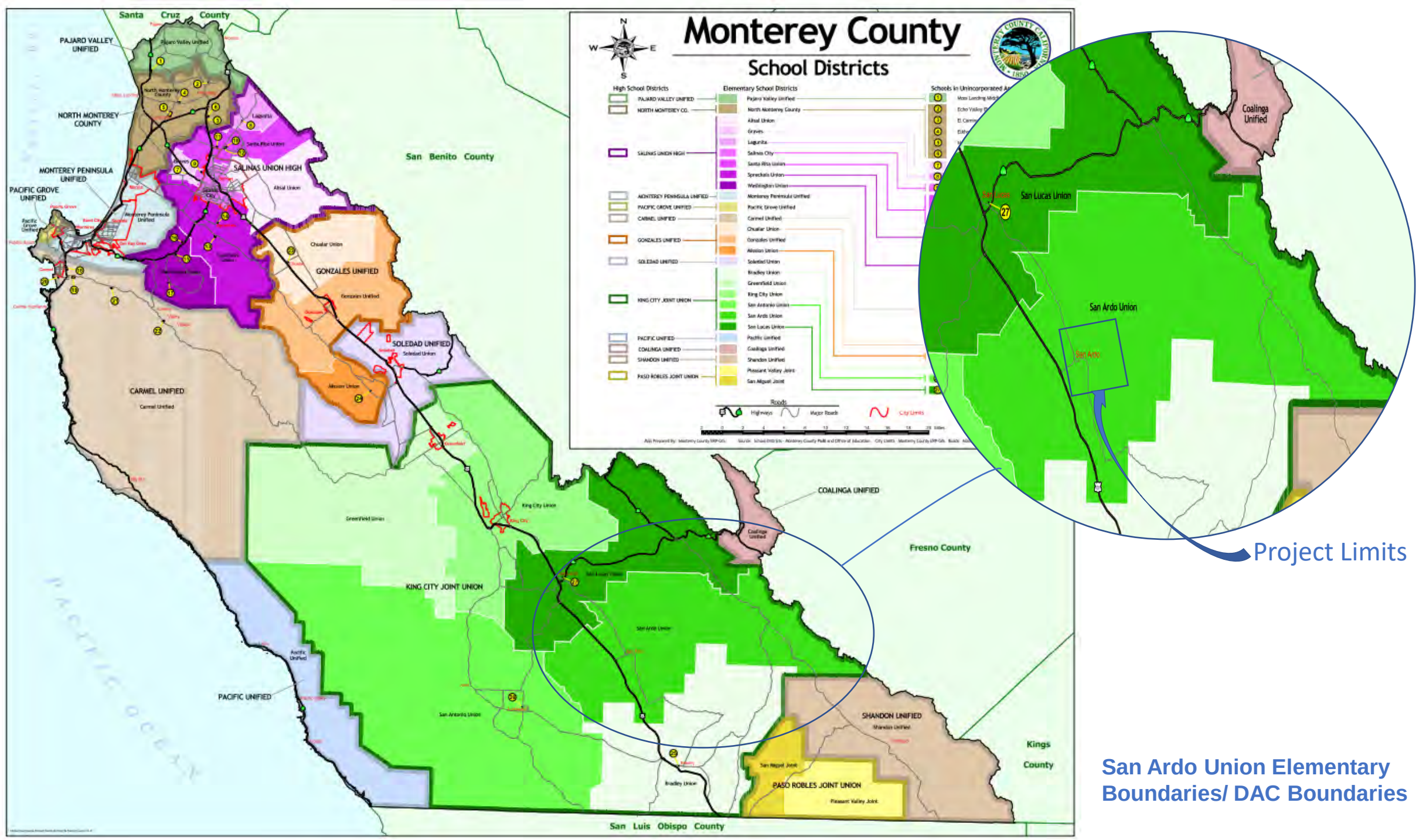
Project improvements maximum distance from school 0.03 mile

Total student enrollment:	110
Approximate # of students living along route proposed for improvement:	20
Percentage of students eligible for free or reduced meal programs**	91 %

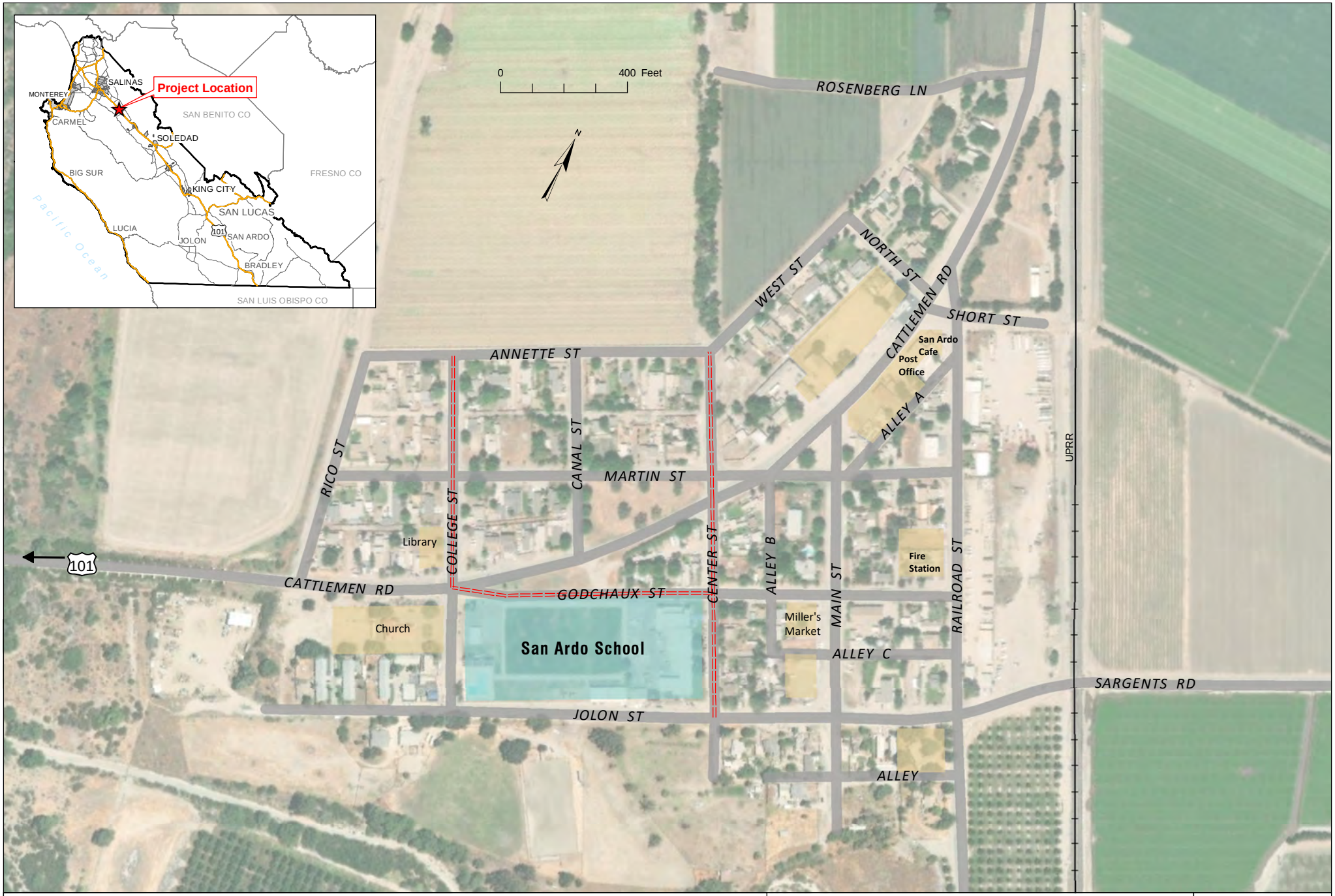
**Refer to the California Department of Education website: https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx
NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

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.

2 School District Map.pdf



San Ardo Union Elementary Boundaries/ DAC Boundaries



LOCATION MAP

San Ardo Community & School Connections Through Active Transportation

Legend

Proposed Sidewalk

Local Businesses and Services

School District

Source: Monterey County Department of Public Works, Facilities, & Parks. Date: 5/23/2022. Imagery: ESRI 2022.

Monterey County Office of Education

Leadership, Support, and Service to Prepare All Students for Success

Dr. Deneen Guss
County Superintendent of Schools

June 8, 2022

CALTRANS
Division of Local Assistance, MS-1
Attn: Office of State Programs
P.O. Box 942874
Sacramento, CA 95814

Subject: Active Transportation Program Cycle 6

To Whom It May Concern:

Monterey County Office of Education is in support of providing safe walking and bicycling routes to school for the students of San Ardo. San Ardo is a rural community in South Monterey County with limited resources and services. We support Monterey County Department of Public Works, Facilities and Parks, and the Monterey County Health Department to implement the proposed project bringing safe paths of travel for students and their families.

There are currently no sidewalks in San Ardo and most students walk or ride their bike to school through the streets. The infrastructure and activities outlined in the San Ardo Community and School Connections Through Active Transportation proposal will increase pedestrian safety. The project will include upgrades such as addressing sidewalk gaps, curbs, and gutters on streets in San Ardo to increase community and school connections through active transportation.

The non-infrastructure elements of the project will include safe routes to school activities such as walk to school days, walking school bus, sidewalk art activities, pedestrian safety presentations, community workshops, and a community resident leadership academy for civic engagement with a health in all policies approach.

This proposal is aligned with our work in Blue Zones Project, a partnership encouraging changes in our community that lead to healthier options. We are committed to creating and promoting environments that will improve the well-being of Monterey County students. Monterey County Office of Education is committed to working together to build safe and active communities.

Sincerely,

Deneen Guss

Dr. Deneen Guss, Ed.D.
Monterey County Superintendent of Schools

901 Blanco Circle Post Office Box 80851 Salinas, California 93912-0851 www.montereycoe.org
Salinas: 831.755.0300 Monterey: 831.373.2955 Fax: 831.755.6473

Part A4: Project Details

Indicate the project details included in the project/program/plan.

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): 2,690 Linear Feet	New (over 8' wide): 0 Linear Feet
	Widen Existing: 0 Linear Feet	Reconstruct/Enhance Existing: 0 Linear Feet
	New Barrier Protected (Barrier, parking, functional-planter, etc.): 0 Linear Feet	
ADA Ramp Improvements:	New Ramp (none exist): 16 Number	Reconstruct Ramp to Standard: 0 Number
Signalized Intersections:	New Crosswalk: 7 Number	Enhance Existing Crosswalk: 0 Number
	Ped-Heads: 0 Number	Shorten Crossing: 0 Number
	Timing Improvements: 0 Number	
Un-Signalized Intersections:	New Traffic Signal: 0 Number	
	New RRFB/Signal: 2 Number	Crossing-Surface Improvements: 0 Number
	Shorten Crossing: 0 Number	
Mid-Block Crossing:	New RRFB/Signal: 0 Number	Crossing-Surface Improvements: 0 Number
Lighting:	Intersection: 0 Number	Roadway Segments: 0 Linear Feet
Pedestrian Amenities:	Benches: 0 Number	Trash Cans: 0 Number
	Shade Trees: 0 Number	Shade Tree Type:
Other Ped Improvements:	#1: Concrete Curb and Gutter(5,380 SF) #:	#2: Solar Safety Lighting #: 10

☐ **Multi-use Trail Improvements**

☐ **Vehicular-Roadway Traffic-Calming Improvements**

☒ **Non-Infrastructure Components**

NI Program Type: *Indicate the NI program type. If more than one, indicate the percentage split based on cost.*

☐ Regional Initiative	0 %	☐ First Last Mile	0 %
☐ Community Initiative	0 %	☐ Other: ,	0 %
☒ Safe Routes to School	100 %		

Program Activities: *Insert the number of each type of activity included in the program. Do not double count.*

Regional Community Initiatives:

- 0 Number of walk or bike audits
- 2 Number of bicycle skills/safety classes
- 0 Number of pedestrian skills/safety classes
- 0 Number of community demonstration projects/pop-ups/open street events
- 0 Number of community encouragement (i.e. bike to work days)
- 0 Number of community challenges (i.e. bike to work month challenge)
- 30 Number of community workshops/stakeholder meetings

Safe Routes to School (SRTS):

- 0 Number of classroom/PE classes receiving pedestrian/bicycle safety instruction/education
- 7 Number of school assemblies receiving pedestrian/bicycle safety instruction/education
- 0 Number of afterschool programs receiving pedestrian/bicycle safety instruction/education
- 0 Number of bike rodeos
- 0 Number of pedestrian 'mock city' safety skills events

1 Number of schools with walking school bus program (defined as planned route with meeting points, a timetable and a schedule of trained volunteers)

0 Number of schools with bicycle train program (defined as a planned route with meeting points, a timetable and a schedule of trained volunteers)

8 Number of SRTS encouragement days (i.e. designated monthly bike/walk to school days X number of school months X number of school involved)

0 Number of student-led leadership initiatives (e.g., student patrols, peer-led learning)

8 Number of training sessions to implement the SRTS program (i.e training for volunteer walking school bus leaders, crossing guards, etc.)

Other:

1 Number of Community Health and Wellness Conference for 50-100 Community Parents

____ Number of ____

Communications: *Check the box if the program will include the communication type.*

- ☒ Traditional media (radio ads, TV ads, newspaper ads, flyers, etc.)
- ☒ Large media (bus-wraps, billboards, etc.)
- ☒ Print/electronic publications (newsletters, blogs, etc.)
- ☒ Social media (Twitter, Facebook, Instagram, etc.)
- ☒ Program website
- ☒ Other; Zoom and You Tube if needed

What languages, if any, will the selected communications be translated to:

English and Spanish

Collaborative Partnerships: *Check all parties that have a committed role in the project beyond submitting a letter of support.*

- ☒ Local Public Health Department
- ☐ Law Enforcement
- ☐ Non-Profit Organizations/Community Based Organizations
- ☐ Schools/School Districts
- ☐ Public Works Departments
- ☒ Other;

☐ **Plan Type (only intended for Plans)**

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

- [x] Project is 100% within the Implementing Agency's R/W and/or is within their control at the time of this application submittal. (This includes temporary construction easements)
- [ ] Project will likely require R/W in fee ownership, permanent easements and/or temporary construction easements from private owners and/or will require utility relocations from utility companies outside that implementing agency's governmental control.
- [ ] Project will likely encroach into Caltrans R/W requiring easements, encroachment permits and/or other approvals.
- [ ] Project will likely require R/W, Easements, encroachment and/or approval involving Governmental (excluding Caltrans - as Caltrans impacts are documented above), Environmental, or Railroad owner's property.
- [ ] Program/Plan will likely have an open street/demonstration on state highway.

Part A5: 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, 2023 and June 30, 2027 to be consistent with the available ATP funds for Cycle 6.

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: 7/3/2023
Notice to Proceed with Federally Reimbursable ATP Work: 9/1/2023
Expected or Past Start Date for PA&ED activities: 9/1/2023
Time to complete the separate CEQA & NEPA studies/approvals: 11 months *(See note #2, above)*
Expected or Past Completion Date for the PA&ED Phase: 7/27/2024

** 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.*

PS&E Project Delivery Phase:

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

Proposed CTC "PS&E Allocation" Date: 7/29/2024
Notice to Proceed with Federally Reimbursable ATP Work: 9/27/2024
Expected or Past Start Date for PS&E activities: 9/27/2024
Time to complete the final Plans, Specification & Estimate: 10 months
Expected or Past Completion Date for the PS&E Phase: 7/24/2025

** 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.*

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: 9/27/2024
Notice to Proceed with Federally Reimbursable ATP Work: 11/25/2024
Expected or Past Start Date for R/W activities: 11/25/2024
Time to complete the R/W Engineering, Acquisition, and Utilities: 2 months
Expected or Past Completion Date for the R/W Phase: 1/24/2025

** 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.*

Construction Project Delivery Phase:

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

Proposed CTC "CON Allocation" Date: 7/28/2025
Notice to Proceed with Federally Reimbursable ATP Work: 9/26/2025
Expected Start Date for Construction activities: 9/29/2025
Time to complete the Construction activities: 7 months
Expected or Past Completion Date for the CON Phase: 4/27/2026

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

Proposed CTC "CON Allocation" Date:	7/3/2023
Notice to Proceed with Federally Reimbursable ATP Work:	9/1/2023
Expected Start Date for "NI" or "Plan" Construction activities:	10/1/2023
Time to complete the CON-Phase activities:	37 months
Expected Completion Date for the CON Phase:	10/15/2026

Part A6: 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	Future Local Identified Funding
PA&ED	85	85	*23/24*	-	-	-	-	-
PS&E	326	326	*24/25*	-	-	-	-	-
R/W	38	38	*24/25*	-	-	-	-	-
CON	2,292	2,292	*25/26*	-	-	-	-	-
NI-CON/ PLAN	707	707	*23/24*	-	-	-	-	-
TOTAL	3,448	3,448		-	-	-	-	-

* *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)*

ATP FUNDING TYPE REQUESTED:

Per the CTC Guidelines, all ATP projects over $1M must be eligible to receive federal funding. 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. A request for State-Only funds does not guarantee it will be received.

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.

Amendment (Existing Project) Y ☐ N ☒					Date: 5/28/2022
District	**EA**	**Project ID**	**PPNO**	**MPO ID**	**Alt Project. ID/prg.**
5					ATP

County	**Route/Corridor**	**PM Bk**	**PM Ahd**	**Project Sponsor/Lead Agency**	
				Monterey County	
				MPO	**Element**
				AMBAG	

Project Manager/Contact	**Phone**	**E-mail Address**
Janie Bettencourt	(831) 755-5184	bettencourtj@co.monterey.ca.us

Project Title

San Ardo Community and School Connections Through Active Transportation

Location (Project Limits), Description (Scope of Work)

Project includes intersection of Godchaux/Center Street, continues on Godchaux Street to College Street, College Street to Annette Street. Center Street from Annette to Jolon St.

Component	**Implementing Agency**
PA&ED	Monterey County
PS&E	Monterey County
Right of Way	Monterey County
Construction	Monterey County

Legislative Districts

Assembly:	30	**Senate:**	17	**Congressional:**	20

Project Benefits (If more space is needed, use the Additional Information field on the next page.)

Project benefits for public health include increasing the ability to safely walk throughout the community reducing stress and disease through physical exercise. The environmental benefits include a 5% reduced carbon footprint as the overall walk and bike trips are increased. It is anticipated that the project will reduce CO2 and could reduce 33 million in GHGE's per year.

Purpose and Need

There are no sidewalks in San Ardo creating unsafe walking conditions for youth, families and seniors. This project will enhance safety through the addition of 16,140 square feet of sidewalks.

Category	**Outputs/Outcomes**	**Unit**	**Total**
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Feet	2,690

NHS Improvements:	Roadway Class:	Reversible Lane Analysis:

Inc. Sustainable Communities Strategy Goals:Yes Reduces Greenhouse Gas Emissions: Yes

Project Milestone	**Existing**	**Proposed**
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		9/1/2023
Circulate Draft Environmental Document (Document Type) CE		
Draft Project Report		
End Environmental Phase (PA&ED Milestone)		7/27/2024
Begin Design (PS&E) Phase		9/27/2024
End Design Phase (Ready to List for Advertisement Milestone)		7/24/2025
Begin Right of Way Phase		11/25/2024
End Right of Way Phase (Right of Way Certification Milestone)		1/24/2025
Begin Construction Phase		9/29/2025
End Construction Phase		4/27/2026
Begin Closeout Phase		
End Closeout Phase (Closeout Report)		

Additional Information	**Date:**	5/28/2022

The Proposed Project will enhance safety to promote walking within the community. The non-infrastructure component will provide education for the community (youth through seniors) to raise awareness of the health benefits of walking and safety while utilizing the new pedestrian improvements. The project will be a beneficial catalyst to public health within the community.

Project Programming Request (PPR)

Date: 5/28/2022

Project Information:

Project Title:	San Ardo Community and School Connections Through Active Transportation				
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	22/23	23/24	24/25	25/26	26/27	27/28+	Total
E&P (PA&ED)	0	0	85	0	0	0	0	85
PS&E	0	0	0	326	0	0	0	326
R/W	0	0	0	38	0	0	0	38
CON	0	0	707	0	2,292	0	0	2,999
TOTAL	**0**	**0**	**792**	**364**	**2,292**	**0**	**0**	**3,448**

Notes:

ATP Funds	Infrastructure Cycle 6							
Proposed Funding Allocation ($1,000s)								
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**
E&P (PA&ED)	0	0	85	0	0	0	0	85
PS&E	0	0	0	326	0	0	0	326
R/W	0	0	0	38	0	0	0	38
CON	0	0	0	0	2,292	0	0	2,292
TOTAL	**0**	**0**	**85**	**364**	**2,292**	**0**	**0**	**2,741**

Program Code: 20.30.720
Funding Agency: Caltrans
Notes:

ATP Funds	Non-Infrastructure Cycle 6							
Proposed Funding Allocation ($1,000s)								
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**
E&P (PA&ED)	0	0	0	0	0	0	0	0
PS&E	0	0	0	0	0	0	0	0
R/W	0	0	0	0	0	0	0	0
CON	0	0	707	0	0	0	0	707
TOTAL	**0**	**0**	**707**	**0**	**0**	**0**	**0**	**707**

Program Code: 20.30.720
Funding Agency: Caltrans
Notes:

ATP Funds	Plan Cycle 6							
Proposed Funding Allocation ($1,000s)								
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**
E&P (PA&ED)	0	0	0	0	0	0	0	0
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**

Program Code: 20.30.720
Funding Agency: Caltrans
Notes:

ATP Funds	Previous Cycle							
Proposed Funding Allocation ($1,000s)								
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**
E&P (PA&ED)	0	0	0	0	0	0	0	0
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**

Program Code:
Funding Agency: Caltrans
Notes:

Project Programming Request (PPR)

Date: 5/28/2022

Project Information:					
Project Title:	San Ardo Community and School Connections Through Active Transportation				
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**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	0	Monterey County
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	

Fund No. 3:									**Program Code**
	Proposed Funding Allocation ($1,000s)								
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	0	
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	

Fund No. 4:									**Program Code**
	Proposed Funding Allocation ($1,000s)								
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	0	
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	

Fund No. 5:									**Program Code**
	Proposed Funding Allocation ($1,000s)								
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	0	
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	

Fund No. 6:									**Program Code**
	Proposed Funding Allocation ($1,000s)								
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	0	
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	

Fund No. 7:									**Program Code**
	Proposed Funding Allocation ($1,000s)								
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	0	
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	

Part A7: 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
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

   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.

   3 TAMC San Ardo Attachment.pdf

   Note: Projects not providing proof will be disqualified and not be evaluated.
3. **Is the Implementing Agency Caltrans?** ☐ Yes ☒ No

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Active Transportation Plan for Monterey County

TAMC
TRANSPORTATION AGENCY FOR MONTEREY COUNTY

June 2018

1. INTRODUCTION

Plan Background and Purpose

The Transportation Agency adopted the most recent Bicycle and Pedestrian Master Plan in 2011. For the 2011 Master Plan, staff and the consultant team worked closely with key stakeholders throughout the planning process and involved them directly in the development of bicycle facility alignments and Agency priorities. The 2011 Plan identified all existing and proposed bicycle projects and facilities for all the jurisdictions within Monterey County.

On September 2013, the State Legislature created the Active Transportation Program to encourage increased use of active modes of transportation, such as bicycling and walking. The Program consolidates various State and Federal active transportation funding programs to: increase the proportion of biking and walking trips, increase safety for non-motorized users, increase mobility for non-motorized users, advance the efforts of regional agencies to achieve greenhouse gas reduction goals, and enhance public health. Having an updated countywide active transportation plan makes bicycle and pedestrian projects more competitive for grant funding through the State's Active Transportation Program and positions these projects to be more competitive for other State and Federal grant programs.

This Active Transportation Plan is an update of the 2011 Bicycle and Pedestrian Master Plan and includes goals and objectives that provide a blueprint for making bicycling and walking an integral part of daily life. This Plan has been prepared according to the State's guidelines for Active Transportation Plans, and contains maps for each of the jurisdictions of existing and proposed bicycle and pedestrian facilities, along with policies and programs to increase the proportion of trips accomplished by bicycling and walking. Other elements in the Plan include a needs analysis of bicyclists and pedestrians, public health and economic benefits of bicycling and walking, costs to implement projects and a list of various potential funding sources.

Community Involvement

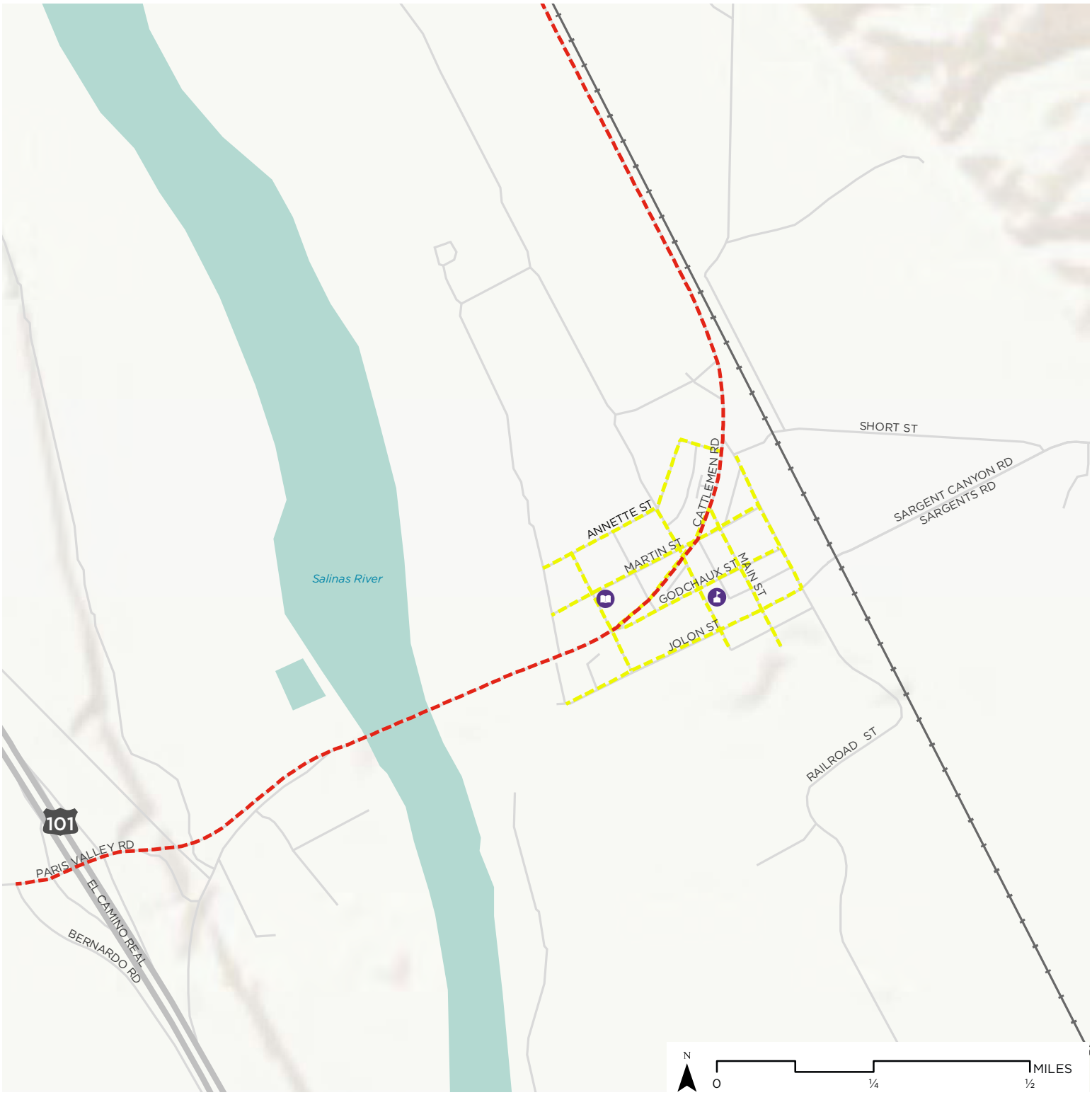
To develop the Active Transportation Plan, Agency staff consulted with TAMC's Bicycle and Pedestrian Facilities Advisory Committee, which is composed of volunteer representatives from each supervisorial district and city in Monterey County as well as representatives from public agencies and a bicycle/pedestrian interest group, as appointed by the TAMC Board of Directors, and TAMC's Technical Advisory Committee, composed of public works representatives from each of the twelve cities in Monterey County, Monterey County Public Works, Caltrans, Monterey-Salinas Transit, the Fort Ord Reuse Authority, the Monterey Bay Unified Air Pollution Control District, and the Association of Monterey Bay Area Governments.

South County Workshop, December 2016

Pedestrian Infrastructure Improvements

The pedestrian improvements listed here are unranked, and include sidewalk improvements in the communities of Castroville, Chualar, San Lucas and San Ardo. The pedestrian improvements presented here have a planning-level cost estimate of approximately $22 million for approximately 5.7 miles of sidewalk, curb and gutter improvements and pedestrian intersection improvements. Many of these pedestrian improvement projects can be implemented as part of street and road improvement projects.

ATP ID#:	community	start:	end:	description:	feet:	CONSTRUCTION COST
MC-139	San Ardo	Cattleman Rd	end of Main St	sidewalk	1291	$899,164
MC-140	San Ardo	Main St	Cattleman Rd	sidewalk	1525	$1,064,994
MC-141	San Ardo	Short St	College St	sidewalk	1351	$943,386
MC-142	San Ardo	Rico St	Railroad St	sidewalk		$1,378,227
MC-143	San Ardo	Annette St	Jolon Rd	sidewalk	1113	$773,871
MC-144	San Ardo	Rico St	Center St	sidewalk	1078	$751,760
MC-145	San Ardo	Annette St	Jolon Rd	sidewalk	1341	$936,015
MC-146	San Ardo	Cattleman Rd	Center St	sidewalk	925	$644,893
MC-147	San Ardo	Sargents Rd	Catholic Church	sidewalk	2217	$1,547,742
MC-148	San Ardo	Short St	Jolon Rd	sidewalk	1249	$873,369
MC-149	San Lucas	Monterey St	Mary St	sidewalk	2640	$1,842,550
MC-150	San Lucas	Main St	San Benito St	sidewalk	366	$255,444
MC-151	San Lucas	Mary St	Monterey St	sidewalk	2692	$1,879,401
MC-152	San Lucas	Main St	San Benito St	sidewalk	326	$228,476
MC-153	San Lucas	Main St	San Benito St	sidewalk	331	$232,161
MC-154	San Lucas	Main St	San Benito St	sidewalk	337	$235,846
MC-155	San Lucas	Main St	San Benito St	sidewalk	329	$228,476
MC-156	San Lucas	Main St	San Benito St	sidewalk	316	$221,106
MC-157	Chualar	South St	Clay St	sidewalk	318	$7,370
MC-158	Chualar	Lincoln St	Washington St	sidewalk	315	$219,850
MC-159	Chualar	Lincoln St	Washington St	sidewalk	317	$221,106
MC-160	Chualar	Clay St	Main St	sidewalk	297	$207,287
MC-161	Chualar	Lincoln St	Grant St	sidewalk	721	$504,859
MC-162	Chualar	South St	Chualar Rd	sidewalk	1990	$1,389,283



San Ardo

Monterey County Active Transportation Plan

Proposed Pedestrian Improvements

- Sidewalk

Proposed Bikeway Improvements

- Class III Bike Route

Points of Interest

- K-12 School
- Public Library

Data provided by Monterey County TAMC. Terrain data by ESRI, NOAA.

Map produced October 2017 by Alta Planning + Design.

Part B: Narrative Questions

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.

4 Map of DAC Boundaries and Access.pdf

B. Identification of Disadvantaged Community: (0 points)

Select one of the following 5 options. Must provide information for all Census Tract/Block Group/Place Number 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.
- **Healthy Places Index**
- **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: https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx (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.
NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

School Name	School Enrollment	% of Students Eligible for FRPM
San Ardo School	110	91 %

Highest percentage of students eligible from above (autofill): **91%** (to be used for qualifying as benefiting a DAC only)
Percentage of students eligible for the Free or Reduced Price Meals Programs: **91%**
(to be used for severity calculation only)

C. Direct Benefit: (0 - 4 points)

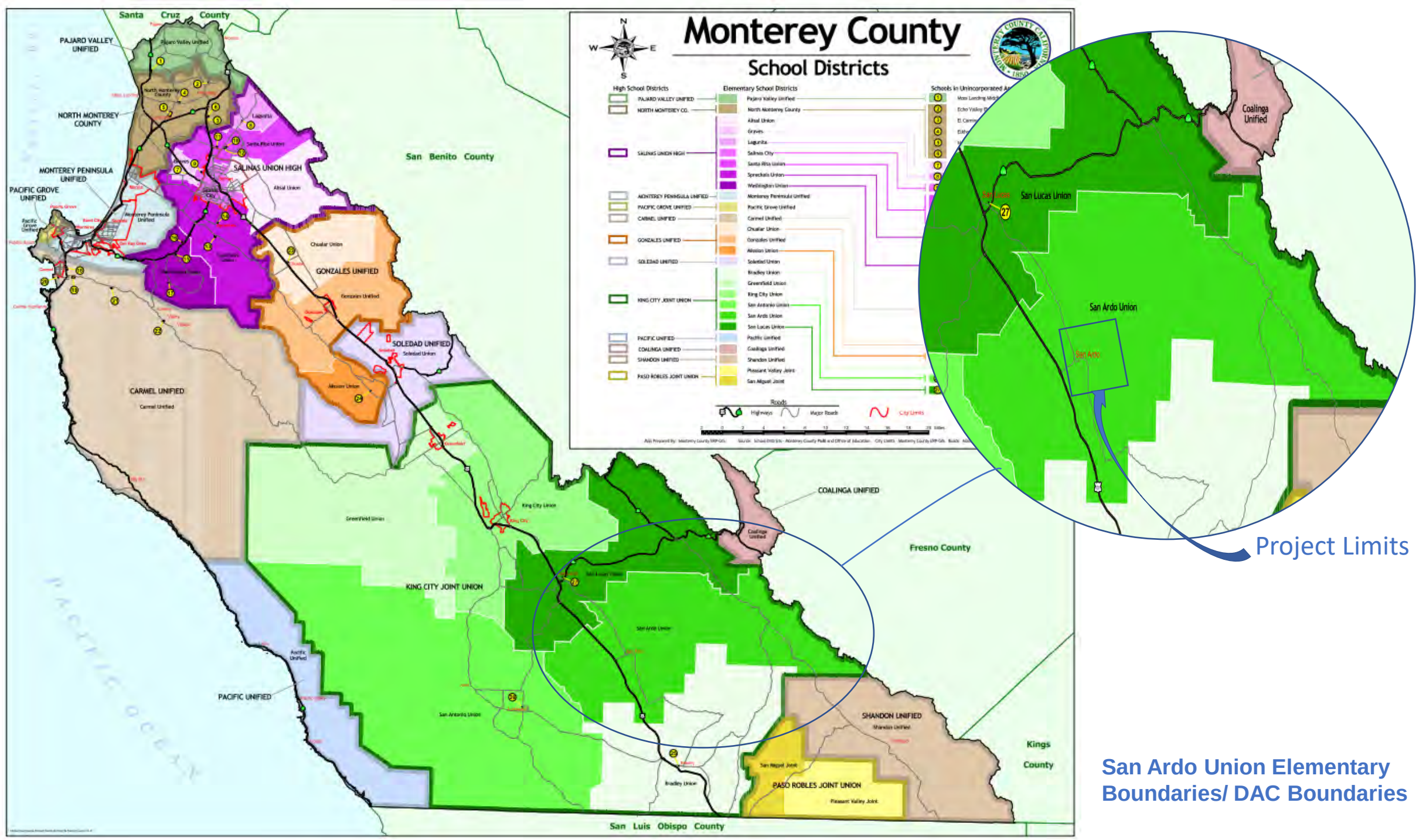
1. Explain how the project closes a gap, provides connections to, and/or addresses a deficiency in an active transportation network and how the improvements meet an important need of the disadvantaged community. Address any issues of displacement that may occur as a result of this project, if applicable. If displacement is not an issue, explain why it is not a concern for the community.
(Max of 500 Words)

Words Remaining: 2

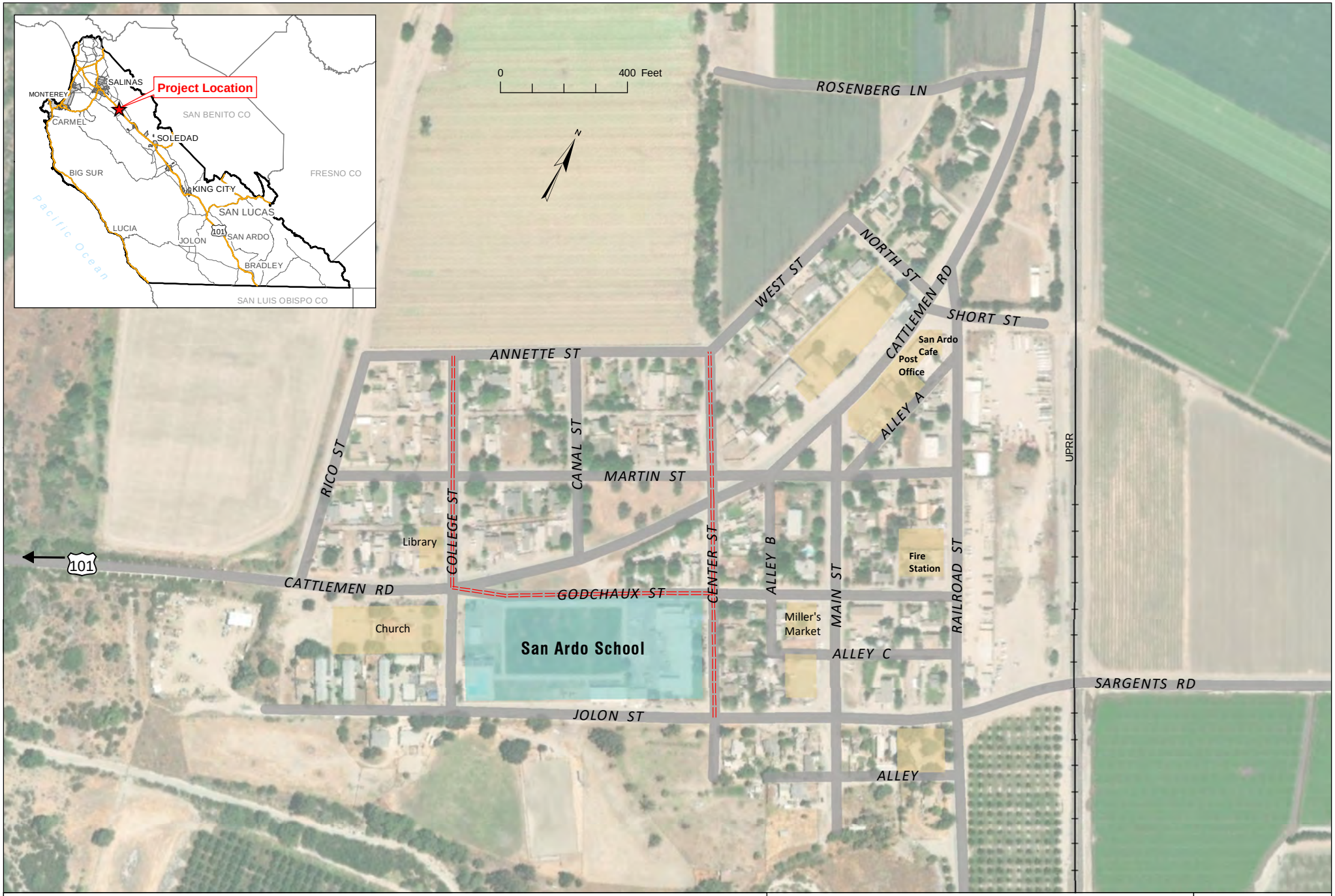
San Ardo has one of the highest rates of poverty(17%) among all the cities in Monterey County, and 96% of the students qualify for the free and reduced lunch program at San Ardo Elementary School (ES). The disadvantaged community, spanning a walkable 0.4 miles, lacks essential pedestrian infrastructure to provide safe separation of pedestrian and vehicular traffic. Cattlemen Road is the busiest road in San Ardo, connecting to US Highway 101 in both directions, bifurcating the community, and carrying traffic frequently speeding above the speed limit. Large commercial oil and agricultural trucks travel along Cattlemen Road to and from the fields. These conditions present a challenge for residents on either side of Cattlemen Road to safely walk to San Ardo ES, the library, places of worship, and local businesses. Community members currently walk in the street and are often forced to walk further into the street by parked cars and when wet weather creates muddy, wet conditions along the roadside. Additionally, large commercial trucks frequently take Godchaux St and Jolon St, rather than Cattlemen Rd when traveling to/from Sargents Rd and students, teachers, and parents must navigate passenger and commercial vehicle traffic when crossing the streets near school.

The proposed project will connect the San Ardo community with safe pedestrian facilities to school, Miller's Market, places of worship, local businesses, and the library. The infrastructure portion of the project includes adding a network of curb, gutter, sidewalks and ADA ramps to Center Street, Godchaux Street and College Street along one side of the street and corresponding pavement marking and signage. These improvements include the street along the side of San Ardo ES (Godchaux Street) to provide safe separation between students and vehicular traffic. High visibility crosswalks and pedestrian activated beacons will be added in two places where Center and College Streets intersect Cattlemen Road, which will enhance pedestrian safety tremendously. Safety lighting also would be provided at five locations where pedestrian crossings are enhanced.

The non-infrastructure elements of this project include Safe Routes to School and community workshop activities for youth through



San Ardo Union Elementary Boundaries/ DAC Boundaries



LOCATION MAP

San Ardo Community & School Connections Through Active Transportation

Legend

Proposed Sidewalk

Local Businesses and Services

School District

Source: Monterey County Department of Public Works, Facilities, & Parks. Date: 5/23/2022. Imagery: ESRI 2022.

seniors. Through a series of community presentations, MCHD staff will engage residents to discuss existing safety concerns and increase safety of pedestrians and bicyclists. MCHD will provide a collaborative educational safety campaign with local stakeholders to engage and educate local motorists (including truck drivers) on how to keep pedestrians, bicyclists, and motorists safe.

The proposed improvements consist of critical pedestrian infrastructure for safe mobility: sidewalks, ADA ramps and improved crossings. The proposed project will impact displacement as it does not change the character or make-up of San Ardo and will bring new basic infrastructure to San Ardo that has been lacking. Not investing in this disadvantaged community could increase the risk of displacement due to disinvestment and decay. These improvements are vital to the San Ardo community and are consistent with TAMC's 2018 Active Transportation Plan goals of increasing biking and walking trips, making those trips safe, and closing gaps in the region's active transportation network.

D. Project Location: (0 - 2 points)

Is your project located within a disadvantaged community? Fully

E. Severity: (0 - 4 points)

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. (0-52 POINTS)

Safe Routes to School projects: 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
San Ardo School	110	20
Total	**110**	**20**

A. **Statement of project need.** Describe the community and the issue(s) that this project will address. How will the proposed project benefit the non-motorized users of all ages and varying abilities, including students, older adults, and persons with disabilities? What is the project's desired outcome and how will the project best deliver that outcome? **(0-26 points)**

Discuss:

- Destinations and key connectivity the project will achieve
- How the project will increase walking and/or biking
- The lack of mobility if applicable - Does the population have limited access to cars? bikes? and transit?
    - Does the project have an unserved or underserved demand?
- The **local** health concern responses should focus on:
    - Specific local public health concerns, health disparity, and/or conditions in the built and social environment that affect the project community and can be addressed through the proposed project. Please provide detailed and locally relevant answers instead of general descriptions on the health benefits of walking and biking (i.e. "walking and biking increase physical activity").
    - Local public health data demonstrating the above public health concern or health disparity. Data should be at the smallest geography available (state or national data is not sufficient). One potential source is the Healthy Places Index (HPI) (http://healthyplacesindex.org)
- For combined I/NI projects: Discuss need for an encouragement and education program.

(Max of 900 Words) **Words Remaining:** 5

Residents of the unincorporated, rural San Ardo community face significant social and physical disadvantages and inequities. Monterey County is home to some of the nation's wealthiest and most impoverished people. Farmworkers comprise much of the latter group. According to the Census approximately 44% of the San Ardo community work in the Agriculture/Fishing/Hunting/Forestry sector. Youth comprise a significant portion of the San Ardo population. According to the Healthy Places Index, 40% of the San Ardo population are under the age of 18 years old. Providing needed infrastructure and delivering a program that encourages active transportation and safe streets for all will benefit the community and inspire lifelong healthy habits for the entire community.

San Ardo does not have any sidewalks or safe pedestrian facilities, so residents who depend on walking have limited connections from their homes to community businesses and services. Students who walk or bike to school are traveling alongside personal and commercial vehicles placing them in potentially hazardous situations. The proposed improvements will focus on popular routes to San Ardo ES, adding a network of curb, gutter, sidewalks, and ADA ramps, along with improved crossings, signage, and safety lighting to Center Street, Godchaux Street and College Street. All three of these streets are located in residential neighborhoods and the improvements include the side approach to San Ardo ES (Godchaux Street) to provide safe separation between students and vehicular traffic and connecting the residents with community businesses, San Ardo ES and public library, and Miller's Market.

Cattlemen Road is the busiest road in San Ardo. It connects to US Highway 101 at both ends, bifurcating the community and carrying traffic that frequently travels above the posted 40 mph speed limit. Monterey County PWFP conducted traffic counts in 2020 (during pandemic and State Shelter in Place Order) that revealed an average daily traffic (AADT) count of 1200 on Cattlemen Road between 101 and Railroad, not much lower than the 2017 traffic study in this area with a 1500 AADT. Large commercial oil and agricultural trucks also travel along Cattlemen Road to and from the fields, presenting a higher risk of fatal or serious injury collisions. These conditions present a challenge for residents on either side of Cattlemen Road to safely walk to school, the public library, places of worship, and local businesses safely. New sidewalk and crossing treatments coupled with engaging non-infrastructure support delivered by the proposed project will include the majority of the community and promote safe mobility for all.

Residents in the project area lack safe active transportation options and are supportive of sidewalk and crossing installations, which are proven safety countermeasures. In 2022, MCHD conducted a survey in the San Ardo Community and the top 4 infrastructure requests of community members were: improved road conditions, addition of sidewalks, improved crosswalks, and addition of street lighting. Both Monterey County PWFP and MCHD have dedicated resources to San Ardo. Monterey County PWFP has prioritized improvements to the San Ardo community and will be repaving the majority of the streets in San Ardo in Spring 2023. If funds are awarded for the proposed project, PWFP will carefully coordinate work in the project area to schedule the sidewalk work prior to paving in the proposed project area.

The proposed project will address the community desire for sidewalks and improved crosswalks connecting residents of all ages and mobility abilities in the San Ardo community with safe pedestrian facilities to walk from their homes to school, Miller's Market, places of worship, local businesses, and the public library. The non-infrastructure elements of this project include developing community active transportation champions through sequential engagement activities, culminating in a community-organized Regional Community Health and Wellness conference with an active transportation theme. MCHD has a history of organizing these community conferences with engagement, community member input and significant participation resulting in increased civic engagement, physical activity, and community involvement by participants in follow-up active transportation efforts. This will occur in alignment with multigenerational community activities such as walk to school days, community presentations for children, adults and seniors, community workshops such as bike repair workshops. MCHD will also provide a collaborative safety campaign with local stakeholders to engage and educate drivers about pedestrian, bicyclist, and motorist safety, and contribute to sustainability of efforts after project completion through community champions.

Socioeconomic and health challenges are frequently intertwined and is such in San Ardo. According to the HPI, the disadvantaged community of San Ardo is in the 46th percentile of households with access to an automobile presenting a sizable challenge for rural residents. Access to general medical help is lacking in South Monterey County and residents must travel for over an hour from San Ardo to receive medical care, further contributing to an increase in chronic diseases that can go untreated increasing health disparities. Less than 45% of residents were screened by a health professional for medical conditions within the past 3 years and of those screened, 14.5% were diagnosed with hypertension, and 8.8% were diagnosed with Diabetes (City-data, 2022). Health disparities are hard to detect using standard data in a small, rural, unincorporated community like San Ardo because our smaller populations require the data to be aggregated into larger geographies. The town is largely comprised of low income, Latinx, young community members and in Monterey County this population experiences significant health challenges/health disparities. The lack of resources intensifies long term problems for community members.

B. Describe how the proposed project will address the active transportation need: (0-27 points)

What type of active transportation need will the proposed project directly address (select one or more) of the following elements, and discuss how the project will be meeting the identified need.

1. Proposed project address:
   - **Closes a gap?**
     Gap closure = Construction of a missing segment of an existing facility in order to make that facility continuous.
   - **Creates new routes?**
     New Route = Construction of a new facility that did not previously exist that provides a transportation route.
   - **Removes barrier to mobility?**
     Describe the type of barrier.
   - **Other improvements to existing routes?**
   - **Implements a non-infrastructure program?**

(Max of 400 words) **Words Remaining:** 15

The proposed project creates new routes by constructing sidewalks in high demand locations where people are currently required to walk without any separation in space or time from motor vehicle traffic. It also implements a non-infrastructure program to increase activity along these new routes in San Ardo. The project also removes a crossing barrier by installing enhanced crosswalks with beacons across Cattlemen Road. This project enhances mobility and safety for San Ardo residents in alignment with previous planning efforts.

The new routes will connect residents with the San Ardo School, the market, local businesses, places of worship and the public library via a network of curb and gutter, sidewalks and ADA ramps along Center Street, Godchaux Street and College Street. The non-infrastructure elements of this project include Safe Routes to School and community workshop activities for youth, adults, and senior citizens. Through a series of community and school presentations, and a Health and Regional Community Health and Wellness conference, MCHD staff will engage with residents of all ages to discuss safety issues and opportunities. Community members and volunteers will make up part of the planning committee, which will increase social connections related to safety, and have a larger impact on shifting to a traffic safety culture. MCHD will also co-create an engaging informational safety campaign on safe streets for all road users based on this engagement.

High visibility crosswalks and pedestrian activated beacons will connect the proposed sidewalks on either side of Cattlemen Road at intersections with Center and College Streets, reducing the threat of serious and fatal injury collisions caused by the high proportion of agricultural and commercial oil vehicles there. Additionally, safety lighting also would be provided at five intersections where pedestrian crossings are enhanced to provide additional pedestrian visibility to motorists. Treatments that increase vehicle compliance along this road, where speeds in excess of 40 mph are common, will create a connection to San Ardo School, the playground, the public library, places of worship, and local businesses. During community engagement activities, residents described near misses while walking across Cattlemen Road at these intersections (refer to Attachment C Location Map). Residents also shared observations of drivers not yielding to pedestrians at these intersections. The proposed project will alleviate these challenges and reduce the risk of crossing Cattlemen Road at each of these intersections.

2. Applicants must provide a map of each gap closure identifying the location of each: gap closures and connections; the new routes; and the barriers and improvements. For projects with non-infrastructure elements, applicants must include the NI program boundaries and if its a SRTS NI program, identify the school locations.

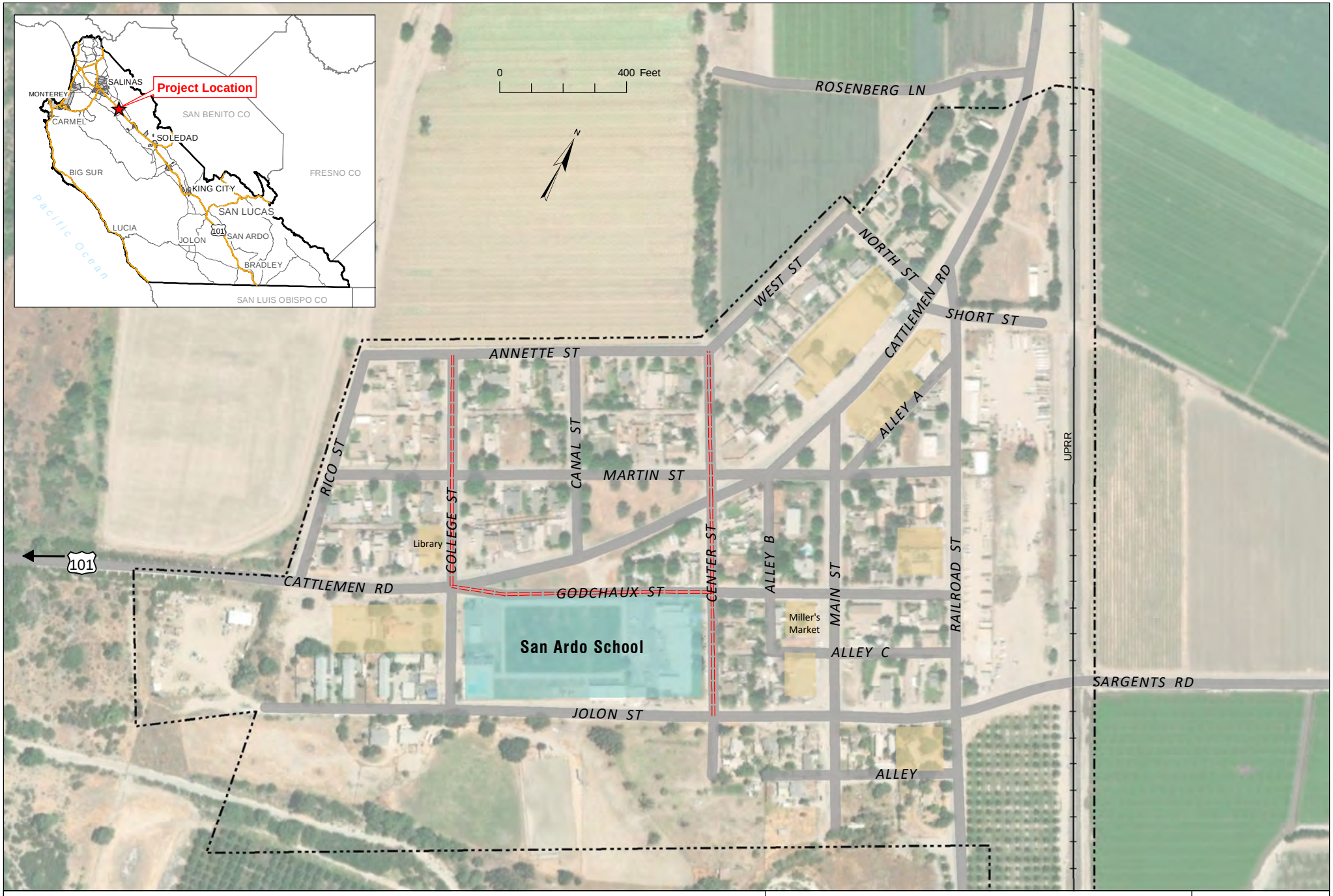
5 New Routes Map San Ardo Ped Imp.pdf

3. Referencing this map, 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 200 words) **Words Remaining:** 32

The San Ardo community lacks pedestrian facilities which forces community members to walk in the same path of travel as vehicles and walking further into vehicular traffic as they maneuver around parked cars or during periods of wet weather to avoid the wet, muddy conditions along the roadside. The San Ardo community is bisected by Cattlemen Road which connects to US Highway 101 in both directions (as shown on the attached Gap Closure Map) and carries traffic speeding above the posted 40 mph speed limit. Large commercial oil and agricultural trucks also frequently travel along Cattlemen Road and through the town streets to travel to and from the fields. These conditions present a challenge for residents on either side of Cattlemen Road to safely walk to San Ardo ES, the public library, places of worship, and local businesses. Another community challenge exists at San Ardo ES. There are no pedestrian facilities on the routes to/from school, which forces students onto the same path of travel as vehicular traffic.

4. Referencing this map, describe how the project links or connects, or encourages use 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 destinations must be identified.

   - For combined I/NI projects: discuss how the encouragement, education, and/or enforcement program will help address the needs.



LOCATION MAP

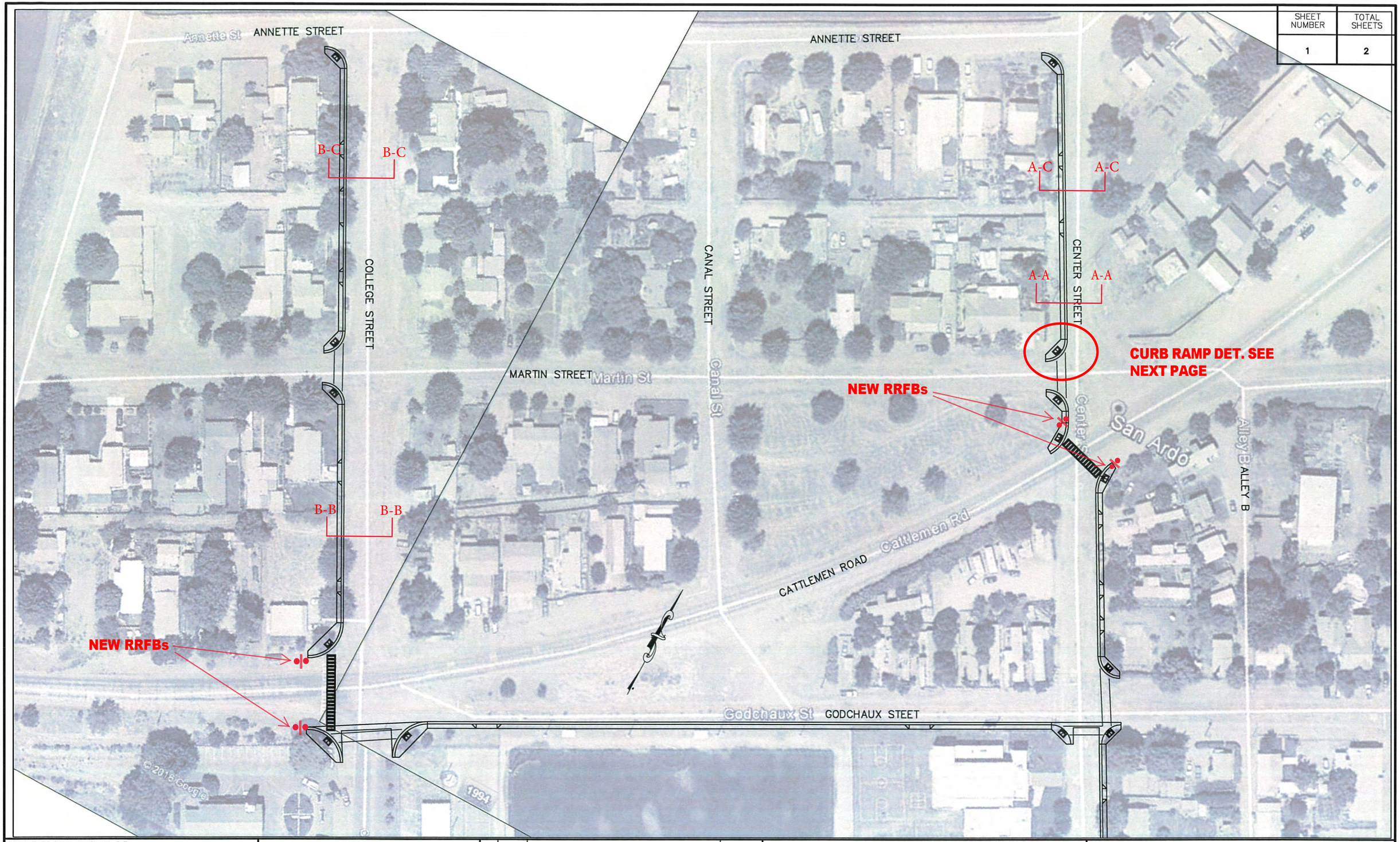
San Ardo Community & School Connections Through Active Transportation

Legend

- Proposed Sidewalk (New Routes)
- School District
- Local Businesses/Services
- San Ardo Rural Center and Non-Infrastructure Program Boundaries

Source: Monterey County Department of Public Works, Facilities, & Parks. Date: 6/7/2022. Imagery: ESRI 2022.

SHEET NUMBER	TOTAL SHEETS
1	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	

DRAFT

NO.	DATE	REVISION	APPROVED

COUNTY OF MONTEREY
Department of Public Works, Facilities, & Parks

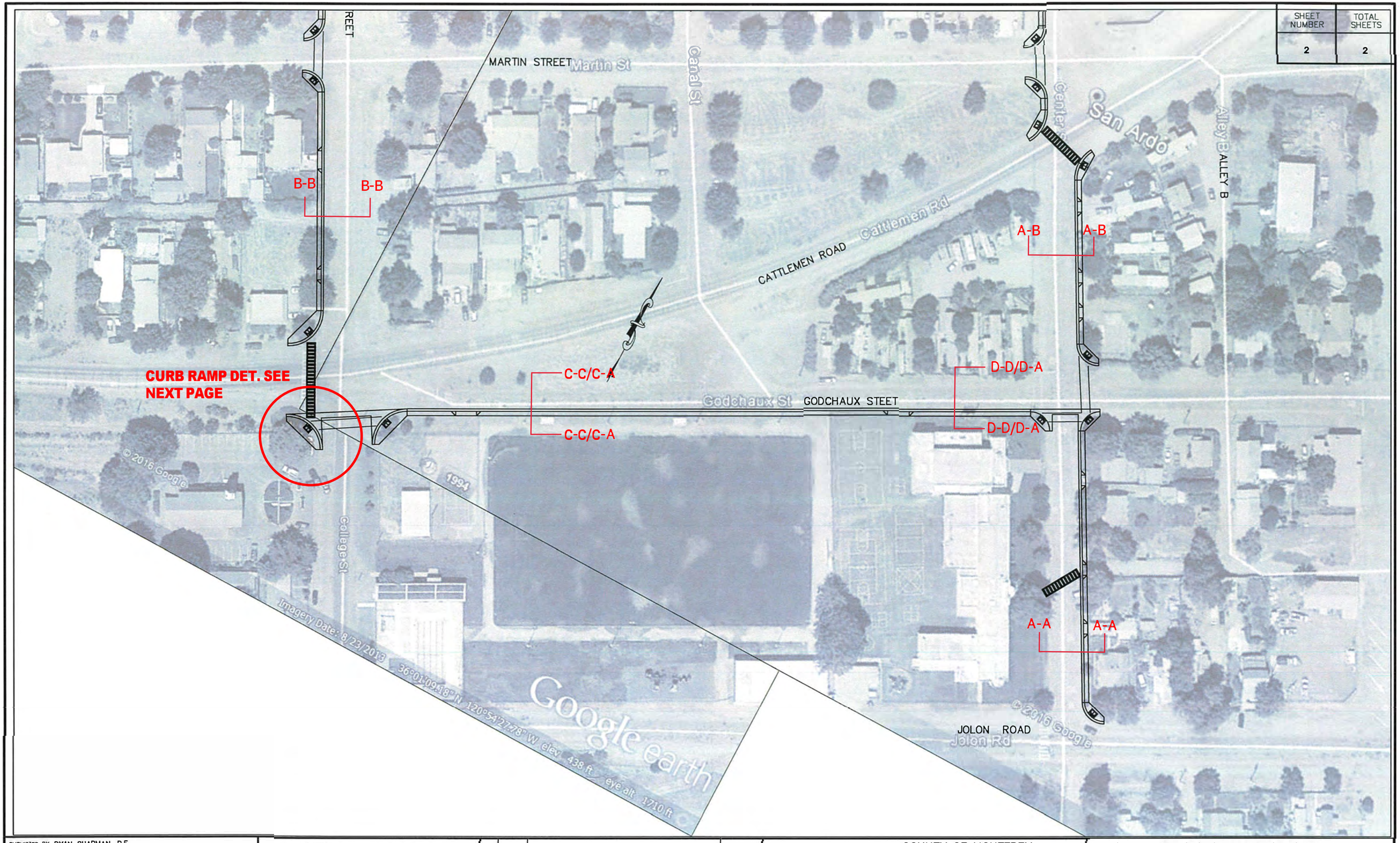
DESIGN SECTION

San Ardo Community and School Connections Through Active Transportation
PROJECT NO.

LAYOUT PLAN

DATE 5/5/16	RELATIVE BORDER SCALE: IN INCHES 0 1 2 3	SHEET L-1
SCALE 1" = 200'	VIEW LAYOUT1	

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

DRAFT

NO.	DATE	REVISION	APPROVED

COUNTY OF MONTEREY

Department of Public Works, Facilities, & Parks

DESIGN SECTION

San Ardo Community and School Connections Through Active Transportation

PROJECT NO.

LAYOUT PLAN

DATE 5/5/16

SCALE 1"= 200'

RELATIVE BORDER SCALE: IN INCHES 0 1 2 3

VIEW LAYOUT 2

SHEET L-2

Words Remaining: 32

~~(Max of 400 words)~~

The proposed project will provide a network of curb, gutter, sidewalks, and ADA ramps on three streets, and improved crossings and safety lighting, and pedestrian beacons at two intersections as shown on Attachment 5 New Routes Map. The proposed improvements will provide residents with safe pedestrian facilities as they walk to/from San Ardo, Miller's Market, places of worship, local businesses, and the library, while encouraging physical activity through active transportation. Access to these destinations will be enhanced with a safe network of sidewalks and crosswalks. Additionally, the project will provide safe crossing of Cattlemen Road, the busiest street in San Ardo that bisects the community. With the addition of a new sidewalk route that did not previously exist, residents will be able to safely walk to school, local businesses and services, religious services, and the library. In addition, the project will address the safety and mobility of non-motorized users, increase health outcomes, decrease carbon footprints, and improve the quality of life for local residents.

The non-infrastructure portion of the project will develop active transportation champions through civic engagement and training, a Regional Community Health and Wellness conference, and encouragement activities such as bicycle and pedestrian presentations for youth, adults, and seniors, walk to school days, educational workshops such as bike repair workshops, and a safety campaign for motorists (including truck drivers). MCHD has successfully implemented these activities in other parts of the county with similar target groups. The activities address the community's needs for investment in basic infrastructure, engagement, and improved safety for pedestrians, as identified during site visits, in the surveys and transportation plans. Many residents shared comments about the lack of investment, lack of pedestrian safety, and not feeling empowered/or knowing how to request change from county leaders. The proposed project directly addresses these needs through investment in infrastructure and education and engagement activities. The activities complement the infrastructure improvements and will be implemented in collaboration with the community residents and local employers of truck drivers. This programming will focus on more than the trip to school to include the various places where children/ youth, adults, and seniors frequently walk and bike such as to the post office, Miller's Market, places of worship and the public library.

Part B: Narrative Questions

Question #3

QUESTION #3
POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-25 POINTS)

A. Describe the project location's history of pedestrian and bicycle collisions resulting in fatalities and injuries to non-motorized users, which this project will mitigate. (12 points max)

Applicants are encouraged to use the UC Berkeley SafeTREC TIMS-tool, which was specifically designed for the ATP to produce these documents in an efficient manner. Applicants with access to alternative collision data tools and training can utilize their choice of methods/tools. Applicants must respond to question 1 or 2, and have the option to respond to both.

1. For applications using the TIMS ATP tool, attach the following:
   a. **Collision Heat-map of the area surrounding the project limits - demonstrating the relative collision history of the project limits in relation to the overall jurisdiction/community's collision history**
   b. **Project Area Collision Map - identifying the past crash locations within the project limits**
   c. **Collision Summaries and collision lists/reports - demonstrating collision trends, collision types, and collision details**
   d. **For a Combined I/NI project - If the NI project area is different than the infrastructure portion, the applicant may attach NI related heat-maps, etc. in Attachment J**

   Combine the various maps/summaries into one PDF file and attach it in the field below.

   6- TIMS Data SAN ARDO.pdf

2. Applications that do not have the collision data above OR that prefer to provide additional collision data and/or safety in a different format can provide this data below. (Examples include: Collision Rates, Community Observations, Surveys, Street Story (https://streetstory.berkeley.edu/), Crowd Source, etc.)

   The data and corresponding methodologies can be included in written/text form and/or via a separate attachment in the field below.

   (Max of 200 Words) (optional) **Words Remaining:** 4

   A significant transportation safety data challenge for rural unincorporated communities like San Ardo is the limited capacity of sheriff offices to enforce, respond to incidents and file timely reports. The jurisdiction of the Monterey County Sheriff's Office spans 3,771 square miles, with few cars on shift simultaneously resulting in long wait times for response to reported occurrences. It is not uncommon for San Ardo residents to leave incidents unreported, which may explain a lack of collision history in the UC Berkeley SafeTREC TIMS site.

   However, the San Ardo community has informed a history of crashes and near-misses via surveys and mapped incidents during in person surveys (see Incident Mapping). Community members' comments included: 'Drivers do not stop at stop signs and speed through most streets', When asked if residents feel safe when walking/biking in San Ardo, 56% of respondents replied no. Responses to the question 'What would make you feel safer' include: 'There is no sidewalks or flashing signals when crossing the street', 'More sidewalks and crosswalks with flashing lights would make it safer.' 'crosswalks and cars going slower'. The survey responses included concerns about speeding which supports the need for the proposed community safety education.

   Data and methodologies Attachment (optional)

   8 Incident Mapping San Ardo 061322.pdf

3. From the project-area collision summaries/data provided in questions 1 and/or 2, enter the total reported pedestrian and/or bicycle collisions using the most recent 5 to 11 years of available data:

   How many years of collision data were used in the Heat Maps and collision summaries:

# of Crashes	Pedestrian	Bicycle	Total	Average Per Year
Fatalities			0	
Injuries			0	
Total	0	0	0	

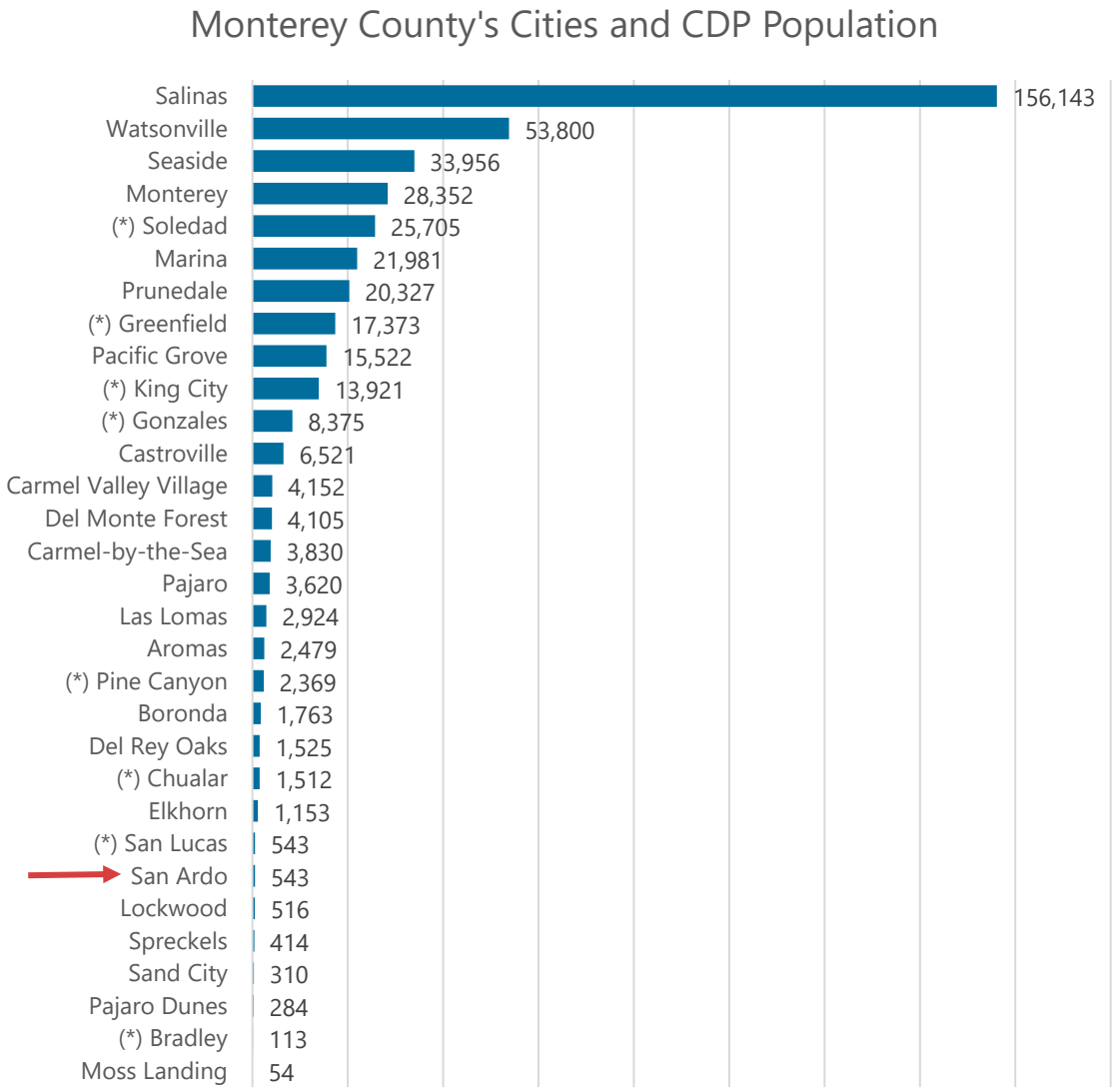
- CHP crash data accessed through the ATP TIMS Tool did not contain any report of crashes involving a pedestrian or bicyclists in the past 11 years within the limits of San Ardo community.

Crashes involving pedestrians and bicyclists in Monterey County, 2011-2021

Source: Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2022

Data for 2020 and 2021 is provisional and subject to change

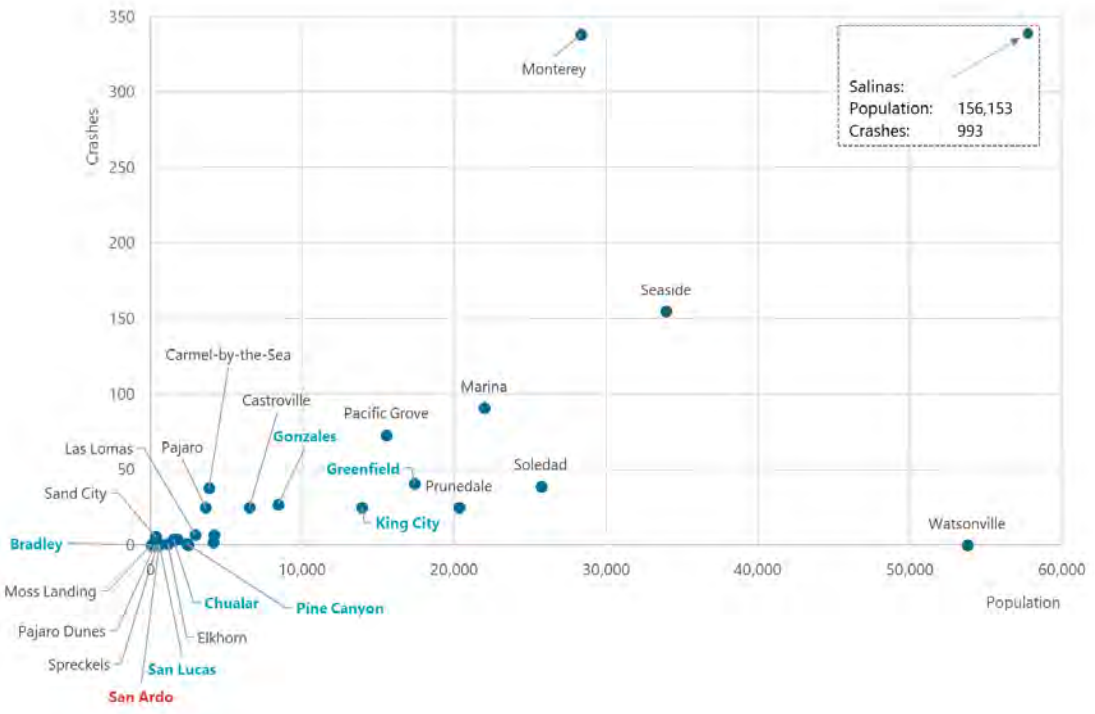
- Population of Cities and Census Designated Places (CDP) in Monterey County varies significantly.
- San Ardo is among the least populated communities. This is an important consideration to understand crash incidence.



(*) Cities located along the US 101 corridor
Source: ACS 5-year estimates (2015-2019)

- Incidence of crashes is correlated with traffic activity (e.g. vehicle-miles travelled and vehicle counts).
- Given the strong dependence of vehicles in many regions of the U.S., population has a strong correlation with traffic activity and hence with crash incidence.
- The correlation between population and crash incidence is clearly observed in Monterey County (See chart below). The small population in San Ardo can **partially** explain why the data does not show pedestrian or bicyclist crashes. **Other significant reasons** for this absence in the TIMS data are reporting challenges or the fact that near-misses and some collisions are not reported.
- Important to emphasize that **correlation does not mean causation**. This correlation **might only explain** why it is challenging for small cities to procure historical data. The lack of historical data does not necessarily mean that there are not underlying risk factors and that the project can't prevent future crashes.

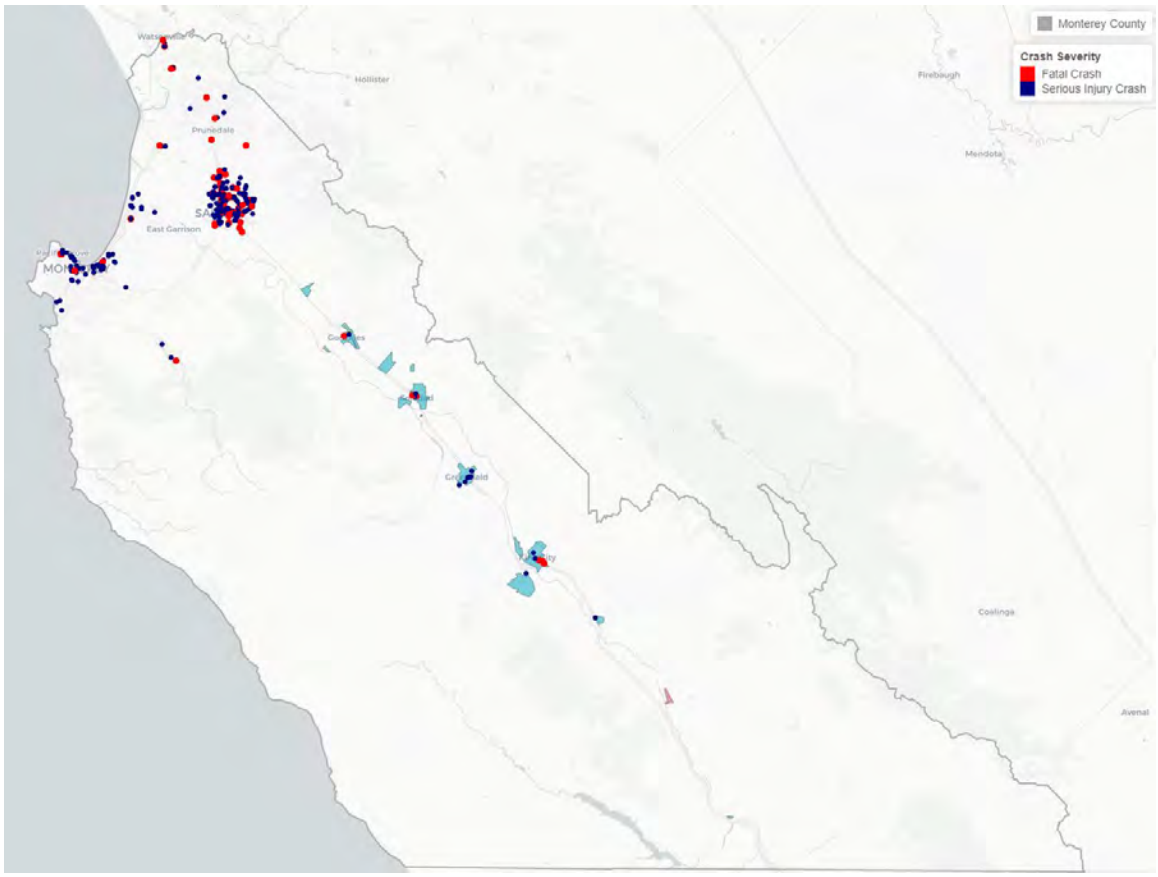
Population and crashes involving pedestrians and bicyclists in Monterey County, 2011-2021



Source: TIMS and ACS 5-year estimates. Cities in blue color are located along the US 101 corridor

- To show that lack of crashes in San Ardo does not mean the project does not address risks factors, the community of San Ardo shows fatal and serios injury crashes in similar communities across Monterey County.
- This analysis is focused on similar cities and CDPs along the US 101. The assessment aims at identifying crashes in communities of similar population size and/or affected by similar traffic patterns (In this case selecting communities along the US 101). And then evaluate if the FSI crashes happened in roads with similar conditions to those in San Ardo's area project.
- See table below with details on crash profile for selected communities along US 101.

Fatal and serious injuries crashes involving pedestrian and bicyclists in Monterey County, 2011-2021



Source: TIMS and U.S. Census Data

Crashes profile in communities along US 101 corridor in Monterey County, 2011-2021

City/Census Designated Place	Population	Total pedestrian and bicyclist crashes	Fatal crashes	Serious Injury crashes	FSI crashes
Soledad	25,705	39	2	2	4
Greenfield	17,373	41	0	6	6
King City	13,921	25	3	2	5
Gonzales	8,375	27	1	1	2
Pine Canyon	2,369	1	0	1	1
Chualar	1,512	4	0	0	0
San Lucas	543	1	0	1	1
San Ardo	*543*	*0*	*0*	*0*	*0*
Bradley	113	0	0	0	0

Source: TIMS and ACS 5-year estimates

Fatal and serious injuries crashes involving pedestrian and bicyclists in communities along US 101 corridor in Monterey County, 2011-2021

San Ardo Community Active Modes of Transportation Survey and Incident Mapping

The San Ardo Community Active Modes of Transportation Survey *was released electronically to the San Ardo community through the San Ardo Facebook page. Monterey County Health Department Staff also conducted in person surveys to listen to community concerns about active transportation opportunities in their community. 58 community members participated in the survey which is slightly over 20% of the adult population in San Ardo*.*

Community Members Mapped Their Transportation Challenges:

Community Concern: Intersection of Center Street and Cattlemen Road

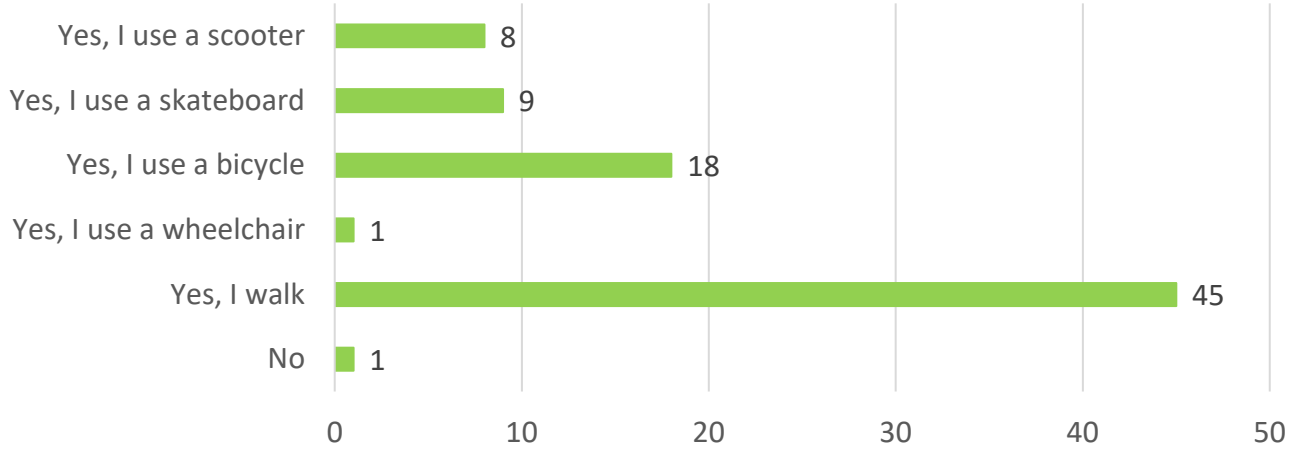
- One near miss (vehicle vs adult pedestrian) due to no lighting
- Motorists confused at intersection as to who has right of way
- Motorists watching for other vehicles to avoid crash but are not looking out for pedestrians
- Pedestrians use this path to get to the market and post office, commercial trucks are also using this route

Community Concern: Intersection of College and Godchaux Streets

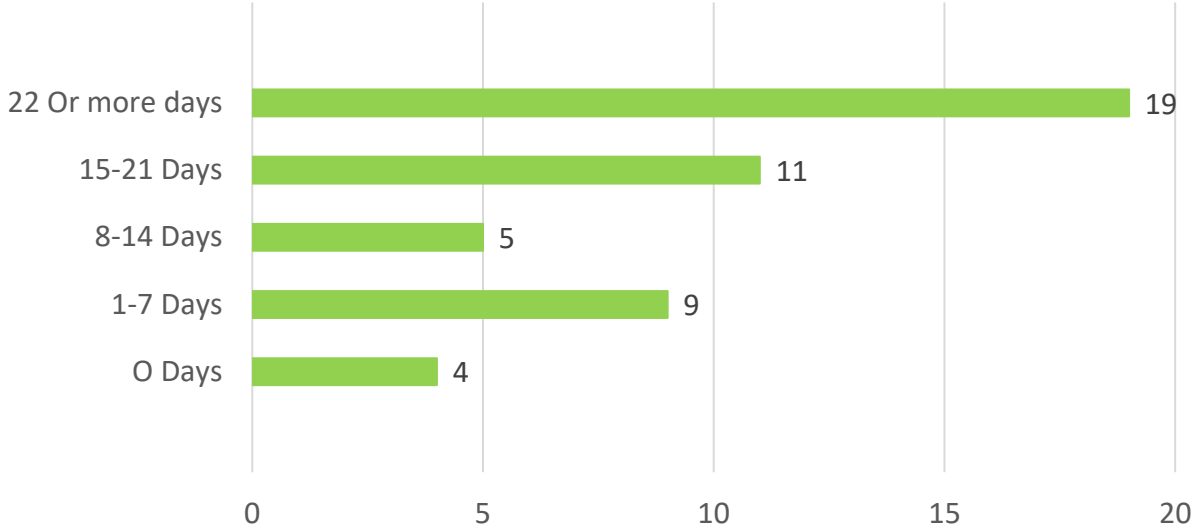
- One near miss (vehicle vs child pedestrian) at night and child wearing dark clothing
- Motorists roll through stop sign
- Speeding vehicles
- No lighting and can't see pedestrians crossing

1. Do you walk outside, use a wheelchair, bicycle, skateboard, or a scooter in your community

(Check all that apply)

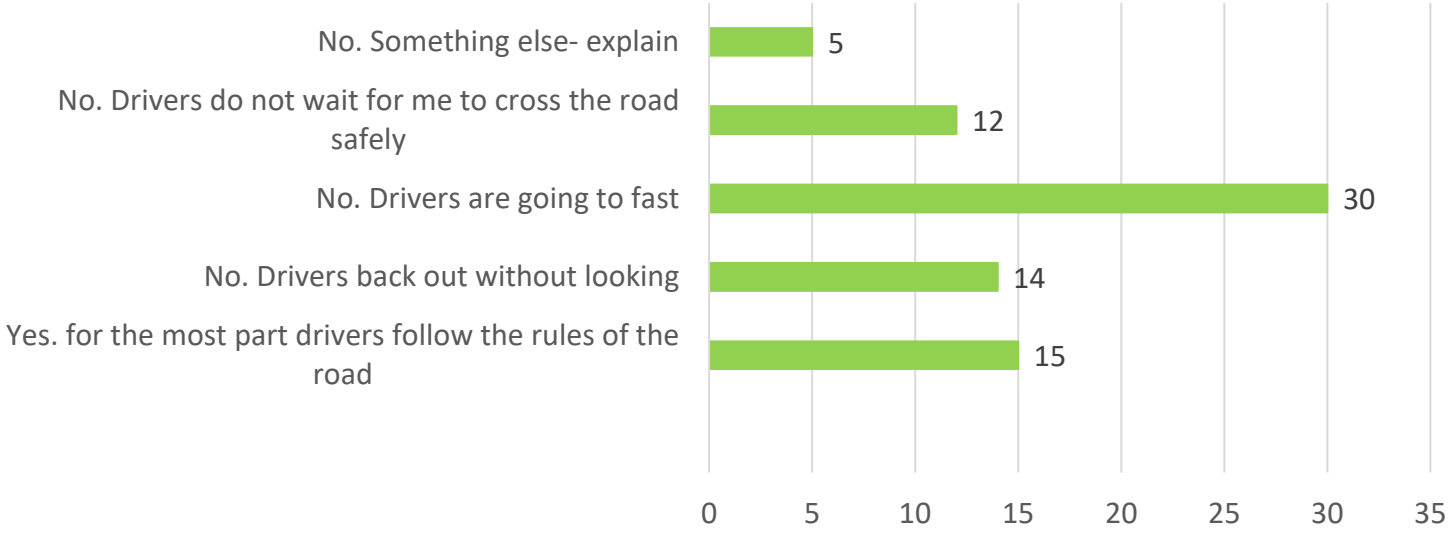


2. Over the last 30 days, how many days did you walk outside, use a wheelchair, bicycle, skateboard, or a scooter in your community?



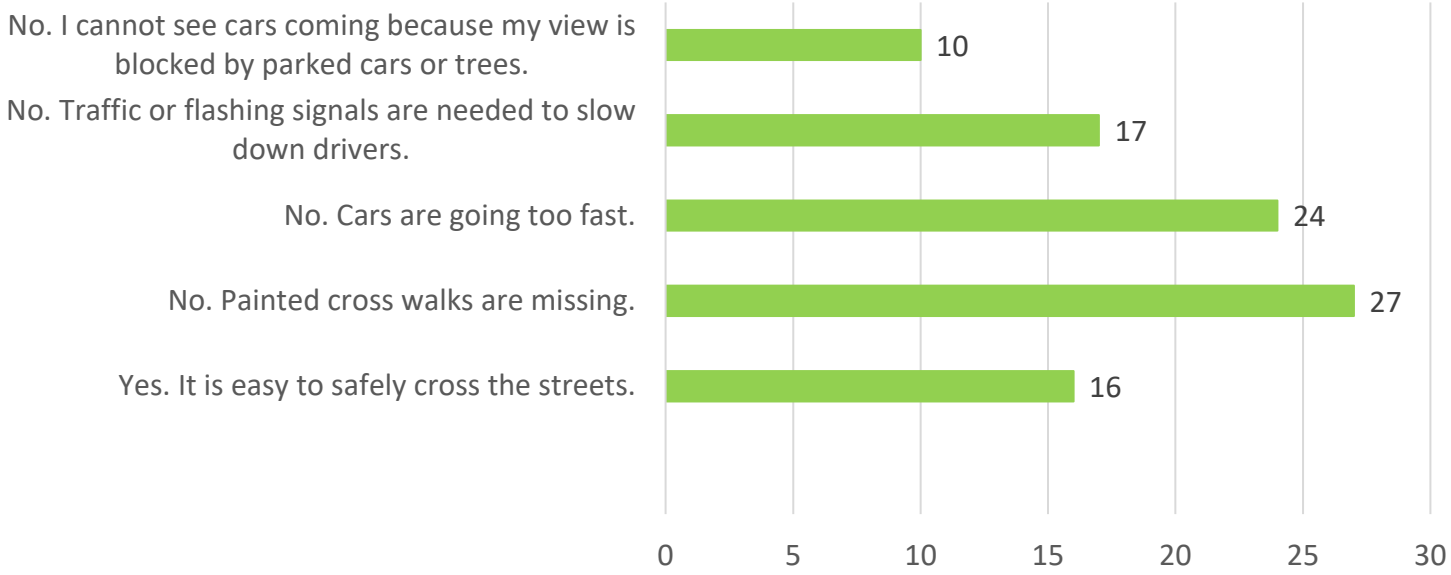
3. Do drivers in this community follow rules of the road?

(Check all that apply)

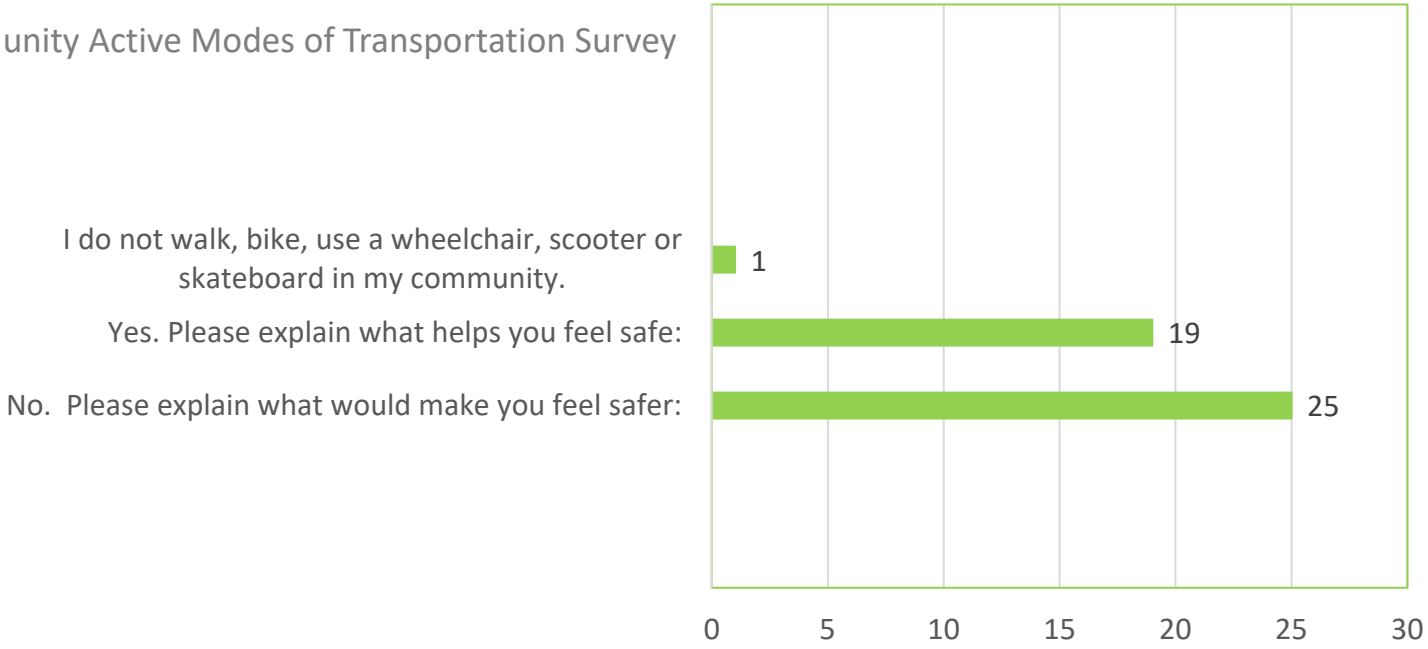


4. Is it easy to safely cross the streets in your community?

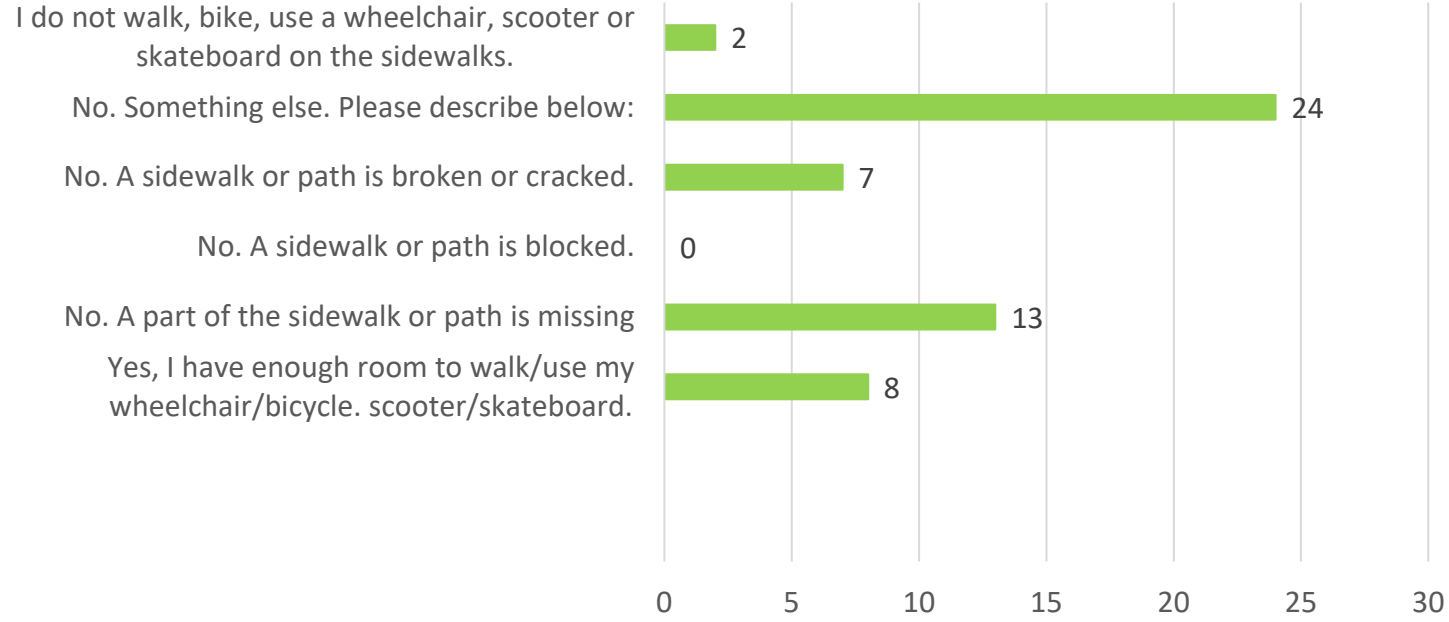
(Check all that apply)



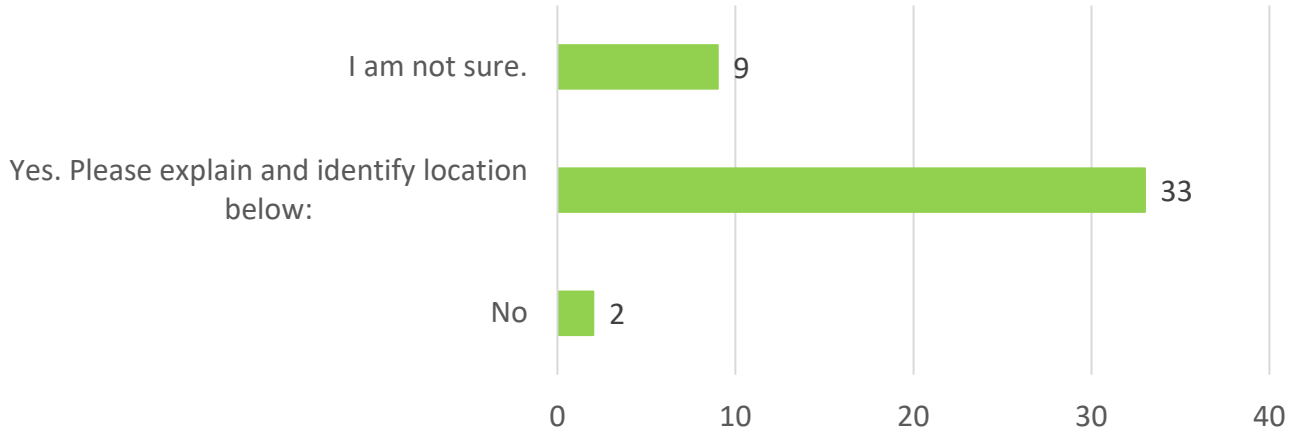
5. Do you feel safe walking, biking, using your wheelchair, scooter, skateboard in your community?



6. Tell us about the sidewalks in this community. Do you have enough room to walk, use your wheelchair, bicycle, scooter, skateboard on the sidewalks?



7. Are there specific areas in town where you would like sidewalks, crosswalks, signs or other bicyclist or pedestrian improvements?



8. Are there any other barriers in this community you would like to tell us about that prevent you from walking, using your wheelchair, bicycling, scooter, skateboard?

Example: unpaved roads, cracked, missing, and/or broken sidewalks, no lighting, missing curb ramps, speeding drivers, trash, or loose dogs. If so, please describe and list the location of problems below:

More visible crosswalks and signs

More speed limit signs. Cars go too fast and its dangerous for little kids

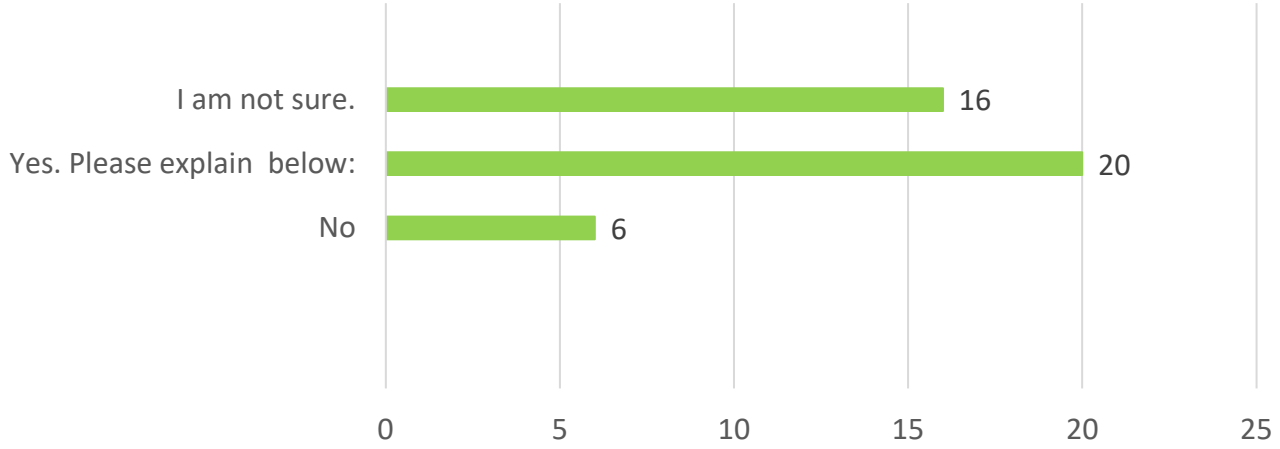
I'd say sidewalks by the school by the whole sides that way kids could be more safe

Missing sidewalks, missing crosswalks, no lights, speeders, loose dogs, broken pavement

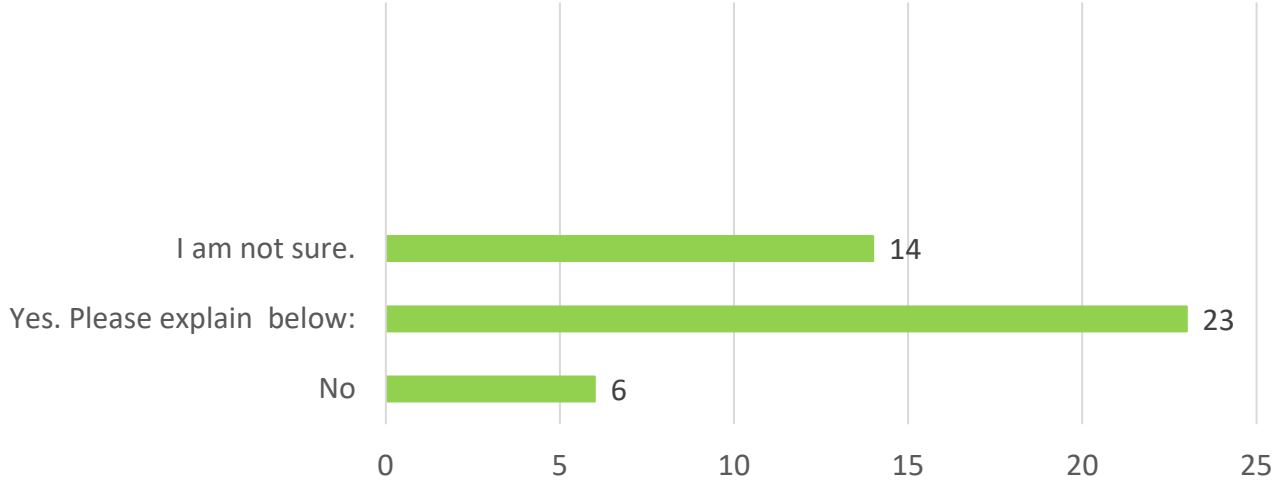
Caminos sin pavimentar, no hay banquetas or letreros
Translation: unpaved roads, no sidewalks or signs

The full list of responses is included at the conclusion of the survey.

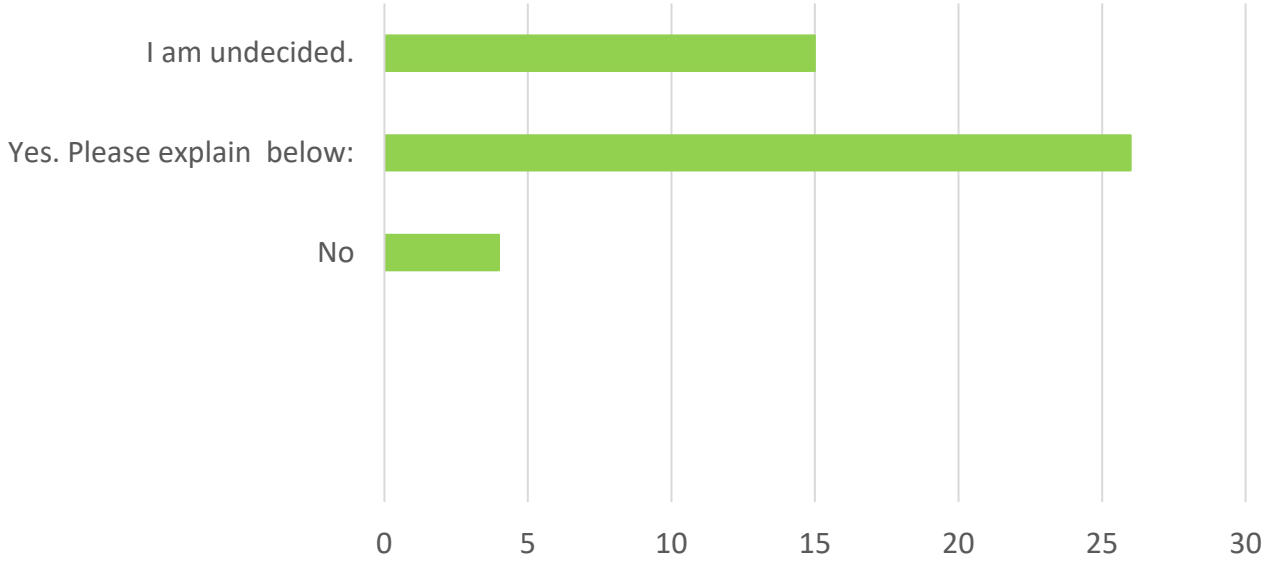
9. Will a project which adds or improves sidewalks on at least one side of the street increase your access to otherwise hard-to-reach areas in your community?



10. Will a project which adds or improves sidewalks on at least one side of the street increase the time you spend walking or using a bicycle, wheelchair, scooter or skateboard in your community?



11. Are there specific areas in town where you would like sidewalks, crosswalks, signs or other bicyclist or pedestrian improvements?



SAN ARDO
Top 4 Survey Outcome Priorities

- Improved Road Conditions
- Addition of Sidewalks
- Improved Crosswalks
- Street Lighting

San Ardo Community Survey Quotes

- “There are no sidewalks near the school. Need designates crosswalks and sidewalks for children to safely walk to school.”
- “I think what would make me feel safer is having our streets designed in a way that pedestrians/bicyclists are prioritized over cars.”
- “I think a good start would be to focus on the intersections of Cattlemen Rd in town. The existing signage and crosswalks do not slow cars or make them yield to pedestrians.”
- “There is no lighting anywhere. Most of the roads are full of potholes or have been repaired poorly.”
- “Teaching the kids about pedestrians and bicycle safety at an early age would be helpful and get them accustomed to walking and biking more frequently”

San Ardo

Encuesta de Modos de Transporte Activos de la Comunidad

El Condado de Monterey está solicitando una beca **del Programa de Transporte Activo** para financiar la infraestructura de banquetas **en San Ardo.**

El aporte de la comunidad es fundamental para aumentar las posibilidades de recibir fondos para este proyecto.

Tómese un momento para describir las necesidades de transporte activo en su comunidad en esta breve encuesta

¡Gracias por su apoyo!

Q1 ¿Camina afuera, usa una silla de ruedas, bicicleta, patineta o scooter en su comunidad?
(Marque todo lo que corresponda)

- [ ] Sí. Yo camino.
- [ ] Sí. Yo uso silla de ruedas.
- [ ] Sí. Yo uso una bicicleta.
- [ ] Sí. Yo uso una patineta.
- [ ] Sí. Yo uso un scooter.
- [ ] No. Proporcione una razón a continuación: _____

Q2 Durante los últimos 30 días, ¿cuántos días caminó, usó una silla de ruedas, bicicleta, patineta o scooter en su comunidad?
(Marque todo lo que corresponda)

- [ ] 0 días
- [ ] 1-7 días
- [ ] 8- 14 días
- [ ] 15- 21 días
- [ ] 22 o más días

Q3 *¿Los conductores en esta comunidad siguen las reglas de tránsito?*
(Marque todo lo que corresponda)

- [ ] Sí. La mayor parte, los conductores siguen las reglas de tránsito.
- [ ] No. Los conductores salen de las entradas sin mirar.
- [ ] No. Los conductores van demasiado rápido.
- [ ] No. Los conductores no me esperan para cruzar la calle de manera segura.
- [ ] No. Algo más. Por favor describa a continuación:

_____

Q4 ¿Es fácil cruzar las calles de manera segura en su comunidad?
(Marque todo lo que corresponda)

- [ ] Sí. Es fácil cruzar la calle con seguridad.
- [ ] No. Faltan cruces peatonales pintados.
- [ ] No. Los autos van demasiado rápido.
- [ ] No. Se necesitan señales de tráfico o intermitentes para reducir la velocidad de los conductores.
- [ ] No. No puedo ver los autos que vienen porque mi vista está bloqueada por autos estacionados o árboles.
- [ ] No. Algo más. Por favor describa a continuación:
_____

Q5 ¿Se siente seguro caminando/andando en bicicleta/usando su silla de ruedas/scooter/skateboard en su comunidad?

- [ ] Sí. Explique qué le ayuda a sentirse seguro:
_____
- [ ] No. Explique qué lo haría sentir más seguro:
_____
- [ ] No camino, ando en bicicleta, uso silla de ruedas, scooter o patineta en mi comunidad.

Q6 Cuéntenos sobre las banquetas en esta comunidad. ¿Tiene suficiente espacio para caminar/usar su silla de ruedas/bicicleta/scooter/patineta en las banquetas?
(Marque todo lo que corresponda)

- ☐ Si, Tengo suficiente espacio para caminar/usar mi silla de ruedas/bicicleta/scooter/patineta.
- ☐ No. Falta una parte de la banqueta o camino.
- ☐ No. La banqueta o camino está bloqueado.
- ☐ No. La banqueta o camino está está roto o agrietado
- ☐ No. Es algo más. Por favor describa a continuación:

_____

- ☐ No camino, ando en bicicleta, uso silla de ruedas, scooter o patíneta en las banquetas.

Q7 ¿Hay áreas específicas en la ciudad donde le gustaría banquetas/cruces de peatones/señales u otras mejoras para ciclistas o peatones?

- ☐ Si. Por favor identifique y explique la locación:

_____

- ☐ No.
- ☐ No estoy seguro

Q8 ¿Hay otras barreras en esta comunidad que le gustaría contarnos que le impiden caminar/usar su silla de ruedas/bicicleta/scooter/patineta?
Ejemplo: caminos sin pavimentar, aceras agrietadas y/o rotas, falta de iluminación, falta de rampas, conductores que van a exceso de velocidad, basuras o perros sueltos.
Si es así, describa y enumere la ubicación de los problemas a continuación:

_____

_____

_____

Q9 ¿Un proyecto que agrega o mejora las aceras en al menos un lado de la calle aumentará su acceso a áreas de su comunidad que de otro modo serían difíciles de alcanzar?

- [ ] Si. Por favor explique a continuación: _____
- [ ] No.
- [ ] No estoy seguro.

Q10 ¿Un proyecto que agrega o mejora las aceras en al menos un lado de la calle aumentará el tiempo que pasa caminando o usando una bicicleta, silla de ruedas, scooter o patineta en su comunidad?

- [ ] Si.
- [ ] No.
- [ ] No estoy seguro.

Q11 ¿Le gustaría tener programas de educación sobre seguridad para peatones y ciclistas en esta comunidad?

- [ ] Si. Por favor explique a continuación: _____
- [ ] No.
- [ ] Estoy indeciso.

¡Gracias por su apoyo!

San Ardo

Community Active Modes of Transportation Survey

The County of Monterey is applying for grant funding from the **Active Transportation Program** to fund sidewalk infrastructure improvements **in San Ardo.**
Community input is critical for improving the chances of receiving funding for this project.

Please take a moment to describe active transportation needs in your community in this short survey.

Thank you for your support!

Q1 Do you walk outside, use a wheelchair, bicycle, skateboard, or a scooter in your community?
(Mark all that apply)

- ☐ Yes. I walk
- ☐ Yes. I use a wheelchair
- ☐ Yes. I use a bicycle
- ☐ Yes. I use a skateboard
- ☐ Yes. I use a scooter
- ☐ No. Please provide a reason below:

_____

Q2 Over the last 30 days, how many days did you walk outside, use a wheelchair, bicycle, skateboard, or a scooter in your community?
(Mark all that apply)

- [ ] 0 days
- [ ] 1-7 days
- [ ] 8- 14 days
- [ ] 15- 21 days
- [ ] 22 or more days

Q3 Do drivers in this community follow rules of the road?
(*Mark all that apply*)

- [ ] Yes. For the most part the drivers follow the rules of the road.
- [ ] No. Drivers back out of driveways without looking.
- [ ] No. Drivers are going too fast.
- [ ] No. Drivers do not wait for me to cross the street safely.
- [ ] No. Something else. Please describe below:

_____

Q4 Is it easy to safely cross the streets in your community?
(Mark all that apply)

- ☐ Yes. It is easy to safely cross the streets.
- ☐ No. Painted cross walks are missing.
- ☐ No. Cars are going too fast.
- ☐ No. Traffic or flashing signals are needed to slow down drivers.
- ☐ No. I cannot see cars coming because my view is blocked by parked cars or trees.
- ☐ No. Something else. Please describe below:

_____

Q5 Do you feel safe walking/ biking/using your wheelchair/scooter/skateboard in your community?

- ☐ Yes. Please explain what helps you feel safe:

_____

- ☐ No. Please explain what would make you feel safer:

_____

- ☐ I do not walk, bike, use a wheelchair, scooter or skateboard in my community.

Q6 Tell us about the sidewalks in this community. Do you have enough room to walk/use your wheelchair/bicycle/scooter/skateboard on the sidewalks?
(*Mark all that apply*)

- ☐ Yes, I have enough room to walk/use my wheelchair/bicycle. scooter/skateboard.
- ☐ No. A part of the sidewalk or path is missing.
- ☐ No. A sidewalk or path is blocked.
- ☐ No. A sidewalk or path is broken or cracked.
- ☐ No. Something else. Please describe below:

_____

- ☐ I do not walk, bike, use a wheelchair, scooter or skateboard on the sidewalks.

Q7 Are there specific areas in town where you would like sidewalks/crosswalks/signs or other bicyclist or pedestrian improvements?

- ☐ Yes. Please explain and identify location below:

_____

- ☐ No.
- ☐ I am not sure.

Q8 Are there any other barriers in this community you would like to tell us about that prevent you from walking/using your wheelchair/bicycling/scooter/skateboard? Example: unpaved roads, cracked, missing, and/or broken sidewalks, no lighting, missing curb ramps, speeding drivers, trash, or loose dogs. If so, please describe and list the location of problems below:

_____

_____

_____

Q9 Will a project which adds or improves sidewalks on at least one side of the street increase your access to otherwise hard-to-reach areas in your community?

- ☐ Yes. Please explain below: _____
- ☐ No.
- ☐ I am not sure.

Q10 Will a project which adds or improves sidewalks on at least one side of the street increase the time you spend walking or using a bicycle, wheelchair, scooter or skateboard in your community?

- ☐ Yes. Please explain below: _____
- ☐ No.
- ☐ I am not sure.

Q11 Would you like to have pedestrian and bicycle safety education programs in this community?

- ☐ Yes. Please explain below: _____
- ☐ No.
- ☐ I am undecided.

Thank you for your support!

4. Referencing the project-area collision summaries/data provided in questions 1 and/or 2, discuss the extent to which the proposed project limits represents one of the agency's top priorities for addressing ongoing safety and discuss how the proposed safety improvements correspond to the types and locations of the past collisions. Consider the safety concerns of students, older adults, and persons with disabilities in your response.

For Projects with Non-Infrastructure elements (Combined I/NI projects):
As appropriate, describe how the NI program elements:

- educates bicyclists, pedestrians, and/or drivers about safety hazards for pedestrians and bicyclists; and
- encourages safe behavior

(Max of 900 Words) **Words Remaining:** 2

Reviewing the TIMS data for the unincorporated Monterey County areas, and the study of the associated risk factors for rural areas included with the data, the trend shows an increased in incidents in rural areas. As demonstrated in the Incident Mapping attachment, the community has substantial concerns about pedestrian safety in the proposed project area. Stories of near misses and speeding traffic encountered by students as they make their way to school underscores the critical need for the addition of safe pedestrian facilities in the San Ardo community. The community shared the following concerns in response to the community survey released in 2022 by MCHD: "Drivers do not stop at stop signs and speed through most streets." "Sidewalks are needed and ramps for wheelchairs and strollers" "Sometimes people driving to work to the oil fields (or on their way out of town) do not respect the stop signs. Especially the stop signs near the school." "No sidewalks available. My daughter was in a wheelchair and could not go around town. It was very hard for her being a young child and not being able to do things because her chair would get stuck." A list of some of the survey responses can be found in the Incident Mapping attachment.

Establishing a network of curb, gutter, sidewalks, and ADA ramps to separate pedestrian and vehicular traffic, and improved Cattlemen Road crossings and other intersections, will greatly enhance pedestrian safety for youth, seniors, and community members of all mobility abilities.Responding to community concerns and providing the needed infrastructure along key routes to enhance and promote safety is a priority for both PWFP and MCHD. Consistent with the County mission, values and goals the County is invested in improvements to disadvantaged communities and the requested funding will accelerate the project timing.

The non-infrastructure portion of the project will develop active transportation champions through enLACE, a civic engagement training series culminating in a community-organized Regional Health and Wellness conference with an active transportation theme. This will occur in alignment with Safe Routes to Schools activities and contribute to sustainability of efforts after project completion through community champions. Safe Routes to School activities will be implemented by bilingual (English and Spanish-speaking) staff using the 2020 Safe Routes Partnership 6E's framework: Engagement, Equity, Engineering, Encouragement, Education, and Evaluation. The program elements will educate San Ardo community residents by teaching pedestrian, bicyclist and traffic safety and creating awareness of the benefits and goals of Safe Routes. Fun activities build encouragement, interest and enthusiasm to help the project achieve the goals of a healthier, safer, and more active community.

MCHD will conduct two pedestrian presentations for seniors in San Ardo. These presentations are aimed at increasing safety and physical activity of seniors as they include pedestrian safety and fall prevention when using wheelchairs and walkers. Additional activities such as bicycle and pedestrian presentations, walk to school days, educational workshops such as bike repair workshops, and a safety campaign will be implemented via community outreach. Community residents will have opportunities to put into practice these new skills in real-life and in their community through the activities guided by MCHD staff. These activities have been successfully implemented by MCHD in other parts of the county with similar target groups. As an example, with enLACE (Leadership and Civic Engagement), MCHD's community civic engagement academy, over 90% of participants report increased understanding of health equity and several have gone on to civic participation such as involvement in school committees. A second example, in other South Monterey County areas, walk to school days and bike repair workshops have been well attended and received by community residents, especially during the COVID-19 pandemic as most of the Safe Routes activities have been conducted outdoors. Community volunteers and partner agencies have expressed interest continuing these programs.

MCHD staff are proposing to implement a San Ardo enLACE academy. Our program, which will provide community members tools for civic engagement and leadership development while encouraging participants to get involved in the upcoming proposed project activities and local decision-making processes to make positive and healthy changes in their communities. MCHD staff will build relationships with residents through the enLACE academy to establish a core group of stakeholders to support future non-infrastructure activities in San Ardo. Community members and volunteers will make up part of the planning committee to help organize non-infrastructure activities.

San Ardo is an agricultural and oil-rich area of Monterey County. As a result, large oil and agricultural semi-trucks regularly pass through this small community. MCHD staff will co-develop a "Safe Roads" marketing campaign with local stakeholders to address traffic safety concerns by residents. Stakeholders will support message development, content, and inform placement of marketing materials. Because this campaign will be informed by locals, it will facilitate a wider reach than a ready-made safety campaign which may not address the local challenges shared by San Ardo residents. The local campaign will be launched through traditional and online media. This campaign will inform local residents and visitors of traffic rules, will increase problem awareness and influence people to adopt safe behaviors.

The proposed activities address the community needs matching infrastructure improvements in collaboration with the community residents and the large local employers of truck drivers. This programming will stretch beyond the trip to school to a variety of places where children, adults, and seniors frequently walk and bike to encourage safe behaviors and provide safety education.

B. Safety Countermeasures (13 points max)

Referencing the information provided in Part A, demonstrate how the proposed countermeasures directly address (one or more) of the following underlying factors that are contributing to the occurrence (or potential occurrence) of pedestrian and/or bicyclist collisions. Combined I/NI projects should address both infrastructure and non-infrastructure elements.

a. Reduces speed and/or volume of motor vehicles in the proximity of non-motorized users
b. Improves sight distance and/or visibility between motorized and non-motorized users
c. Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users
d. Improves compliance with local traffic laws for both motorized and non-motorized users
e. Addresses inadequate vehicular traffic control devices
f. Addresses inadequate or unsafe bicycle facilities, trails, crosswalks and/or sidewalks
g. Eliminates or reduces behaviors that lead to collisions involving non-motorized users

(Max of 1500 Words) **Words Remaining:** 790

The project addresses all 7 of the above referenced underlying factors that contribute to potential occurrence of pedestrian/bicyclist collisions.

The installation of sidewalks and corresponding pavement markings and signage will improve visibility between motorized and non-motorized users, reduce potential conflict points between motorized and non-motorized users and address the inadequate pedestrian conditions in San Ardo. The proposed pedestrian facilities will provide a safe separation between pedestrians and vehicles and the crosswalks enhancements will improve visibility and increase driver awareness of presence of pedestrians, thereby reducing behaviors that lead to collisions involving non-motorized users. Pedestrian facilities will be installed along popular routes that connect the community's residential neighborhoods to San Ardo ES. Godchaux Street runs east to west along the northern boundary of the school campus, while Center and College Streets intersect with Godchaux at the school and provide the routes to the residential neighborhoods to the north of Cattlemen Road. The existing crosswalks on Cattlemen Road are inadequate. The proposed infrastructure changes will address the inadequate and unsafe crossing conditions.

The pedestrian activated beacons installed on Cattlemen Road will help slow traffic, raise awareness of pedestrians by increasing visibility, reduce potential conflict points between motorized and non-motorized users, and provide safe pedestrian connection to the school, market, and services. It is anticipated that vehicles will travel more slowly in this area as they are alerted to the potential presence of pedestrians and pedestrians will have safer crossing options. The beacons would allow for earlier awareness by motorists, which would allow for motorists to reduce speeds earlier and at further distances as motorists approach crosswalk areas. Early awareness and slower approach speeds would also promote and enhance compliance with California Vehicle Code Section 21950 which requires vehicles to yield the right-of-way to a pedestrian crossing the roadway within any marked crosswalk. Safety lighting at locations where pedestrian crossings are enhanced would provide additional visibility of pedestrians during low light and nighttime conditions.

Monterey County staff incorporated the following community generated ideas and solutions to community generated challenges into the project:
- Community expressed concern about motorist behavior. As a result, an educational safety campaign (including radio, billboards, signage) will be launched in collaboration with local businesses to engage and educate San Ardo motorists, including truck drivers, on rules of the road to keep pedestrians, bicyclists, and motorists safe.
- Concerns were shared by residents about pedestrian safety while crossing two intersections on Cattlemen Road. As a result, the project was revised to include flashing beacons at these locations. Safe routes activities will incorporate these locations in pedestrian activities such as walk to school days and educational activities.
- Safe separation of vehicles and students and lack of sidewalks in front of San Ardo ES was identified as a community concern. The infrastructure proposed addresses student safety while walking to school and sharing the road with vehicles. Sidewalks and high visibility crosswalks are proposed near the school.
- Repaving of roads is a concern of residents. Monterey County PWFP has prioritized improvements to the San Ardo community and will begin a paving project in 2023 to pave most of the streets in San Ardo (the streets where sidewalks are proposed may be paved in coordination with sidewalk construction).

The non-infrastructure elements of this project include Safe Routes activities, bicycle and pedestrian presentations, educational workshops such a bike repair workshop and walk to school days. Additionally, pedestrian presentations for senior citizens in San Ardo will be delivered with the goal of increasing safety of seniors including pedestrian safety and fall prevention, civic engagement, a

regional community health and wellness conference and an educational safety campaign. Community members and volunteers will make up part of a planning committee to help organize the activities. These locally influenced activities and campaigns will inform and encourage residents to reduces speed when operating a vehicle, improve compliance with local traffic laws for both motorized and non-motorized users and eliminates or reduce behaviors that lead to collisions involving non-motorized users

In short, safe pedestrian facilities are not only inadequate in San Ardo, but they are also currently non-existent in this disadvantaged community leading to potentially hazardous situations. The proposed project is critical to the San Ardo community and will make a sizable positive impact on this small, rural community.

Part B: Narrative Questions

Question #4

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

A. Describe the community based public participation process that culminated in the project. Combined I/NI projects should address both infrastructure and non-infrastructure elements.

Include discussions of:

- What was the process to prepare for existing and future needs of users of this project?
- Who was engaged in the public participation and planning process?
- How will stakeholders continue to be engaged in the implementation of the project?
- What strategies were used to address engagement challenges that arose during the COVID-19 pandemic?
- Describe any unique engagement challenges that the community faced.

(Max of 1200 words) **Words Remaining:** 29

This project emerged in 2014 and 2018 through the Monterey County Regional Transportation Plan. This plan is being updated in 2022. A public hearing is held for each update and the plan returns to the Transportation Agency of Monterey County (TAMC) Board for approval in the summer. TAMC encourages county residents to review the draft plan and submit comments. The draft plan is made available online and by contacting TAMC. In 2018, TAMC also prepared and adopted the Monterey County Active Transportation Plan. This plan sets forth goals and objectives for improving bicycle and pedestrian facilities. To develop the Active Transportation Plan and subsequent update, TAMC staff consulted with TAMC's Bicycle and Pedestrian Facilities Advisory Committee. The committee is composed of volunteer representatives from each supervisorial district and city in Monterey County as well as representatives from public agencies and bicycle/ pedestrian interest groups, and government stakeholders. County residents were encouraged to review the plan and submit comments in writing, in person or through a Wikimapping tool. 447 people submitted comments via the public participation tool. Concerns expressed for San Ardo included sidewalk gaps, Cattlemen Road as an impediment to biking/walking, the narrowness of Cattlemen Rd. Bridge as a concern to walking/biking, and a request for bike lanes at Cattlemen Rd.

Through staff assessments and community engagement, the Active Transportation Plan identified the San Ardo project as a candidate for sidewalk gaps and pedestrian improvements. In 2018, Monterey County Health Department (MCHD) hosted an eight-week Leadership and Civic Engagement (enLACE) academy to engage south county residents through Greenfield enLACE. Residents learned about topics such as safety and prevention, budgeting, and policymaking. They gained insight into the health implications of transportation policies, which can influence how easy or difficult it is for people to walk/bike within their neighborhoods. The City of Gonzales hosted a South County public workshop for south county residents to review the plan and comment. Comments from this process included addressing the sidewalk gaps in San Ardo.

San Ardo community surveys were conducted by MCHD in 2020 and 2022 to gather additional input from San Ardo residents on pedestrian improvements and priority areas. Both surveys were available in English and Spanish. The 2020 survey was launched online. This survey had low participation with only 15 respondents, which was not surprising given its implementation in the early months of COVID. Respondents indicated strong support for a sidewalk project. Thirteen respondents indicated that a sidewalk would encourage walking. 14 respondents stated it is hard to walk safely because there are no sidewalks.
In April 2022 project staff met with the Monterey County District 3 Supervisor to gather information on any community concerns regarding traffic and pedestrian/bicyclist safety. Concerns that had been brought forward to the District 3 office by community residents included poor lighting and need for additional lighting, oil trucks traveling though smaller town roads, speeding, need for repaving of roads, gutters, and a lack of sidewalks.

In 2022 the survey was launched by MCHD online and through Facebook. Additionally, bilingual MCHD staff engaged with San Ardo residents in person by traveling to the town and encouraging residents to take the survey. Staff engaged residents in conversation at the post office, market, school, and door-to-door. This strategy produced 58 responses to the survey (24.7% of the San Ardo adult population) and facilitated participation opportunities for residents with limited or no internet access due to the digital divide in south Monterey County (incidentally, the South Monterey County mayors and Monterey County District 3 Supervisor all signed an agreement on May 27,, 2022 that officially created the South Salinas Valley Broadband Authority, a joint powers agreement that will develop and oversee the expansion of broadband service in south county communities in effort to address the digital divide, a challenge that was exposed in Monterey County communities during COVID-19. This will facilitate future online communication in South County).
. More than half of all survey respondents reported drivers are going too fast, not being able to safely cross the streets due to missing crosswalks, and wanting sidewalks, crosswalks and/or signs in specific areas. Several respondents also expressed a desire for safe routes activities to be available to children. Residents then had an opportunity to mark a map to note areas of concern and near misses. Given the lack of police-reported crash data, we have shared this input, which describes concerns about the lack of safe pedestrian facilities and potentially hazardous situations people encounter.

Monterey County staff incorporated the following community generated ideas and solutions to community generated challenges into the

project:
- Community expressed concern about motorist behavior. As a result, an educational safety campaign (including radio, billboards, signage) will be launched in collaboration with local businesses to engage and educate San Ardo motorists, including truck drivers, on rules of the road to keep pedestrians, bicyclists, and motorists safe.

- Concerns were shared by residents about pedestrian safety while crossing two intersections on Cattlemen Road. As a result, the project was revised to include flashing beacons at these locations. Safe routes activities will incorporate these locations in pedestrian activities such as walk to school days and educational activities.

- Safe separation of vehicles and students and lack of sidewalks in front of San Ardo ES was identified as a community concern. The infrastructure proposed addresses student safety while walking to school and sharing the road with vehicles. Sidewalks and high visibility crosswalks are proposed near the school.

- Repaving of roads is a concern of residents. Monterey County PWFP has prioritized improvements to the San Ardo community and will begin a paving project in 2023 to pave most of the streets in San Ardo (the streets where sidewalks are proposed may be paved in coordination with sidewalk construction).

- Community expressed concern about street lighting and solar safety lighting was added to the project.

Proposed infrastructure improvements and non-infrastructure activities are being implemented in collaboration with the community. This programming will stretch beyond the trip to school to a variety of places where children/adults/seniors frequently walk and bike. MCHD will continue to engage community members through various activities such as trainings on how to be civically engaged to advocate for infrastructure changes, and through specific active transportation activities such as walk to school days, educational presentations, bike repair workshops, workshops to determine signage location and generate ideas for the verbiage of the educational campaign for motorists MCHD will continue to engage the community through the proposed non-infrastructure project components. Programing includes working closely with community members so that data continues to be gathered through Street Story for future projects. Community engagement sessions will create encouragement and motivation among community residents to utilize the improvements. Residents will learn about the importance of active transportation through the various workshops, trainings and through the leadership curriculum that they will participate in. Community members and volunteers will make up part of the planning committee to help organize the activities allowing community participation throughout the project to ensure lasting, sustainable changes continuing long after the life of the grant.

Attach any applicable Public Participation & Planning documents:

8 San Ardo Community Outreach Attachment 061322.pdf

San Ardo Community Engagement and Planning: San Ardo Community and School Connections Through Active Transportation Project

Date	Engagement Method	Participants	How were participants encouraged to provide input?
2014	TAMC Regional Transportation Plan		A public hearing is held for each update and the plan returns to the Transportation Agency of Monterey County (TAMC) Board for approval in the summer. TAMC encourages county residents to review the draft plan and submit comments. The draft plan is made available online and by contacting TAMC.
2016	Letter of support	Superintendent/Principal	San Ardo Union Elementary School District Superintendent/Principal , Catherine Reimer provided a letter of support for the ATP grant. In the letter she mentions the student population transportation challenges and needs.
2018	TAMC Regional Transportation Plan		A public hearing is held for each update and the plan returns to the Transportation Agency of Monterey County (TAMC) Board for approval in the summer. TAMC encourages county residents to review the draft plan and submit comments. The draft plan is made available online and by contacting TAMC.
2018	TAMC Active Transportation Plan	447 Community Members	The plan set forth goals and objectives for improving bicycle and pedestrian facilities. To develop the Active Transportation Plan and subsequent update, TAMC staff consulted with TAMC's Bicycle and Pedestrian Facilities Advisory Committee. The committee is composed of volunteer representatives from each supervisorial district and city in Monterey County as well as representatives from public agencies and bicycle/pedestrian interest groups, and government stakeholders. County residents were encouraged to review the plan and submit comments in writing, in person or through a Wikimapping tool. 447 people submitted comments via the public participation tool. Concerns expressed included sidewalk gaps in San Ardo, Cattlemen Road as an impediment to biking/walking, the narrowness of Cattlemen Rd. Bridge as a concern to walking/biking, and a request for bike lanes at Cattlemen Rd.
2020	Zoom Meeting	San Ardo School Board meeting	On May 13, 2020, during the Board meeting the ATP cycle 5 project was presented and requested support from their Board.
2020	Letter of support	Superintendent/Principal	San Ardo Unio Elementary School District Superintendent/Principal , Catherine Reimer provided a letter of support for the ATP grant. In the letter she mentions the student population transportation challenges and needs.
2020	Community Survey Released	14 community members	Due to COVID restrictions the community survey was released online and posted by the District Supervisor and the County of Monterey. The survey was released in English and in Spanish to maximize participation.
4/7/2022	Zoom Meeting	District Supervisor Lopez	Supervisor Lopez provided an overview of the community challenges for San Ardo as well as challenges specific to active transportation needs
5/6/2022-6/6/22	On-line Community Survey Released on San Ardo Facebook page by a local resident, on Monterey County website and released by District Supervisor Lopez	38 San Ardo community members	Survey was released in English and in Spanish to maximize participation MCHD online and through Facebook. Additionally, MCHD staff engaged with San Ardo residents in person by traveling to the town and encouraging residents to take the survey. Staff engaged residents in conversation at the post office, market, school, and door-to-door.
5/13/2022	In Person Community Survey in San Ardo	20 San Ardo community members	4 bilingual MCHD staff members visited San Ardo for an afternoon to encourage residents to share their active transportation challenges and participate in the survey. Community members were provided maps of San Ardo to chart their challenges and near misses.
5/31/2022	In person site visit in San Ardo	5 San Ardo Community Members	4 county staff members and 1 representative from Nelson/Nygard sponsored through the Caltrans ATRC DAC Technical Assistance Program, visited San Ardo to see locations of infrastructure project in person and take photos. During the site visit staff engaged with 5 San Ardo community residents, listened to their needs and/or concerns about pedestrian safety and infrastructure. Residents were encouraged to complete the survey.

San Ardo Community Active Modes of Transportation Survey

The San Ardo Community Active Modes of Transportation Survey *was released electronically to the San Ardo community through the San Ardo Facebook page. Monterey County Health Department Staff also conducted in person surveys to listen to community concerns about active transportation opportunities in their community. 58 community members participated in the survey which is slightly over 20% of the adult population in San Ardo*.*

Community Members Mapped Their Transportation Challenges:

Community Concern: Intersection of Center Street and Cattlemen Road

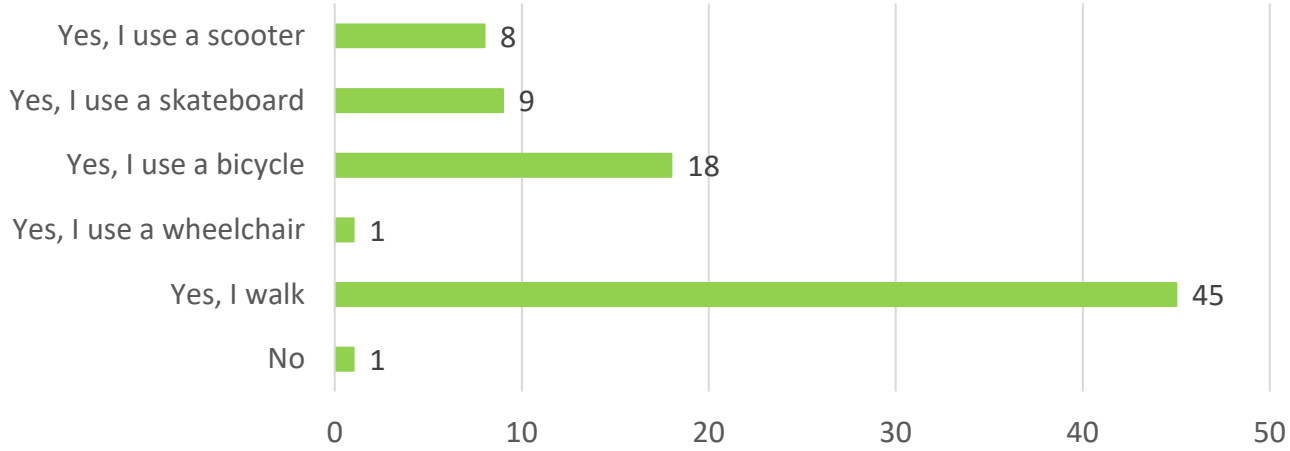
- One near miss (vehicle vs adult pedestrian) due to no lighting
- Motorists confused at intersection as to who has right of way
- Motorists watching for other vehicles to avoid crash but are not looking out for pedestrians
- Pedestrians use this path to get to the market and post office, commercial trucks are also using this route

Community Concern: Intersection of College and Godchaux Streets

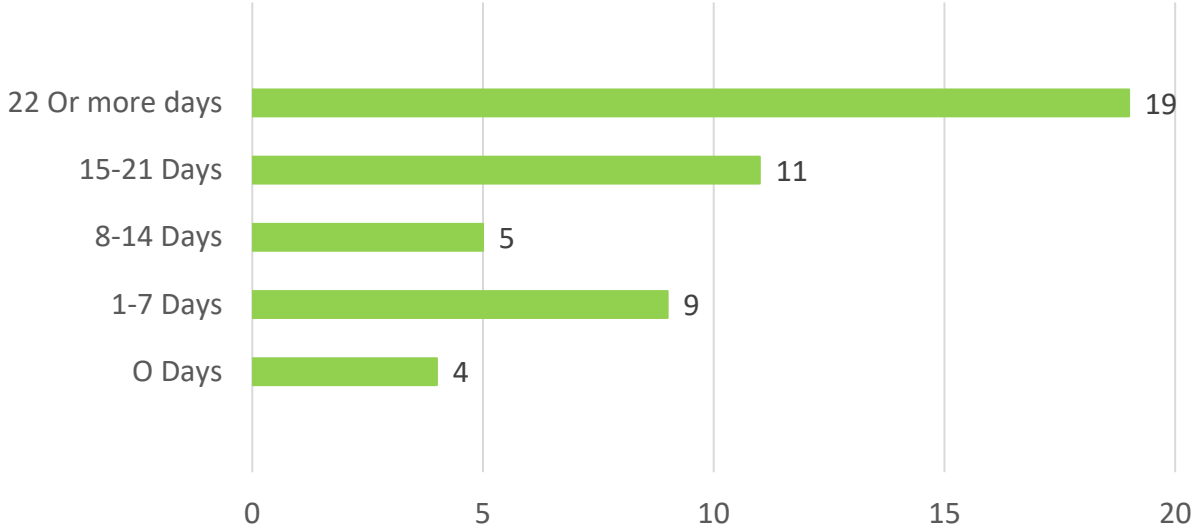
- One near miss (vehicle vs child pedestrian) at night and child wearing dark clothing
- Motorists roll through stop sign
- Speeding vehicles
- No lighting and can't see pedestrians crossing

1. Do you walk outside, use a wheelchair, bicycle, skateboard, or a scooter in your community

(Check all that apply)

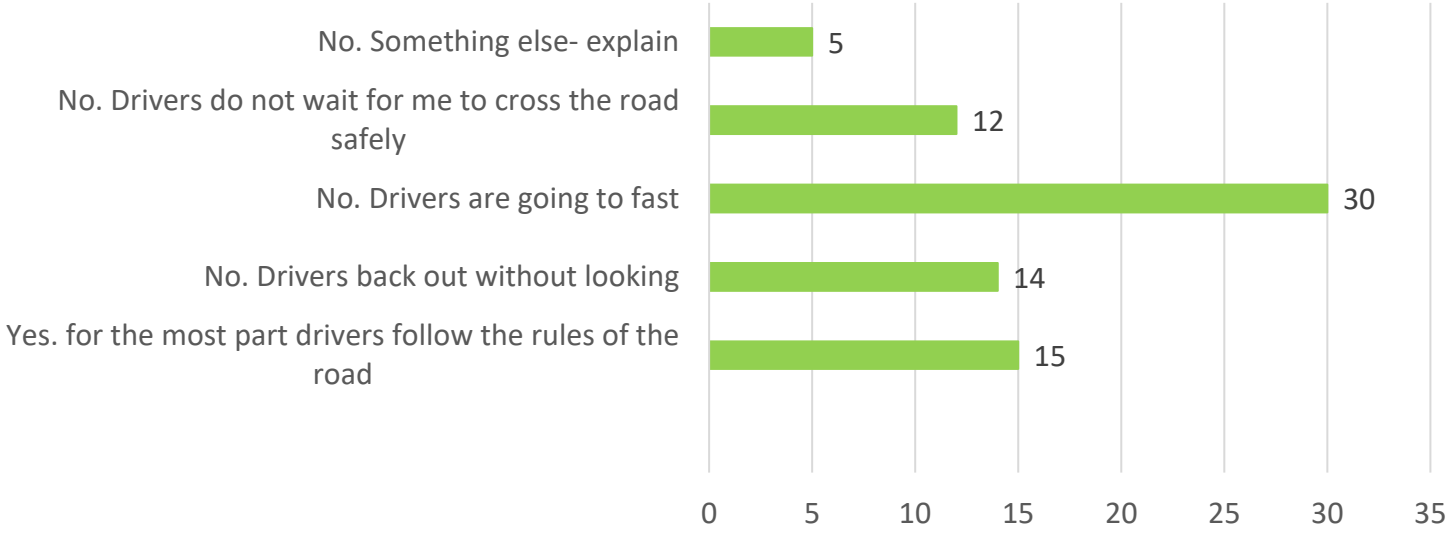


2. Over the last 30 days, how many days did you walk outside, use a wheelchair, bicycle, skateboard, or a scooter in your community?



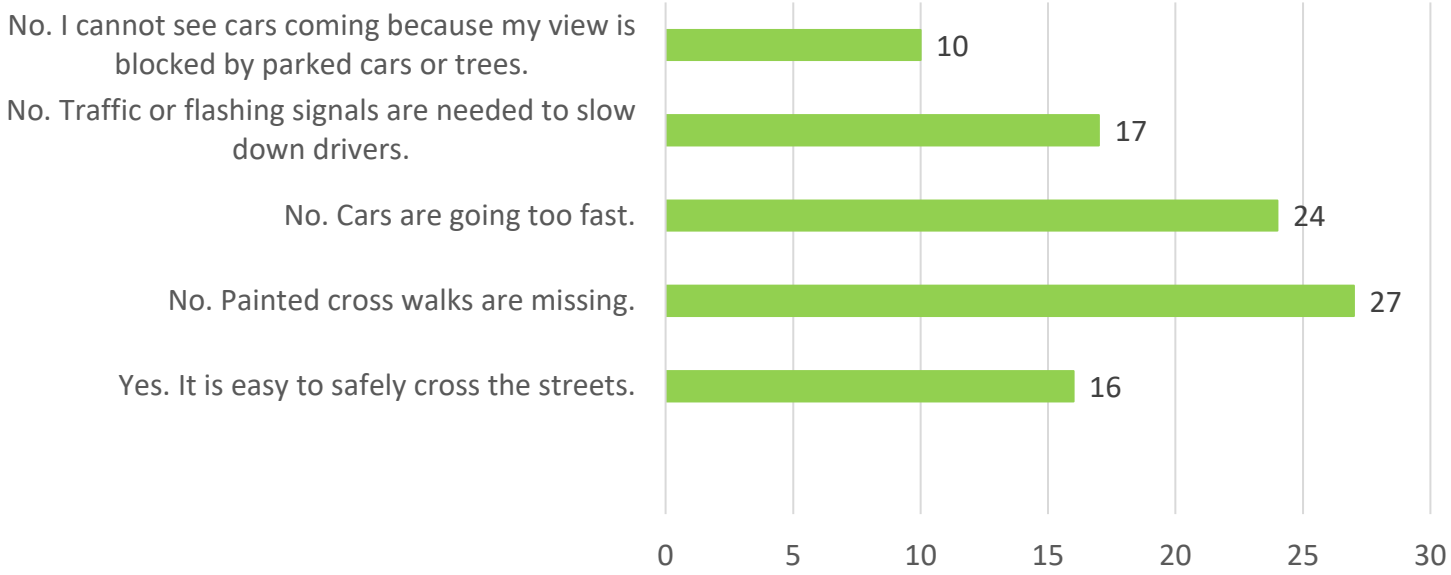
3. Do drivers in this community follow rules of the road?

(Check all that apply)

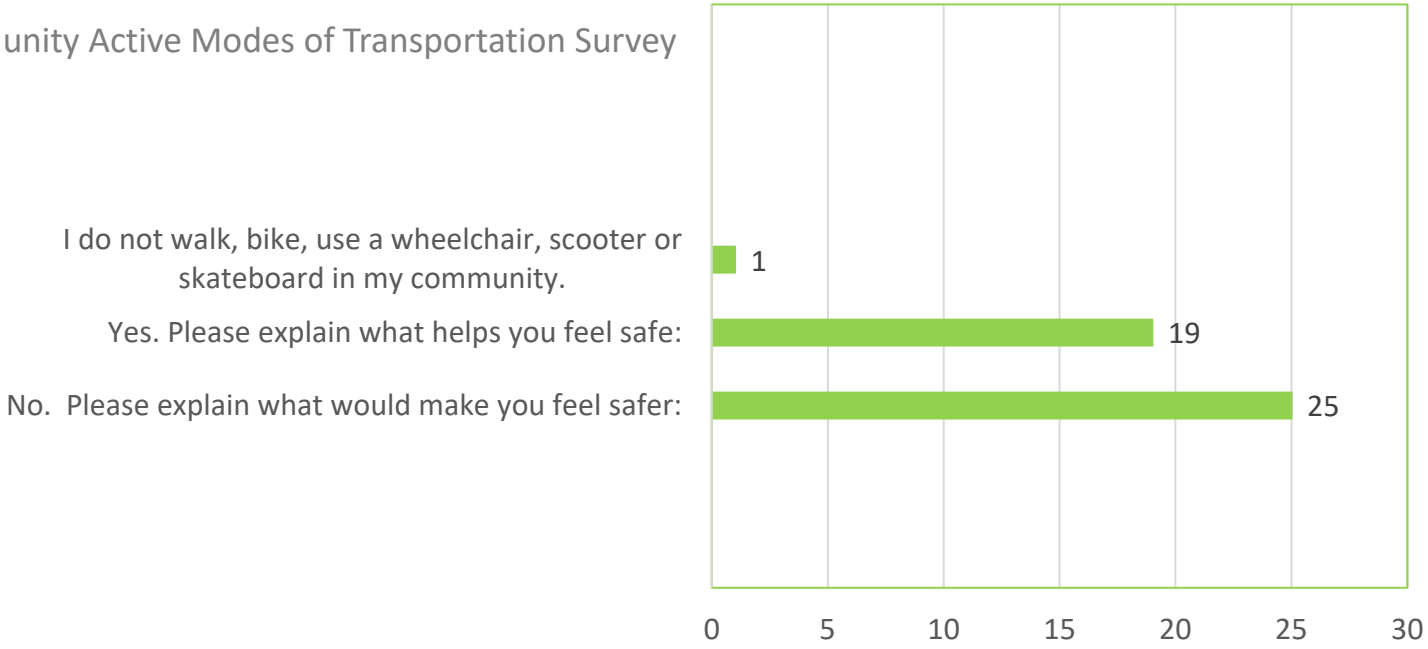


4. Is it easy to safely cross the streets in your community?

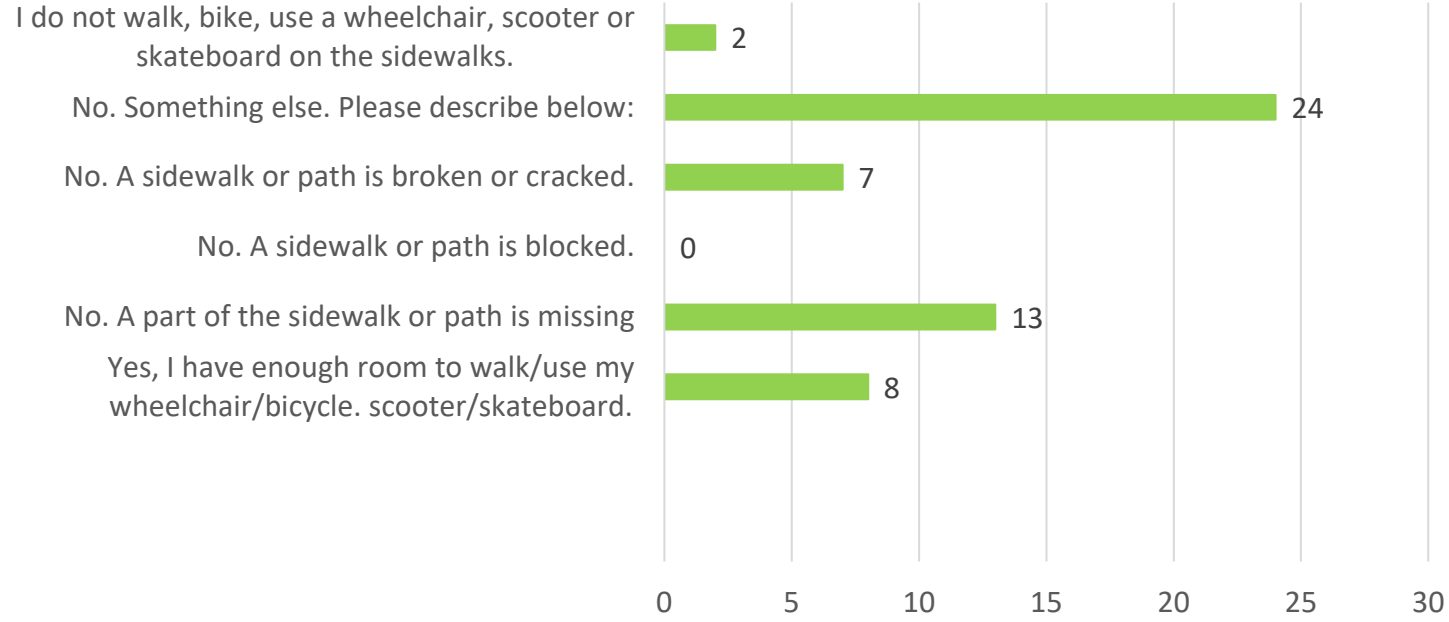
(Check all that apply)



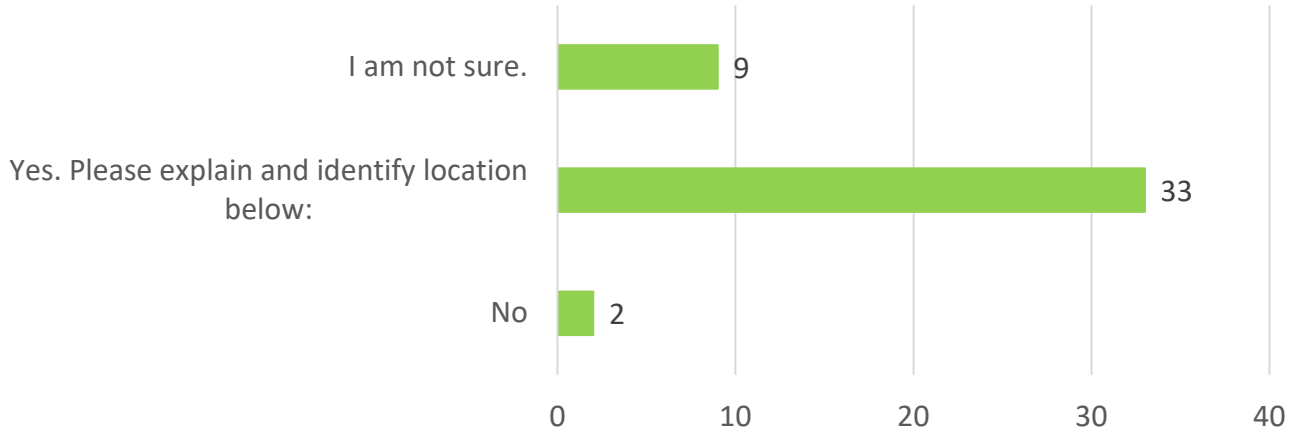
5. Do you feel safe walking, biking, using your wheelchair, scooter, skateboard in your community?



6. Tell us about the sidewalks in this community. Do you have enough room to walk, use your wheelchair, bicycle, scooter, skateboard on the sidewalks?



7. Are there specific areas in town where you would like sidewalks, crosswalks, signs or other bicyclist or pedestrian improvements?



8. Are there any other barriers in this community you would like to tell us about that prevent you from walking, using your wheelchair, bicycling, scooter, skateboard?

Example: unpaved roads, cracked, missing, and/or broken sidewalks, no lighting, missing curb ramps, speeding drivers, trash, or loose dogs. If so, please describe and list the location of problems below:

More visible crosswalks and signs

More speed limit signs. Cars go too fast and its dangerous for little kids

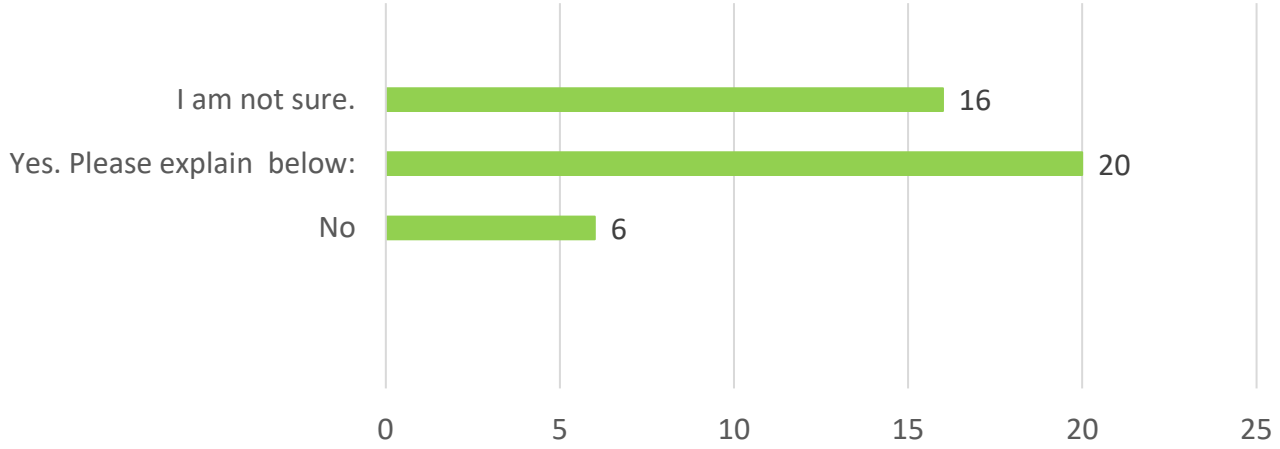
I'd say sidewalks by the school by the whole sides that way kids could be more safe

Missing sidewalks, missing crosswalks, no lights, speeders, loose dogs, broken pavement

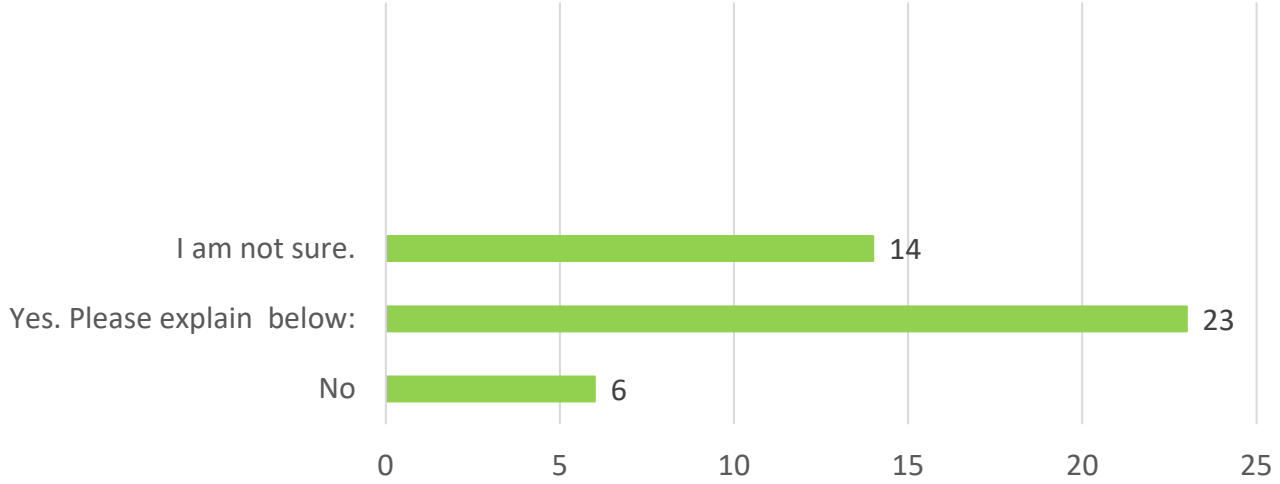
Caminos sin pavimentar, no hay banquetas or letreros
Translation: unpaved roads, no sidewalks or signs

The full list of responses is included at the conclusion of the survey.

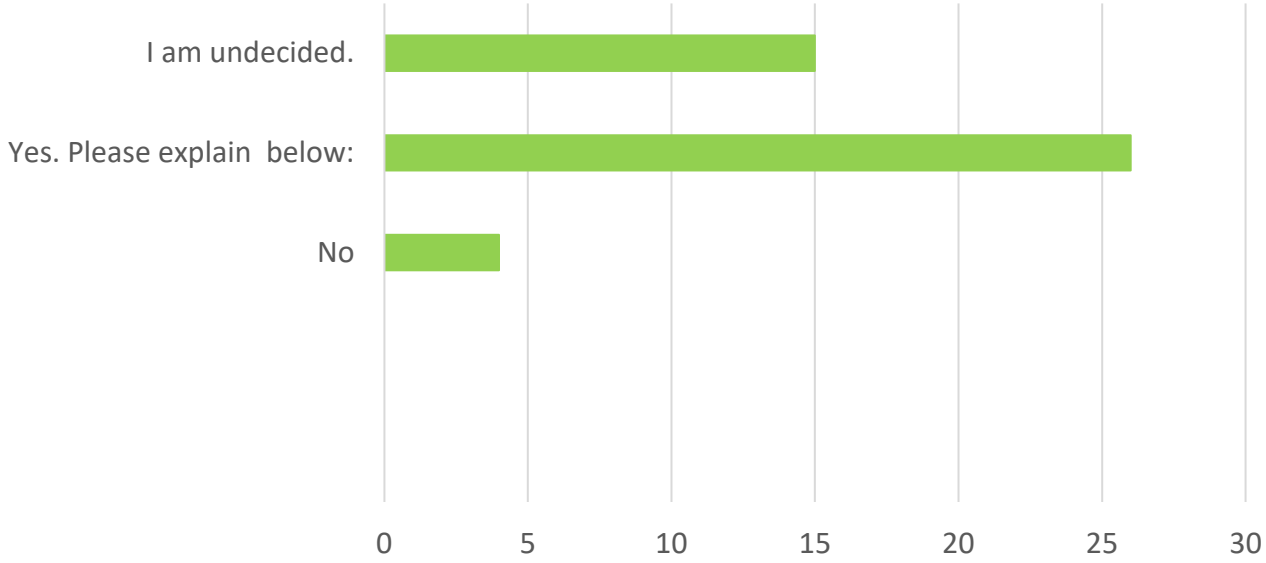
9. Will a project which adds or improves sidewalks on at least one side of the street increase your access to otherwise hard-to-reach areas in your community?



10. Will a project which adds or improves sidewalks on at least one side of the street increase the time you spend walking or using a bicycle, wheelchair, scooter or skateboard in your community?



11. Are there specific areas in town where you would like sidewalks, crosswalks, signs or other bicyclist or pedestrian improvements?



SAN ARDO
Top 4 Survey Outcome Priorities

- Improved Road Conditions
- Addition of Sidewalks
- Improved Crosswalks
- Street Lighting

San Ardo Community Survey Quotes

- “There are no sidewalks near the school. Need designates crosswalks and sidewalks for children to safely walk to school.”
- “I think what would make me feel safer is having our streets designed in a way that pedestrians/bicyclists are prioritized over cars.”
- “I think a good start would be to focus on the intersections of Cattlemen Rd in town. The existing signage and crosswalks do not slow cars or make them yield to pedestrians.”
- “There is no lighting anywhere. Most of the roads are full of potholes or have been repaired poorly.”
- “Teaching the kids about pedestrians and bicycle safety at an early age would be helpful and get them accustomed to walking and biking more frequently”

San Ardo

Encuesta de Modos de Transporte Activos de la Comunidad

El Condado de Monterey está solicitando una beca **del Programa de Transporte Activo** para financiar la infraestructura de banquetas **en San Ardo.**

El aporte de la comunidad es fundamental para aumentar las posibilidades de recibir fondos para este proyecto.

Tómese un momento para describir las necesidades de transporte activo en su comunidad en esta breve encuesta

¡Gracias por su apoyo!

Q1 ¿Camina afuera, usa una silla de ruedas, bicicleta, patineta o scooter en su comunidad?
(Marque todo lo que corresponda)

- [ ] Sí. Yo camino.
- [ ] Sí. Yo uso silla de ruedas.
- [ ] Sí. Yo uso una bicicleta.
- [ ] Sí. Yo uso una patineta.
- [ ] Sí. Yo uso un scooter.
- [ ] No. Proporcione una razón a continuación: _____

Q2 Durante los últimos 30 días, ¿cuántos días caminó, usó una silla de ruedas, bicicleta, patineta o scooter en su comunidad?
(Marque todo lo que corresponda)

- [ ] 0 días
- [ ] 1-7 días
- [ ] 8- 14 días
- [ ] 15- 21 días
- [ ] 22 o más días

Q3 *¿Los conductores en esta comunidad siguen las reglas de tránsito?*
(Marque todo lo que corresponda)

- [ ] Sí. La mayor parte, los conductores siguen las reglas de tránsito.
- [ ] No. Los conductores salen de las entradas sin mirar.
- [ ] No. Los conductores van demasiado rápido.
- [ ] No. Los conductores no me esperan para cruzar la calle de manera segura.
- [ ] No. Algo más. Por favor describa a continuación:

_____

Q4 ¿Es fácil cruzar las calles de manera segura en su comunidad?
(Marque todo lo que corresponda)

- [ ] Sí. Es fácil cruzar la calle con seguridad.
- [ ] No. Faltan cruces peatonales pintados.
- [ ] No. Los autos van demasiado rápido.
- [ ] No. Se necesitan señales de tráfico o intermitentes para reducir la velocidad de los conductores.
- [ ] No. No puedo ver los autos que vienen porque mi vista está bloqueada por autos estacionados o árboles.
- [ ] No. Algo más. Por favor describa a continuación:
_____

Q5 ¿Se siente seguro caminando/andando en bicicleta/usando su silla de ruedas/scooter/skateboard en su comunidad?

- [ ] Sí. Explique qué le ayuda a sentirse seguro:
_____
- [ ] No. Explique qué lo haría sentir más seguro:
_____
- [ ] No camino, ando en bicicleta, uso silla de ruedas, scooter o patineta en mi comunidad.

Q6 Cuéntenos sobre las banquetas en esta comunidad. ¿Tiene suficiente espacio para caminar/usar su silla de ruedas/bicicleta/scooter/patineta en las banquetas?
(Marque todo lo que corresponda)

- ☐ Si, Tengo suficiente espacio para caminar/usar mi silla de ruedas/bicicleta/scooter/patineta.
- ☐ No. Falta una parte de la banqueta o camino.
- ☐ No. La banqueta o camino está bloqueado.
- ☐ No. La banqueta o camino está está roto o agrietado
- ☐ No. Es algo más. Por favor describa a continuación:

_____

- ☐ No camino, ando en bicicleta, uso silla de ruedas, scooter o patíneta en las banquetas.

Q7 ¿Hay áreas específicas en la ciudad donde le gustaría banquetas/cruces de peatones/señales u otras mejoras para ciclistas o peatones?

- ☐ Si. Por favor identifique y explique la locación:

_____

- ☐ No.
- ☐ No estoy seguro

Q8 ¿Hay otras barreras en esta comunidad que le gustaría contarnos que le impiden caminar/usar su silla de ruedas/bicicleta/scooter/patineta?
Ejemplo: caminos sin pavimentar, aceras agrietadas y/o rotas, falta de iluminación, falta de rampas, conductores que van a exceso de velocidad, basuras o perros sueltos.
Si es así, describa y enumere la ubicación de los problemas a continuación:

_____

_____

_____

Q9 ¿Un proyecto que agrega o mejora las aceras en al menos un lado de la calle aumentará su acceso a áreas de su comunidad que de otro modo serían difíciles de alcanzar?

- [ ] Si. Por favor explique a continuación: _____
- [ ] No.
- [ ] No estoy seguro.

Q10 ¿Un proyecto que agrega o mejora las aceras en al menos un lado de la calle aumentará el tiempo que pasa caminando o usando una bicicleta, silla de ruedas, scooter o patineta en su comunidad?

- [ ] Si.
- [ ] No.
- [ ] No estoy seguro.

Q11 ¿Le gustaría tener programas de educación sobre seguridad para peatones y ciclistas en esta comunidad?

- [ ] Si. Por favor explique a continuación: _____
- [ ] No.
- [ ] Estoy indeciso.

¡Gracias por su apoyo!

San Ardo

Community Active Modes of Transportation Survey

The County of Monterey is applying for grant funding from the **Active Transportation Program** to fund sidewalk infrastructure improvements **in San Ardo.**
Community input is critical for improving the chances of receiving funding for this project.

Please take a moment to describe active transportation needs in your community in this short survey.

Thank you for your support!

Q1 Do you walk outside, use a wheelchair, bicycle, skateboard, or a scooter in your community?
(Mark all that apply)

- ☐ Yes. I walk
- ☐ Yes. I use a wheelchair
- ☐ Yes. I use a bicycle
- ☐ Yes. I use a skateboard
- ☐ Yes. I use a scooter
- ☐ No. Please provide a reason below:

_____

Q2 Over the last 30 days, how many days did you walk outside, use a wheelchair, bicycle, skateboard, or a scooter in your community?
(Mark all that apply)

- [ ] 0 days
- [ ] 1-7 days
- [ ] 8- 14 days
- [ ] 15- 21 days
- [ ] 22 or more days

Q3 Do drivers in this community follow rules of the road?
(*Mark all that apply*)

- [ ] Yes. For the most part the drivers follow the rules of the road.
- [ ] No. Drivers back out of driveways without looking.
- [ ] No. Drivers are going too fast.
- [ ] No. Drivers do not wait for me to cross the street safely.
- [ ] No. Something else. Please describe below:

_____

Q4 Is it easy to safely cross the streets in your community?
(Mark all that apply)

- ☐ Yes. It is easy to safely cross the streets.
- ☐ No. Painted cross walks are missing.
- ☐ No. Cars are going too fast.
- ☐ No. Traffic or flashing signals are needed to slow down drivers.
- ☐ No. I cannot see cars coming because my view is blocked by parked cars or trees.
- ☐ No. Something else. Please describe below:

_____

Q5 Do you feel safe walking/ biking/using your wheelchair/scooter/skateboard in your community?

- ☐ Yes. Please explain what helps you feel safe:

_____

- ☐ No. Please explain what would make you feel safer:

_____

- ☐ I do not walk, bike, use a wheelchair, scooter or skateboard in my community.

Q6 Tell us about the sidewalks in this community. Do you have enough room to walk/use your wheelchair/bicycle/scooter/skateboard on the sidewalks?
(*Mark all that apply*)

- ☐ Yes, I have enough room to walk/use my wheelchair/bicycle. scooter/skateboard.
- ☐ No. A part of the sidewalk or path is missing.
- ☐ No. A sidewalk or path is blocked.
- ☐ No. A sidewalk or path is broken or cracked.
- ☐ No. Something else. Please describe below:

_____

- ☐ I do not walk, bike, use a wheelchair, scooter or skateboard on the sidewalks.

Q7 Are there specific areas in town where you would like sidewalks/crosswalks/signs or other bicyclist or pedestrian improvements?

- ☐ Yes. Please explain and identify location below:

_____

- ☐ No.
- ☐ I am not sure.

Q8 Are there any other barriers in this community you would like to tell us about that prevent you from walking/using your wheelchair/bicycling/scooter/skateboard? Example: unpaved roads, cracked, missing, and/or broken sidewalks, no lighting, missing curb ramps, speeding drivers, trash, or loose dogs. If so, please describe and list the location of problems below:

_____

_____

_____

Q9 Will a project which adds or improves sidewalks on at least one side of the street increase your access to otherwise hard-to-reach areas in your community?

- ☐ Yes. Please explain below: _____
- ☐ No.
- ☐ I am not sure.

Q10 Will a project which adds or improves sidewalks on at least one side of the street increase the time you spend walking or using a bicycle, wheelchair, scooter or skateboard in your community?

- ☐ Yes. Please explain below: _____
- ☐ No.
- ☐ I am not sure.

Q11 Would you like to have pedestrian and bicycle safety education programs in this community?

- ☐ Yes. Please explain below: _____
- ☐ No.
- ☐ I am undecided.

Thank you for your support!

Part B: Narrative Questions

Question #5

QUESTION #5
SCOPE AND PLAN CONSISTENCY (0 - 3 points)

A. The evaluators will consider the following: (3 points max)

- Consistency between the Layouts/maps, Engineer's estimate and Proposed scope
- Compliance with the Engineer's Checklist
- Complete project schedule

B. For combination I/NI projects, the 25-R will be evaluated for:

- How well it reflects the applicant's responses throughout this application
- How well the overall scope meets the Purpose and Goals for the ATP, as defined by the CTC Guidelines
- Compliance with the ATP Non-Infrastructure Program Guidance

Part B: Narrative Questions

Question #6

USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR CERTIFIED LOCAL COMMUNITY CONSERVATION CORPS (CALCC) (-5 to 0 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)
- ☐ Applicant is not requesting Construction funds (0 points)

Step 1: The applicant must submit the ATP Corps Consultation Form to both the CCC and CALCC at least ten (10) business days prior to the application submittal to Caltrans. The CCC and CALCC will respond within ten (10) business days from receipt of the information. Links to the ATP Corps Consultation Form, instructions and contact information for submission or questions can be found at:

California Conservation Corps ATP webpage

Or

Certified Local Conservation Corps ATP webpage

The applicant must also attach any email correspondence from the CCC and CALCC 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:

9 CCC and CALCC Response.pdf

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

9 CCC and CALCC Response.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 CALCC, or the Tribal Corps and determined the following: (check appropriate box)

- ☐ Applicant intends to utilize the CCC, CALCC, or the Tribal Corps on the following items listed below. (0 points) (Max of 100 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 CALCC ☐ the Tribal Corps (if applicable)

Bettencourt, Janie x5184

From: ATP@CCC <ATP@CCC.CA.GOV>
Sent: Thursday, May 12, 2022 3:06 PM
To: Bettencourt, Janie x5184
Cc: inquiry@atpcommunitycorps.org
Subject: RE: ATP Consultation Form: San Ardo Community and School Connections Through Active Transportation Project

Follow Up Flag: Follow up
Flag Status: Flagged

[CAUTION: This email originated from outside of the County. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

Hi Janie,

Thank you for reaching out to the California Conservation Corps. Reggie Soria, the project manager from our CCC Santa Maria Center has indicated that it's not feasible for the CCC to assist with this project. Please include this email with your application.

Best Regards,

ANTHONY PHAM
Local Corps Grant Coordinator, Bonds & Grants Unit
Emergency and Environmental Programs
Pronouns: He/Him/His

1719 24th Street
Sacramento, CA 95816

P: (916) 341-3231

Anthony.Pham@ccc.ca.gov
ccc.ca.gov

Hard Work, Low Pay, Miserable Conditions and More

From: Bettencourt, Janie x5184 <BettencourtJ@co.monterey.ca.us>
Sent: Friday, May 6, 2022 4:16 PM
To: ATP@CCC <ATP@CCC.CA.GOV>; inquiry@atpcommunitycorps.org
Subject: ATP Consultation Form: San Ardo Community and School Connections Through Active Transportation Project

Good afternoon,
Please find the attached ATP Consultation Form for the above referenced project in San Ardo. Please let me know if you have any questions or need additional information.
Thank you,

Janie Bettencourt
Management Analyst II

Monterey County Department of Public Works, Facilities, & Parks
1441 Schilling Place, South 2nd Floor
Salinas, CA 93901-4527

Main: (831) 755-4800
Direct: (831) 755-5184
Email: bettencourtj@co.monterey.ca.us

From: Active Transportation Program
To: ATP@CCC
Cc: Bettencourt, Janie x5184
Subject: Re: ATP Consultation Form: San Ardo Community and School Connections Through Active Transportation Project
Date: Monday, May 16, 2022 3:13:14 PM
Attachments: image001.png

[CAUTION: This email originated from outside of the County. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

Janie,

The local corps are not able to assist with this project. Thank you for your inquiry!

Erika

On Thu, May 12, 2022 at 3:05 PM ATP@CCC <ATP@ccc.ca.gov> wrote:

> Hi Janie,
>
> Thank you for reaching out to the California Conservation Corps. Reggie Soria, the project manager from our CCC Santa Maria Center has indicated that it's not feasible for the CCC to assist with this project. Please include this email with your application.
>
> Best Regards,
>
> **ANTHONY PHAM**
>
> Local Corps Grant Coordinator, Bonds & Grants Unit
>
> Emergency and Environmental Programs
>
> Pronouns: He/Him/His
>
> 1719 24th Street
>
> Sacramento, CA 95816
>
> P: (916) 341-3231
>
> **Anthony.Pham@ccc.ca.gov**
>
> **ccc.ca.gov**

Hard Work, Low Pay,
Miserable Conditions and More

From: Bettencourt, Janie x5184 <BettencourtJ@co.monterey.ca.us>
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Thank you,

Janie Bettencourt

Management Analyst II

Monterey County Department of Public Works, Facilities, & Parks

1441 Schilling Place, South 2nd Floor

Salinas, CA 93901-4527

Main: (831) 755-4800

Direct: (831) 755-5184

Email: bettencourtj@co.monterey.ca.us

--

Erika Romero | Program Associate
Environmental & Energy Consulting
1121 L Street, Suite 309
Sacramento, CA 95814
916-426-9170 ext. 701
916-720-0331 Direct Fax
inquiry@atpcommunitycorps.org

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Part B: Narrative Questions

Question #7

QUESTION #7

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

For CTC 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**

Engineer's Checklist (Required for Infrastructure & Combo Projects) — **Attachment B**

Project Location Map (Required for all applications) — **Attachment C**

1 Attachment C Location Map_San Ardo Ped Imp_052722.pdf

Project Layout/Plans showing existing and proposed conditions (Required for all Infrastructure Projects) — **Attachment D**

12- Project Layout Plans- Attachment D.pdf

Photos of Existing Conditions (Required for all applications) — **Attachment E**

13 Photos of Existing Conditions.pdf

Project Estimate (Required for all Infrastructure Projects) — **Attachment F**

14 Attachment-F-Project-Estimate SAN ARDO.xlsx

Non-Infrastructure Work Plan (Exhibit 25-R) (Required for all projects with Non-Infrastructure Elements) — **Attachment G**

15 Attachment-G-Exhibit-25-R-NI-Work-Plan San Ardo.xlsx

Plan Scope of Work (Exhibit 25-Plan) (Required for all Plan Projects) — **Attachment H**

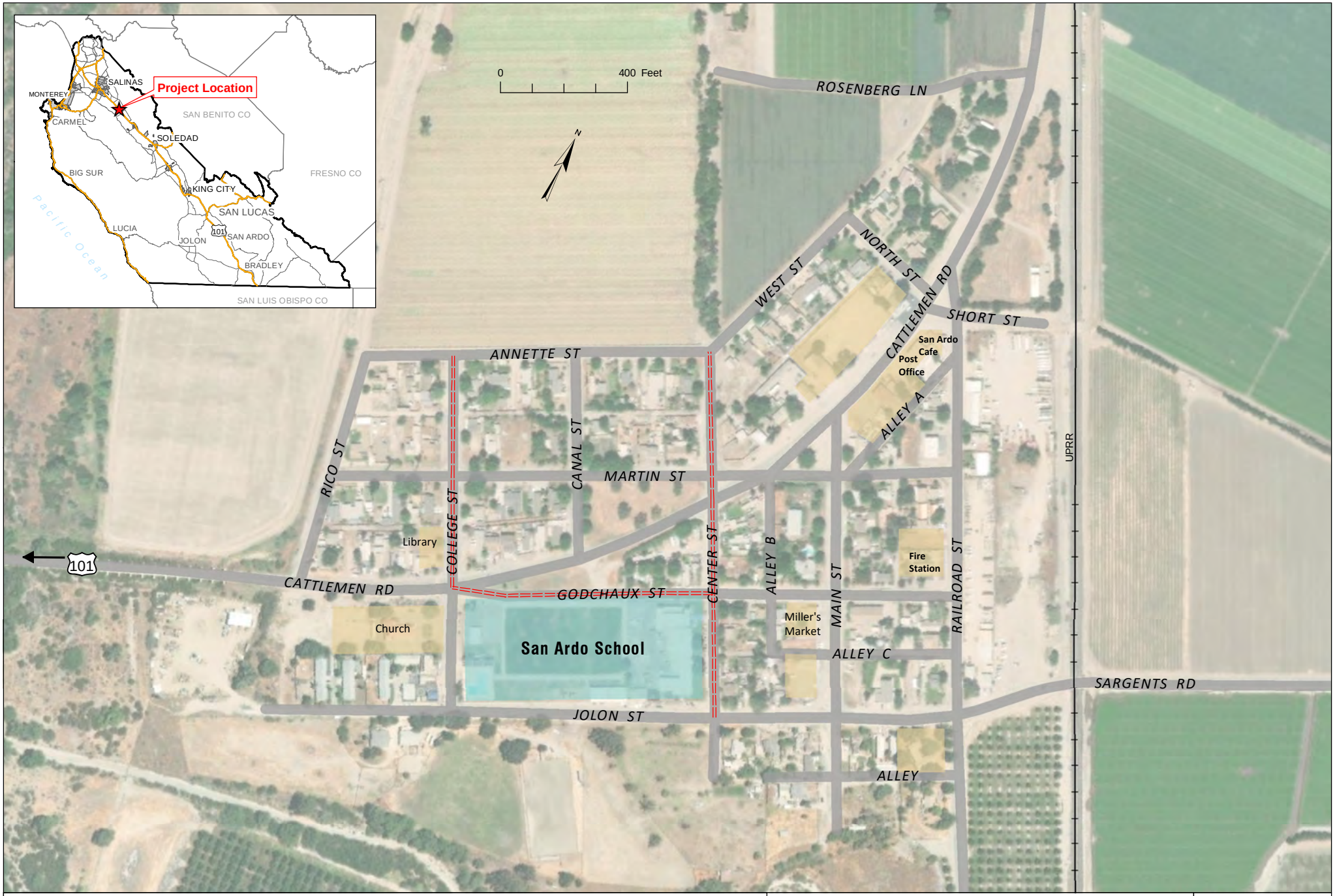
Letters of Support (10 maximum) and Support Documentation (Required or recommended for all projects as designated in the instructions) (All letters must be scanned into one document.) — **Attachment I**

16 Letters of Support San Ardo.pdf

Exhibit 25-F State Funding — **Attachment J**

Additional Attachments (Additional attachments may be included. They should be organized in a way that allows application reviewers easy identification and review of the information.) (All additional attachments must be scanned into one document.) — **Attachment K**

Board Report ATP Applications.pdf



LOCATION MAP

San Ardo Community & School Connections Through Active Transportation

Legend

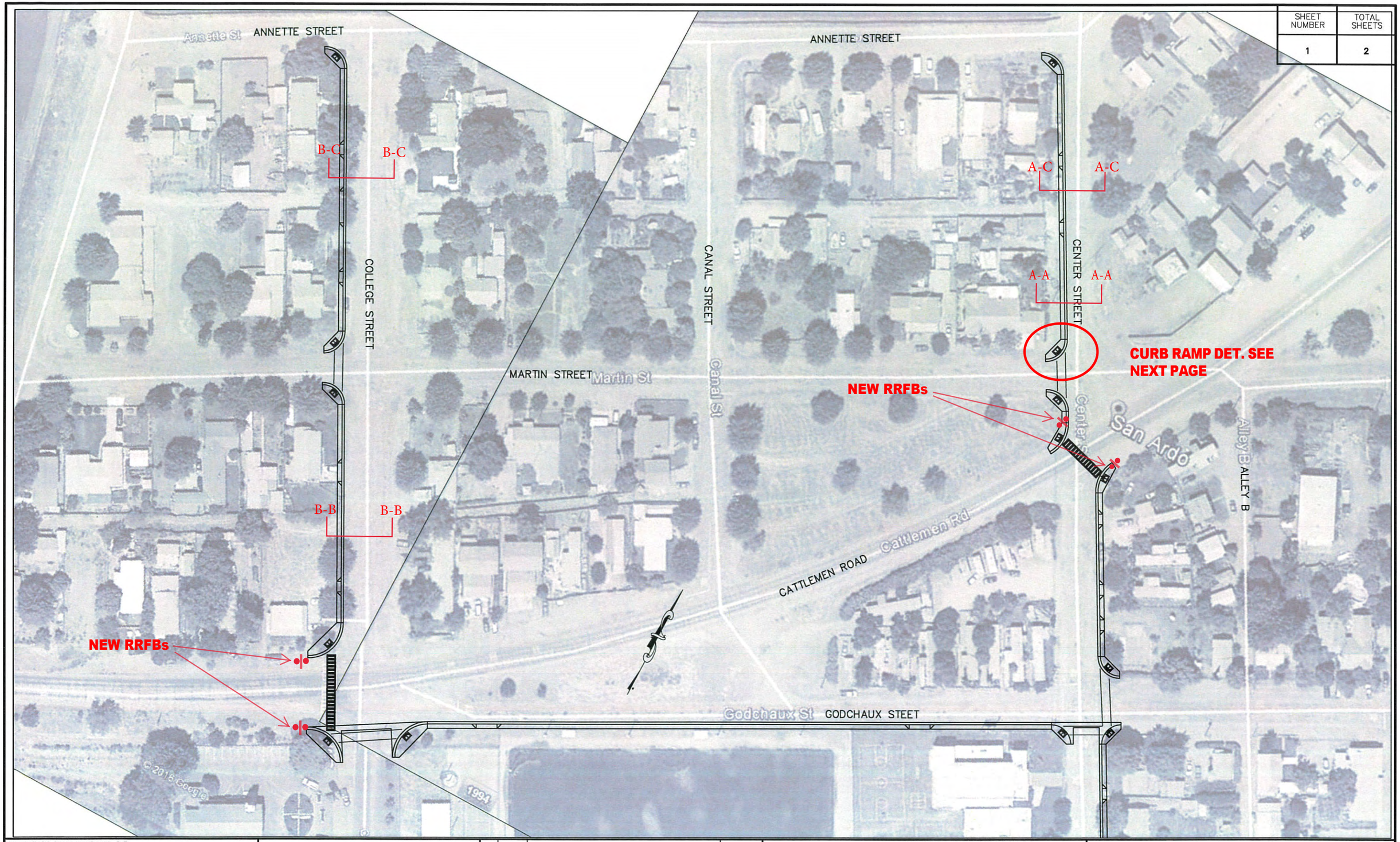
Proposed Sidewalk

Local Businesses and Services

School District

Source: Monterey County Department of Public Works, Facilities, & Parks. Date: 5/23/2022. Imagery: ESRI 2022.

SHEET NUMBER	TOTAL SHEETS
1	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	

DRAFT

NO.	DATE	REVISION	APPROVED

COUNTY OF MONTEREY
Department of Public Works, Facilities, & Parks

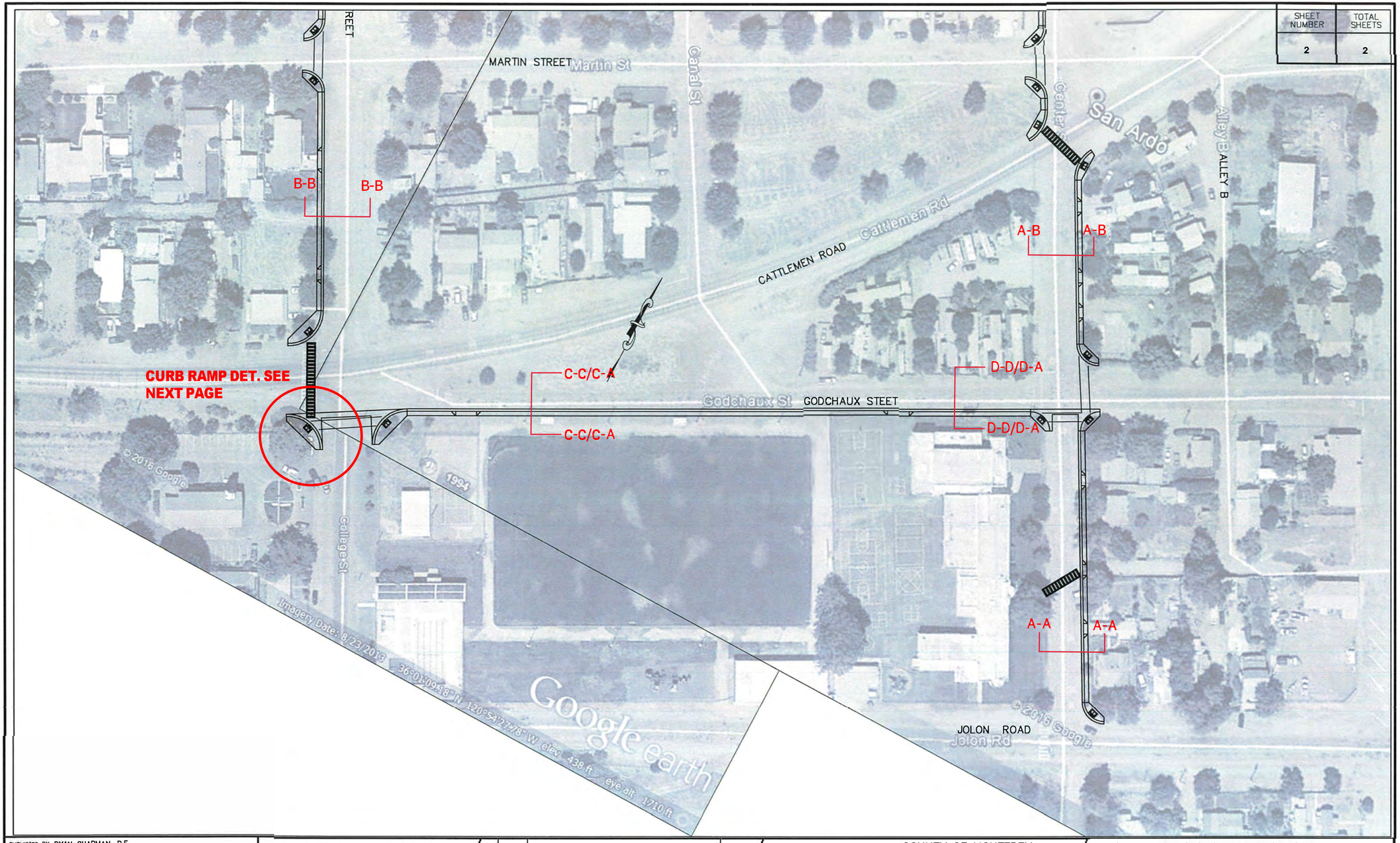
DESIGN SECTION

San Ardo Community and School Connections Through Active Transportation
PROJECT NO.

LAYOUT PLAN

DATE 5/5/16	RELATIVE BORDER SCALE: IN INCHES 0 1 2 3	SHEET L-1
SCALE 1" = 200'	VIEW LAYOUT1	

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

DRAFT

NO.	DATE	REVISION	APPROVED

COUNTY OF MONTEREY

Department of Public Works, Facilities, & Parks

DESIGN SECTION

San Ardo Community and School Connections Through Active Transportation

PROJECT NO.

LAYOUT PLAN

DATE 5/5/16

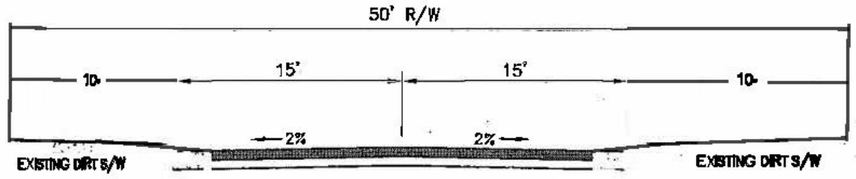
SCALE 1"= 200'

RELATIVE BORDER SCALE: IN INCHES 0 1 2 3

VIEW LAYOUT 2

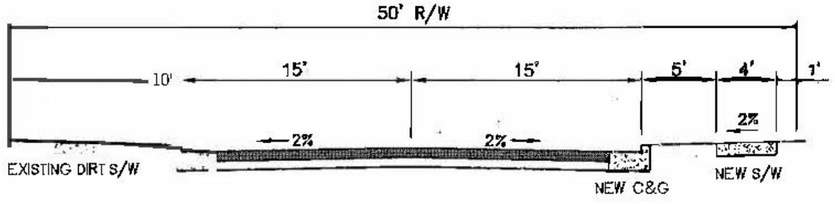
SHEET L-2

SECTION A-A



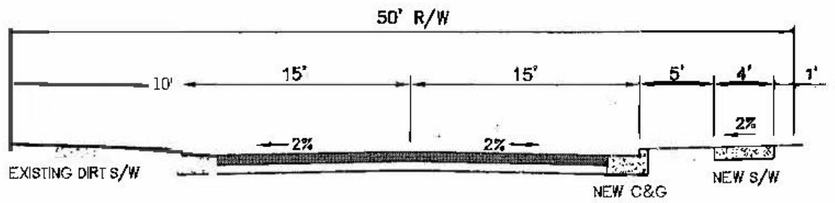
EXISTING CENTER STREET - TYP. SECTION

SECTION A-B



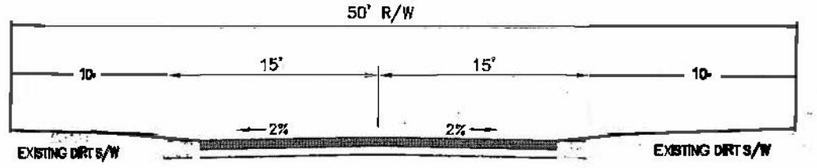
PROPOSED CENTER STREET - TYP. SECTION

SECTION A-C



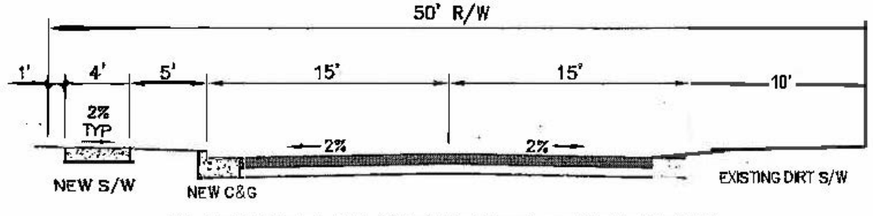
PROPOSED CENTER STREET - TYP. SECTION

SECTION B-B



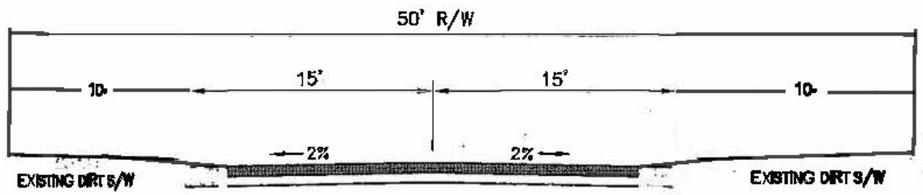
EXISTING COLLEGE STREET - TYP. SECTION

SECTION B-C



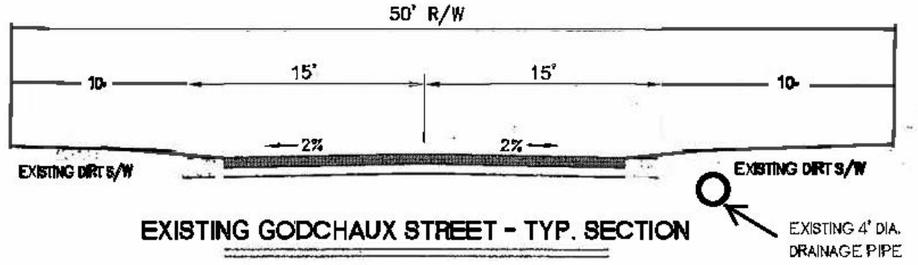
PROPOSED COLLEGE STREET - TYP. SECTION

SECTION C-C



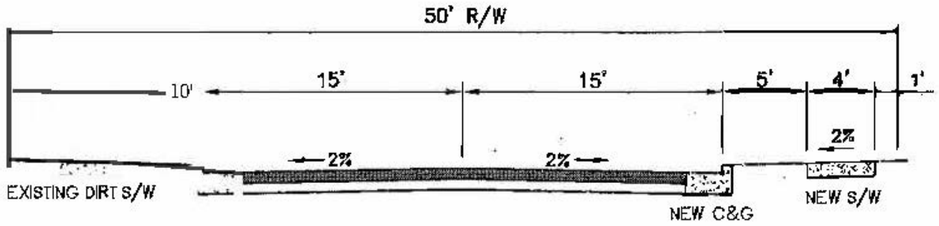
EXISTING GODCHAUX STREET - TYP. SECTION

SECTION D-D



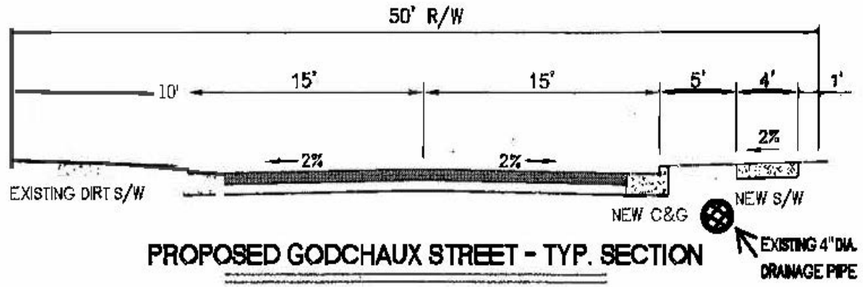
EXISTING GODCHAUX STREET - TYP. SECTION

SECTION C-A



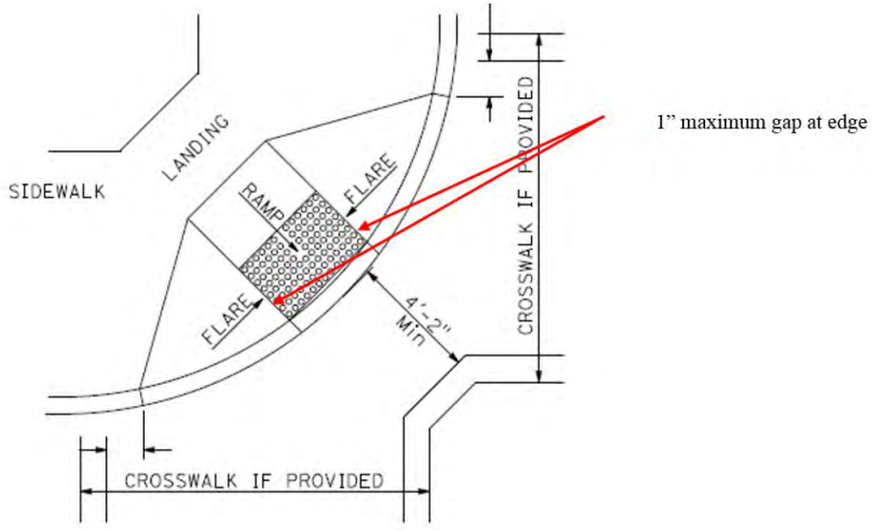
PROPOSED GODCHAUX STREET - TYP. SECTION

SECTION D-A



PROPOSED GODCHAUX STREET - TYP. SECTION

ADA CURB RAMP DETAIL



1" maximum gap at edge

Intersection of Godchaux Street and Cattlemen Road
Proposed improvements to this intersection include crosswalk and pedestrian beacons

Godchaux Street looking toward San Ardo School

Intersection of Godchaux Street and Center Street looking toward Cattleman Road

Intersection of Cattlemen Road and Center Street

Proposed improvements to this intersection include crosswalk and pedestrian beacons

Intersection of Cattlemen Road and College Street

Proposed improvements to this intersection include crosswalk and pedestrian beacons

Intersection of Godchaux Street and Center Street looking toward Jolon Street

Library at Intersection of Cattlemen Road and College Street- Proposed improvements to this intersection include crosswalk, curb and gutter along College Street in front of the Library.

Library at Intersection of Cattlemen Road and College Street- Proposed improvements to this intersection include crosswalk, curb and gutter along College Street in front of the Library.

Intersection of Cattlemen Road and College Street Looking Toward Annette Street- Proposed improvements to this intersection include crosswalk, curb and gutter along College Street in front of the Library.

Intersection of Center Street and Cattleman Road Looking Toward Annette Street-

Proposed improvements to this intersection include crosswalk and pedestrian beacons

Detailed Project Estimate and Total Project Costs- Cycle 6

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

Project Information:

Agency:	Monterey County Public Works, Facilities, & Parks	**Date:**	4/26/2022
Project Description:	Community and School Connections Through Active Transportation		
Project Location:	San Ardo		
Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate:	Chad S. Alinio	**License #:**	62175

Project Estimate and Cost Breakdown:

Project Estimate (for Construction Items Only)						Cost Breakdown					
						ATP Eligible Costs/Items		ATP Ineligible Costs/Items		Corps/CCC to construct	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	$	%	$	%	$
General Overhead-Related Construction Items											
1	Mobilization	1	LS	$120,000.00	$120,000	100%	$120,000				
2	Traffic Control	1	LS	$75,000.00	$75,000	100%	$75,000				
3	Clearing and Grubbing	1	LS	$22,500.00	$22,500	100%	$22,500				
4	Water Pollution Control Plan	1	LS	$9,000.00	$9,000	100%	$9,000				
5			LS					100%			
6			LS					100%			
7			LS					100%			
8			LS					100%			
9			LS					100%			
10			LS					100%			
General Construction Items											
11	Concrete Curb & Gutter	2690	LF	$120.00	$322,800	100%	$322,800				
12	Concrete Sidewalk	10760	SF	$45.00	$484,200	100%	$484,200				
13	ADA Concrete Curb Ramps (Case C)	16	EA	$11,250.00	$180,000	100%	$180,000				
14	Thermoplastic Traffic Stripe (Crosswalk)	2000	LF	$4.50	$9,000	100%	$9,000				
15	Flashing Beacon System	2	EA	$30,000.00	$60,000	100%	$60,000				
16	Solar Safety Lighting	10	EA	$25,000.00	$250,000	100%	$250,000				
17								100%			
18								100%			
19								100%			
20								100%			
21								100%			
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28								100%			
29								100%			
30								100%			
31								100%			
32								100%			
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46								100%			
47								100%			
48								100%			
49								100%			
50								100%			
51								100%			
52								100%			
				Subtotal of Construction Items:	**$1,532,500**		**$1,532,500**				
	Construction Item Contingencies (% of Construction Items):			**30.00%**	$459,750		$459,750				
	Total (Construction Items & Contingencies) cost:				**$1,992,250**		**$1,992,250**				

Detailed Project Estimate and Total Project Costs- Cycle 6

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

Project Information:

Agency:	Monterey County Public Works, Facilities, & Parks	**Date:**	4/26/2022
Project Description:	Community and School Connections Through Active Transportation		
Project Location:	San Ardo		
Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate:	Chad S. Alinio	**License #:**	62175

Project Delivery Costs:

Type of Project Cost	Cost $	ATP Eligible Costs	Non-participating Costs		
Preliminary Engineering (PE)					
Environmental Studies and Permits(PA&ED):	$ 85,000	$85,000			
Plans, Specifications and Estimates (PS&E):	$ 326,000	$326,000		"PE" costs / "CON" costs	
Total PE:	**$ 411,000**	**$411,000**		21%	25% Max
Right of Way (RW)					
Right of Way Engineering:	$ 37,500	$37,500			
Acquisitions and Utilities:					
Total RW:	**$ 37,500**	**$37,500**			
Total Pre-Construction Costs (PE+RW):	**$448,500**	**$448,500**			
Construction Engineering (CE)				"CE" costs / "CON" costs	
Construction Engineering (CE):	$ 300,000	$300,000		15%	15% Max
Total Construction Costs:	**$2,292,250**	**$2,292,250**			
		ATP Eligible Costs	Non-participating Costs		
Total Project Cost:	**$2,740,750**	**$2,740,750**			

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 item which is partly ineligible for ATP funding or is required for the construction of an ineligible item/element of the project.

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

Exhibit 25-R ATP Non-Infrastructure Project Work Plan

Fill in the following items:

Date: (1)	5.17.2022
Implementing Agency Name: (2)	County of Monterey, Health Department - Public Health, Planning, Evaluation and Policy Teams
Project Number: (3)	
Project Location(s): (4a)	San Ardo
" " (4b)	San Ardo Union Elementary School and/or community sites
" " (4c)	
" " (4d)	
Project Description: (5)	Increase walking opportunities for students, seniors, and the community. Safe Routes to School activities will take place at the school site and/or community sites as determined through community engagement efforts. Project will support safe walking to and from the school, library, and other neighborhood destinations. Educational safety campaign for motorists will be implemented. Work will be completed in person (or virtually through Zoom, YouTube, etc.if needed due to pandemic response efforts). Develop community active transportation champions in community through civic engagement, empowerment and Health in All Policies trainings, and community organized stakeholder meetings with an active transportation theme.

Enter information in each Task Tab, as it applies (Task A, Task B, Task C, Task C, etc.)

For Department use only

You will not be able to fill in the following items. Items will auto-populate once you've entered all "Task" tabs that applies:

Task Summary:

Click the links below to navigate to "Task Details" tabs:

Task	Task Name	ATP Cost	Non-ATP Cost
Task "A"	Safe Routes to School (SRTS): Kick Off Activities	$ 70,415.57	$ -
Task "B"	Safe Routes to School: Outreach and Education	$ 108,072.15	$ -
Task "C"	Bike Repair Workshop	$ 71,636.25	$ -
Task "D"	Walking Presentations to Seniors	$ 29,248.53	$ -
Task "E"	Safety Campaign For Motorists	$ 288,782.38	$ -
Task "F"	Planning Evaluation and Policy: Civic Engagement	$ 139,510.59	$ -
Task "G"		$ -	$ -
Task "H"		$ -	$ -
Task "I"		$ -	$ -
Task "J"		$ -	$ -
	ATP Total:	$ 707,665.47	
	Non-ATP Total:		$ -
	GRAND TOTAL	**$**	**707,665.47**

Item Justification and Sustainability

This section gives implementers an opportunity to justify specific items they need as part of their program.
Please refer to the ATP NI Guidance for specific items needing justification: https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program/general-and-technical-information.
Feel free to add anything else you feel needs justification. If you have none of these items, this section does not need to be filled out.

Items Needing a Justification	Check If Included in project	Which Task(s) is the Item In?	Quantity	Justification (explain the need for the item, how it will be used, why the quantity requested is needed, and how it will be sustained (for equipment) or given away (for incentives))
Equipment: IPod or basic Tablet	☐			
Equipment: Bicycle Trailer or Storage Unit	☐			
Equipment: Other *(write in)*	☐			
Equipment: Other *(write in)*	☐			
Major Incentives: Bicycle Helmets	☐			
Major Incentives: Bicycle Locks	☐			
Major Incentives: Bicycle Lights	☐			
Incentives: Other (Reflective arm bands and bike/pedestrian reflectors)	☑	B, D	320	Rewards for participation. 200 reflective arm bands for children participating in walk to school
Incentives: Other (Coloring books and stickers with active transportation and/or safety theme)	☑	F	300	Rewards for participation in enLACE civic engagement meetings. Intended for parents who a
Incentives: Other (Bicycle bells and bicycle reflectors)	☑	F	100	Rewards for participation in enLACE civic engagement meetings. Intended for parents compl

☐

l days and 60 for seniors participating in senior presentations. 60 bike/pedestrian reflectors for seniors participating in presentations.

'e completing the trainings with their children.

ating meetings with children who ride a bicycle.

TASK "A" DETAIL

Task Name (5a):	**Safe Routes to School (SRTS): Kick Off Activities**
Task Summary (5b):	Meet with school staff, parents and community to provide information on the importance of a collaborative public health approach in active transportation options to enhance student and community health. Determine lead SRTS champions through community engagement efforts. Champions may be identified at the elementary school site and/or other key community locations such as the church or library. Share information with the school, community, and parents about upcoming activities and opportunities for engagement. Complete all required agreements and contracts. Due to pandemic response requirements, these deliverables may be completed virtually through various means (including zoom) if shelter in place requirements are reinstated.

	Start Date	End Date	Task Activities (6a):	Deliverables (6b):
1.	Oct-23	Oct-26	Provide grant information and complete start up activities to support the school's and/or community's active participation.	List of contacts and set meetings.
2.	Oct-23	Oct-26	Attend community meetings and/or school site council meetings, PTA, English Learner Advisory Committee (ELAC), or Cafecitos meetings in person or virtually, to promote the project, promote interest and seek champions.	Agenda for meetings and presentation notes on project.
3.	Oct-23	Oct-26	Select SRTS kick-off activities, locations and dates with input from the community, school principal, champions and/or school site council.	Record of kick-off activities and notes of meeting discussions.
4.	Oct-23	Oct-26	Advertise SRTS kick-off activities to school, parents and community.	Copies of fliers and press releases from kick-off activities.
5.	Oct-23	Oct-26	Conduct SRTS training on the SRTS program for community and/or school staff, liaisons, volunteers and/or parents (a minimum of one training per year for two years).	Schedule of training and copy of SRTS training materials.
6.	Oct-23	Oct-26	Contracts and agreements with community agencies and/or school district and any required vendors.	Copies of contracts/agreements.
7.				
8.				
9.				
10.				

Staff Costs (7):

	Staff Time (Agency) (7a):	ATP or Non-ATP (select one)	Staff Hours	Rate Per Hour	ATP Total $	Non-ATP Total $
Party 1 -	Chronic Disease Prevention Coordinator	ATP	212	$96.44	$ 20,445.28	
Party 2 -	Chronic Disease Prevention Specialist II	ATP	154	$84.67	$ 13,039.18	
Party 3 -	Intern	ATP	52	$29.40	$ 1,528.80	
Party 4 -	Health Program Coordinator	ATP	26	$105.84	$ 2,751.84	
Party 5 -	Public Health Program Manager II	ATP	13	$126.79	$ 1,648.27	
Party 6 -						
				Subtotal Agency Costs:	$ 39,413.37	$ -

	Staff Time (Consultant) (7b):	ATP or Non-ATP (select one)	Staff Hours	Rate Per Hour	ATP Total $	Non-ATP Total $
Party 1 -						
Party 2 -						
Party 3 -						
				Subtotal Consultant Costs:	$ -	$ -
				Total Staff Costs (Agency & Consultant) (7c):	**$ 39,413.37**	$ -

Indirect Costs (8)

Approved ICAP (8a)?	☐	**If Approved ICAP box is checked, provide Rate (8b):**		**ATP Indirect Costs (8c):**	

Task Notes (9):

Other Costs (10):

You will not be able to fill in the following items. The totals for each "Other Costs" category listed below will automatically calculate from information entered in the itemized other costs tab:

		ATP Total $	Non-ATP Total $
To fill out an itemized cost for each "Other Cost", click below:	Travel (10a):	$ 1,856.00	$ -
	Equipment (10b):	$ -	$ -
	Supplies/Materials (10c):	$ 400.00	$ -
Itemized "Other Costs" Section	Incentives (10d):	$ -	$ -
	Other Direct Costs (10e):	$ 28,746.20	$ -
	Other Direct Costs (10f):	$ -	$ -
	Total Other Costs (10g):	$ 31,002.20	$ -
	TASK GRAND TOTAL (11):	**$ 70,415.57**	$ -

Task "A" Other Costs:

Itemized Travel Cost (10a)

Please provide an itemized "travel" cost estimate for all travel costs applicable to this task

Travel (10a)

	Type of Travel	ATP or Non-ATP (select one)	Quantity	Units	Cost $	ATP Total $	Non-ATP Total $
1.	Mileage to and from sites and activities	ATP	3200	miles	$0.58	$ 1,856.00	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							
					Total:	$ 1,856.00	$ -
					Total Travel Cost:	$	1,856.00

Itemized Equipment Cost (10b)

Please provide an itemized "equipment" cost estimate for all equipment cost applicable to this task

Equipment (10b)

	Type of Equipment	ATP or Non-ATP (select one)	Quantity	Cost $	ATP Total $	Non-ATP Total $
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
				Total:	$ -	$ -
				Total Equipment Cost:	$	-

Itemized Supplies/Materials Cost (10c)

Please provide an itemized "supplies/materials" cost estimate for all supplies/materials cost applicable to this task

Supplies/Materials (10c)

	Type of Supplies/Materials	ATP or Non-ATP (select one)	Quantity	Cost $	ATP Total $	Non-ATP Total $
1.	Duplicating for safe routes to school and kick off events	ATP	200	1.00	$ 200.00	
2.	Printing for safe routes to school and kick off events	ATP	200	1.00	$ 200.00	
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
				Total:	$ 400.00	$ -
				Total Supplies/Materials Cost:	$	400.00

Task "A" Other Costs:

Itemized Incentives Cost (10d)

Please provide an itemized "Incentives" cost estimate for all incentives costs applicable to this task

Incentives (10d)

	Type of Incentives	ATP or Non-ATP (select one)	Quantity	Cost $	ATP Total $	Non-ATP Total $
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
				Total:	$ -	$ -
				Total Incentives Cost:	$	-

Itemized Other Direct Costs (10e)

Please provide an itemized "other direct" cost estimate for all other costs applicable to this task

Other Direct Costs (10e)

	Type of Other Direct Costs	ATP or Non-ATP (select one)	Quantity	Cost $	ATP Total $	Non-ATP Total $
1.	IT/ERP/Telecom/ERP Reserve (costs for 2 years for 5 staff)	ATP	5	5,749.24	$ 28,746.20	
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
				Total:	$ 28,746.20	$ -
				Total Other Direct Cost:	$	28,746.20

Itemized Other Direct Costs (10f)

Please provide an itemized "other direct" cost estimate for all other costs applicable to this task

Other Direct Costs (10f)

	Type of Other Direct Costs	ATP or Non-ATP (select one)	Quantity	Cost $	ATP Total $	Non-ATP Total $
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
				Total:	$ -	$ -
				Total Other Direct Cost:	$	-

TASK "B" DETAIL

Task Name (5a):	Safe Routes to School: Outreach and Education
Task Summary (5b):	Conduct presentations for children in K -8th grades. Presentations to be completed once per year for two years. Location of presentations to be determined through community and/or school engagement. Completion of Walk To School Days activities, one month per year for two years. Plan walking routes with meeting points and support parents/school staff to continue Walking To School Days activities at conclusion of the grant.

	Start Date	End Date	Activities (8a):	Deliverables (6b):
1.	Oct-23	Oct-26	Develop and plan program education activities.	List of program scope.
2.	Oct-23	Oct-26	Identify locations and delivery for each activity through engagement with community.	List of locations.
3.	Oct-23	Oct-26	Complete outreach, education and recruitment of parents and/or school staff.	List of contacts.
4.	Oct-23	Oct-26	Plot safe walking routes with community input. Introduce Street Story.	Maps of routes. Completion of Street Story exercise.
5.	Oct-23	Oct-26	Informational presentations for parents and/or school staff on walk to school days activities. Pre and post surveys.	Schedule of presentations. 4 presentations per year for two years. Pre and post surveys.
6.	Oct-23	Oct-26	Parent and School Volunteer Information packets.	Copy of parent and school volunteer information packets.
7.	Oct-23	Oct-26	Order required supplies.	Copies of invoices/receipts.
8.	Oct-23	Oct-26	Promote walk to school days efforts in the community and/or school. Sheriff's Department is invited to participate.	Press releases, social media, newsletters, flyers, etc.
9.	Oct-23	Oct-26	Complete Walk To School Days. SR2S sidewalk art activity to be incorporated post infrastructure installation.	Walk to School Days to be completed for 4 weeks each year for two years. SR2S sidewalk art to be completed once, post infrastructure.
10.	Oct-23	Oct-26	Pedestrian Safety Presentations for children K-8th. Presentations to be completed once per year for two years. Location of presentations to ba determined through community and/or school engagement and presentations may include parents. Pre and post surveys.	Schedule of presentations. Pre and post surveys.

Staff Costs (7):

	Staff Time (Agency) (7a):	ATP or Non-ATP (select one)	Staff Hours	Rate Per Hour	ATP Total $	Non-ATP Total $
Party 1 -	Chronic Disease Prevention Coordinator	ATP	500	$96.44	$ 48,220.00	
Party 2 -	Chronic Disease Prevention Specialist II	ATP	500	$84.67	$ 42,335.00	
Party 3 -	Intern	ATP	108	$29.40	$ 3,175.20	
Party 4 -	Health Program Coordinator	ATP	52	$105.84	$ 5,503.68	
Party 5 -	Public Health Program Manager II	ATP	13	$126.79	$ 1,648.27	
Party 6 -						
				Subtotal Agency Costs:	$ 100,882.15	$ -

	Staff Time (Consultant) (7b):	ATP or Non-ATP (select one)	Staff Hours	Rate Per Hour	ATP Total $	Non-ATP Total $
Party 1 -						
Party 2 -						
Party 3 -						
				Subtotal Consultant Cost):	$ -	$ -
				Total Staff Costs (Agency & Consultant) (7c):	**$ 100,882.15**	**$ -**

Indirect Costs (8)

Approved ICAP (8a)?	☐	If Approved ICAP box is checked, provide Rate (8b):		ATP Indirect Costs (8c):	

Task Notes (9):

Other Costs (10):

You will not be able to fill in the following items. The totals for each "Other Costs" category listed below will automatically calculate from information entered in the itemized other costs tab:

To fill out an itemized cost for each "Other Cost", click below:

Itemized "Other Costs" Section

	ATP Total $	Non-ATP Total $
Travel (10a):	$ 1,840.00	$ -
Equipment (10b):	$ 350.00	$ -
Supplies/Materials (10c):	$ 4,300.00	$ -
Incentives (10d):	$ 700.00	$ -
Other Direct Costs (10e):	$ -	$ -
Other Direct Costs (10f):	$ -	$ -
Total Other Costs (9g):	$ 7,190.00	$ -
TASK GRAND TOTAL (10):	**$ 108,072.15**	**$ -**

Task "B" Other Costs:

Itemized Travel Cost (10a)

Please provide an itemized "travel" cost estimate for all travel costs applicable to this task

Travel (10a)

	Type of Travel	ATP or Non-ATP (select one)	Quantity	Units	Cost $	ATP Total $	Non-ATP Total $
1.	Reimbursable mileage to and from school sites and SRTS events	ATP	3200	miles	$0.58	$ 1,840.00	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							
					Total:	$ 1,840.00	$ -
					Total Travel Cost:	$	1,840.00

Itemized Equipment Cost (10b)

Please provide an itemized "equipment" cost estimate for all equipment cost applicable to this task

Equipment (10b)

	Type of Equipment	ATP or Non-ATP (select one)	Quantity	Cost $	ATP Total $	Non-ATP Total $
1.	Vests for walk to school days volunteers	ATP	10	15.00	$ 150.00	
2.	Stop signs for walk to school days volunteers	ATP	10	20.00	$ 200.00	
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
				Total:	$ 350.00	$ -
				Total Equipment Cost:	$	350.00

Itemized Supplies/Materials Cost (10c)

Please provide an itemized "supplies/materials" cost estimate for all supplies/materials cost applicable to this task

Supplies/Materials (10c)

	Type of Supplies/Materials	ATP or Non-ATP (select one)	Quantity	Cost $	ATP Total $	Non-ATP Total $
1.	Duplicating Costs for outreach and presentations x 2 years	ATP	400	1.00	$ 400.00	
2.	Educational Materials for outreach and presentations x 2 years	ATP	400	2.00	$ 800.00	
3.	Printing for outreach and education x 2 years	ATP	800	1.00	$ 800.00	
4.	Food and water for volunteer lunch time meetings ($10 per person x 40 people) x 2 years	ATP	80	10.00	$ 800.00	
5.	Healthy snacks and water for walk to school days participants ($5 per student x 150 students x 2 years)	ATP	300	5.00	$ 1,500.00	
6.						
7.						
8.						
9.						
10.						
11.						
12.						
				Total:	$ 4,300.00	$ -
				Total Supplies/Materials Cost:	$	4,300.00

Task "B" Other Costs:

Itemized Incentives Cost (10d)

Please provide an itemized "incentives" cost estimate for all incentives costs applicable to this task

Incentives (10d)

	Type of Incentives	ATP or Non-ATP (select one)	Quantity	Cost $	ATP Total $	Non-ATP Total $
1.	Reflective arm bands for participants	ATP	200	3.50	$ 700.00	
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
				Total:	$ 700.00	$ -
				Total Incentives Cost:	$	700.00

Itemized Other Direct Costs (10e)

Please provide an itemized "other direct" cost estimate for all other costs applicable to this task

Other Direct Costs (10e)

	Type of Other Direct Costs	ATP or Non-ATP (select one)	Quantity	Cost $	ATP Total $	Non-ATP Total $
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
				Total:	$ -	$ -
				Total Other Direct Cost:	$	-

Itemized Other Direct Costs (10f)

Please provide an itemized "other direct" cost estimate for all other costs applicable to this task

Other Direct Costs (10f)

	Type of Other Direct Costs	ATP or Non-ATP (select one)	Quantity	Cost $	ATP Total $	Non-ATP Total $
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
				Total:	$ -	$ -
				Total Other Direct Cost:	$	-

TASK "C" DETAIL

Task Name (5a):	**Bike Repair Workshop**
Task Summary (5b):	Conduct bike repair workshops in the community. Youth are the primary focus of this activity, yet all ages are welcome. Youth will learn how to perform basic maintenance on bicycles. This is an outdoor community workshop to be held once per year for two years in partnership with the community science workshop. These workshops will teach youth about bike and pedestrian safety, the value of recycling and reusing parts that are in good condition (the bikes and most parts used during this workshop are community donated and would otherwise likely be in our landfills).

	Start Date	End Date	Task Activities (6a):	Deliverables (6b):
1.	Oct-23	Oct-26	Develop program activities.	Document planned program activities.
2.	Oct-23	Oct-26	Identify locations for events or activities with input from the community.	List of possible locations.
3.	Oct-23	Oct-26	Recruit youth to participate in workshops.	Document recruitment activities.
4.	Oct-23	Oct-26	Schedule bike repair workshops.	Flyers and sign in list.
5.				
6.				
7.				
8.				
9.				
10.				

Staff Costs (7):

Staff Time (Agency) (7a):		ATP or Non-ATP (select one)	Staff Hours	Rate Per Hour	ATP Total $	Non-ATP Total $
Party 1 -	Chronic Disease Prevention Coordinator	ATP	314	$96.44	$ 30,282.16	
Party 2 -	Chronic Disease Prevention Specialist II	ATP	314	$84.87	$ 26,586.38	
Party 3 -	Intern	ATP	104	$29.40	$ 3,057.60	
Party 4 -	Health Program Coordinator	ATP	26	$105.84	$ 2,751.84	
Party 5 -	Public Health Program Manager II	ATP	13	$126.79	$ 1,648.27	
Party 6 -						
				Subtotal Agency Costs:	$ 64,326.25	$ -

Staff Time (Consultant) (7b):		ATP or Non-ATP (select one)	Staff Hours	Rate Per Hour	ATP Total $	Non-ATP Total $
Party 1 -	Greenfield Community Science Workshop	ATP	1	$4,654.00	$ 4,654.00	
Party 2 -						
Party 3 -						
				Subtotal Consultant Costs:	$ 4,654.00	$ -
				Total Staff Costs (Agency & Consultant) (7c):	**$ 68,980.25**	**$ -**

Indirect Costs (8)

Approved ICAP (8a)?	☐	If Approved ICAP box is checked, provide Rate (8b):		ATP Indirect Costs (8c):	

Task Notes (9):

Other Costs (10):

You will not be able to fill in the following items. The totals for each "Other Costs" category listed below will automatically calculate from information entered in the itemized other costs tab:

		ATP Total $	Non-ATP Total $
To fill out an itemized cost for each "Other Cost", click below:	Travel (10a):	$ 1,856.00	$ -
	Equipment (10b):	$ -	$ -
	Supplies/Materials (10c):	$ 800.00	$ -
Itemized "Other Costs" Section	Incentives (10d):	$ -	$ -
	Other Direct Costs (10e):	$ -	$ -
	Other Direct Costs (10f):	$ -	$ -
	Total Other Costs (10g):	$ 2,656.00	$ -
	TASK GRAND TOTAL (11):	**$ 71,636.25**	**$ -**

Task "C" Other Costs:

Itemized Travel Cost (10a)

Please provide an itemized "travel" cost estimate for all travel costs applicable to this task

Travel (10a)

	Type of Travel	ATP or Non-ATP (select one)	Quantity	Units	Cost $	ATP Total $	Non-ATP Total $
1.	Reimbursable mileage to and from housing sites and events	ATP	3200	miles	$0.58	$ 1,856.00	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							
					Total:	$ 1,856.00	$ -
					Total Travel Cost:	$	1,856.00

Itemized Equipment Cost (10b)

Please provide an itemized "equipment" cost estimate for all equipment costs applicable to this task

Equipment (10b)

	Type of Equipment	ATP or Non-ATP (select one)	Quantity	Cost $	ATP Total $	Non-ATP Total $
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
				Total:	$ -	$ -
				Total Equipment Cost:	$	-

Itemized Supplies/Materials Cost (10c)

Please provide an itemized "supplies/materials" cost estimate for all supplies/materials costs applicable to this task

Supplies/Materials (10c)

	Type of Supplies/Materials	ATP or Non-ATP (select one)	Quantity	Cost $	ATP Total $	Non-ATP Total $
1.	Duplicating Costs for outreach and presentations	ATP	200	1.00	$ 200.00	
2.	Educational Materials for outreach and presentations	ATP	200	2.00	$ 400.00	
3.	Printing for outreach and education	ATP	200	1.00	$ 200.00	
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
				Total:	$ 800.00	$ -
				Total Supplies/Materials Cost:	$	800.00

Task "C" Other Costs:

Itemized Incentives Cost (10d)

Please provide an itemized "Incentives" cost estimate for all incentives costs applicable to this task

Incentives (10d)

	Type of Incentives	ATP or Non-ATP (select one)	Quantity	Cost $	ATP Total $	Non-ATP Total $
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
				Total:	$ -	$ -
				Total Incentives Cost:	$	-

Itemized Other Direct Costs (10e)

Please provide an itemized "other direct" cost estimate for all other costs applicable to this task

Other Direct Costs (10e)

	Type of Other Direct Costs	ATP or Non-ATP (select one)	Quantity	Cost $	ATP Total $	Non-ATP Total $
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
				Total:	$ -	$ -
				Total Other Direct Cost:	$	-

Itemized Other Direct Costs (10f)

Please provide an itemized "other direct" cost estimate for all other costs applicable to this task

Other Direct Costs (10f)

	Type of Other Direct Costs	ATP or Non-ATP (select one)	Quantity	Cost $	ATP Total $	Non-ATP Total $
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
				Total:	$ -	$ -
				Total Other Direct Cost:	$	-

TASK "D" DETAIL

Task Name (5a):	**Walking Presentations to Seniors**
Task Summary (5b):	Each year for two years, conduct 2 pedestrian presentations for seniors in San Ardo. These presentations are aimed at increasing physical activity and safety of seniors as they walk to other destinations and to support their engagement in active transportation. This includes educational presentations, demonstrations and discussions. Presentation material to include pedestrian safety, fall prevention when using wheelchairs and walkers (including preventative maintenance of this equipment) and nutrition. Some of these deliverables may be completed virtually if needed due to pandemic response efforts.

	Start Date	End Date	Task Activities (6a):	Deliverables (6b):
1.	Oct-23	Oct-26	Develop training presentations in English and Spanish.	Copy of presentations.
2.	Oct-23	Oct-26	Determine time and location for presentations with input from the community.	Schedule of presentations.
3.	Oct-23	Oct-26	Complete presentations to senior population.	Sign in sheets.
4.	Oct-23	Oct-26	Complete pre and post survey for seniors.	Summary of pre and post surveys.
5.				
6.				
7.				
8.				
9.				
10.				

Staff Costs (7):

Staff Time (Agency) (7a):		ATP or Non-ATP (select one)	Staff Hours	Rate Per Hour	ATP Total $	Non-ATP Total $
Party 1 -	Chronic Disease Prevention Coordinator	ATP	100	$96.44	$ 9,644.00	
Party 2 -	Chronic Disease Prevention Specialist II	ATP	158	$84.67	$ 13,377.86	
Party 3 -	Intern	ATP	50	$29.40	$ 1,470.00	
Party 4 -	Health Program Coordinator	ATP	13	$105.84	$ 1,375.92	
Party 5 -	Public Health Program Manager II	ATP	13	$126.79	$ 1,648.27	
Party 6 -						
				Subtotal Agency Costs:	$ 27,516.05	$ -

Staff Time (Consultant) (7b):		ATP or Non-ATP (select one)	Staff Hours	Rate Per Hour	ATP Total $	Non-ATP Total $
Party 1 -						
Party 2 -						
Party 3 -						
				Subtotal Consultant Costs:	$ -	$ -
				Total Staff Costs (Agency & Consultant) (7c):	**$ 27,516.05**	**$ -**

Indirect Costs (8)

Approved ICAP (8a)?	☐	If Approved ICAP box is checked, provide Rate (8b):		ATP Indirect Costs (8c):	

Task Notes (9):

Other Costs (10):

You will not be able to fill in the following items. The totals for each "Other Costs" category listed below will automatically calculate from information entered in the itemized other costs tab:

		ATP Total $	Non-ATP Total $
To fill out an itemized cost for each "Other Cost", click below:	Travel (10a):	$ 612.48	$ -
	Equipment (10b):	$ -	$ -
	Supplies/Materials (10c):	$ 700.00	$ -
Itemized "Other Costs" Section	Incentives (10d):	$ 420.00	$ -
	Other Direct Costs (10e):	$ -	$ -
	Other Direct Costs (10f):	$ -	$ -
	Total Other Costs (10g):	$ 1,732.48	$ -
	TASK GRAND TOTAL (11):	**$ 29,248.53**	**$ -**

Task "D" Other Costs:

Itemized Travel Cost (10a)

Please provide an itemized "travel" cost estimate for all travel costs applicable to this task

Travel (10a)

	Type of Travel	ATP or Non-ATP (select one)	Quantity	Units	Cost $	ATP Total $	Non-ATP Total $
1.	Reimbursable mileage to and from school sites and SRTS events	ATP	1056	miles	$0.58	$ 612.48	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							
					Total:	$ 612.48	$ -
					Total Travel Cost:	$	612.48

Itemized Equipment Cost (10b)

Please provide an itemized "equipment" cost estimate for all equipment costs applicable to this task

Equipment (10b)

	Type of Equipment	ATP or Non-ATP (select one)	Quantity	Cost $	ATP Total $	Non-ATP Total $
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
				Total:	$ -	$ -
				Total Equipment Cost:	$	-

Itemized Supplies/Materials Cost (10c)

Please provide an itemized "supplies/materials" cost estimate for all supplies/materials costs applicable to this task

Supplies/Materials (10c)

	Type of Supplies/Materials	ATP or Non-ATP (select one)	Quantity	Cost $	ATP Total $	Non-ATP Total $
1.	Duplicating Costs for outreach and presentations	ATP	100	1.00	$ 100.00	
2.	Educational Materials for outreach and presentations	ATP	100	2.00	$ 200.00	
3.	Printing for outreach and education	ATP	100	1.00	$ 100.00	
4.	Healthy snacks and water for presentation participants ($5 per person x 30 people per year)	ATP	1	300.00	$ 300.00	
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
				Total:	$ 700.00	$ -
				Total Supplies/Materials Cost:	$	700.00

Task "D" Other Costs:

Itemized Incentives Cost (10d)

Please provide an itemized "incentives" cost estimate for all incentives costs applicable to this task

Incentives (10d)

	Type of Incentives	ATP or Non-ATP (select one)	Quantity	Cost $	ATP Total $	Non-ATP Total $
1.	Reflective arm bands for walking participants	ATP	60	3.50	$ 210.00	
2.	Bike/Pedestrian Reflectors	ATP	60	3.50	$ 210.00	
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
				Total:	$ 420.00	$ -
				Total Incentives Cost:	$	420.00

Itemized Other Direct Costs (10e)

Please provide an itemized "other direct" cost estimate for all other costs applicable to this task

Other Direct Costs (10e)

	Type of Other Direct Costs	ATP or Non-ATP (select one)	Quantity	Cost $	ATP Total $	Non-ATP Total $
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
				Total:	$ -	$ -
				Total Other Direct Cost:	$	-

Itemized Other Direct Costs (10f)

Please provide an itemized "other direct" cost estimate for all other costs applicable to this task

Other Direct Costs (10f)

	Type of Other Direct Costs	ATP or Non-ATP (select one)	Quantity	Cost $	ATP Total $	Non-ATP Total $
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
				Total:	$ -	$ -
				Total Other Direct Cost:	$	-

TASK "E" DETAIL

Task Name (6a):	Safety Campaign For Motorists
Task Summary (6b):	An educational safety campaign will be launched in collaboration with local businesses to reach and educate San Ardo motorists, including truck drivers, on rules of the road to keep pedestrians, bicyclists, and motorists safe.

	Start Date	End Date	Task Activities (6a):	Deliverables (6b):
1.	Oct-23	Oct-26	Ideation and creative direction.	Review campaign objectives. Develop a theme and creative strategy to share with community members. Develop initial messaging to test with community members.
2.	Oct-23	Oct-26	Community input.	Facilitate 3 meetings with community stakeholders to develop and test messaging theme and receive community input. Implement feedback in campaign creative.
3.	Oct-23	Oct-26	Asset creation.	Copy writing refinement and translations so all assets and messaging is in both Spanish and English. Develop brand personality boards to include color theme, photographic assets, key words, and iconography.
4.	Oct-23	Oct-26	Media placement, budget allocations across platforms.	Allocate budget for placement. Create a 12-month budget allocation calendar. Identify specific media outlets and platforms to be used and allocate financial recourses. Create budget stream and blanket purchase orders for each media platform.
5.	Oct-23	Oct-26	Media plan deveopment and scheduling.	Working with preferred media outlets that have strength in the areas targeted, develop schedules for placement of media assets that align with habits and lifestyles of the targeted audience. Develop placement schedule spreadsheet and share with all stakeholder, community groups, and elected officials.
6.	Oct-23	Oct-26	Asset deployment.	Upload and or deliver assets to various media platforms.
7.	Oct-23	Oct-26	Monitor campaign and review campaign data.	Review and analyze data from analytic tools to include social media stats, Nielsen or TapScan.
8.	Oct-23	Oct-26	Initiate adjustment as needed.	Make schedule changes if necessary. Make messaging changes if necessary.
9.	Oct-23	Oct-26	Evaluate.	Meet with internal and external stakeholders to evaluate campaign results.
10.	Oct-23	Oct-26	Renew.	Renew media assets .

Staff Costs (7):

	Staff Time (Agency) (7a):	ATP or Non-ATP (select one)	Staff Hours	Rate Per Hour	ATP Total $	Non-ATP Total $
Party 1 -	Management Analyst III	ATP	12	$106.04	$ 1,272.48	
Party 2 -	Chronic Disease Prevention Specialist II	ATP	72	$81.85	$ 5,893.20	
Party 3 -	Chronic Disease Prevention Coordinator	ATP	72	$89.02	$ 6,409.44	
Party 4 -	Program Manager II	ATP	6	$127.09	$ 762.54	
Party 5 -	Chronic Disease Prevention Coordinator (IP)	ATP	72	$96.44	$ 6,943.68	
Party 6 -	Health Program Coordinator (IP)	ATP	12	$105.84	$ 1,270.08	
Party 7 -	County Communications Director	ATP	164	$165.00	$ 27,060.00	
Party 8 -	Media Analyst	ATP	180	$107.00	$ 19,260.00	
Party 9 -						
				Subtotal Agency Costs:	$ 68,871.42	$ -

	Staff Time (Consultant) (7b):	ATP or Non-ATP (select one)	Staff Hours	Rate Per Hour	ATP Total $	Non-ATP Total $
Party 1 -	Media Consultant	ATP	140	$100.00	$ 14,000.00	
Party 2 -						
Party 3 -						
				Subtotal Consultant Costs:	$ 14,000.00	$ -
				Total Staff Costs (Agency & Consultant) (7c):	**$ 82,871.42**	$ -

Indirect Costs (8)

Approved ICAP (8a)?	☐	If Approved ICAP box is checked, provide Rate (8b):		ATP Indirect Costs (8c):	

Task Notes (9):

Other Costs (10):

You will not be able to fill in the following items. The totals for each "Other Costs" category listed below will automatically calculate from information entered in the itemized other costs tab:

		ATP Total $	Non-ATP Total $
To fill out an itemized cost for each "Other Cost", click below:	Travel (10a):	$ 612.48	$ -
	Equipment (10b):	$ -	$ -
	Supplies/Materials (10c):	$ 1,300.00	$ -
Itemized "Other Costs" Section	Incentives (10d):	$ -	$ -
	Other Direct Costs (10e):	$ 203,998.48	$ -
	Other Direct Costs (10f):	$ -	$ -
	Total Other Costs (10g):	$ 205,910.96	$ -
	TASK GRAND TOTAL (11):	**$ 288,782.38**	$ -

Task "E" Other Costs:

Itemized Travel Cost (10a)

Please provide an itemized "travel" cost estimate for all travel costs applicable to this task

Travel (10a)

	Type of Travel	ATP or Non-ATP (select one)	Quantity	Units	Cost $	ATP Total $	Non-ATP Total $
1.	Reimbursable mileage to and from sites and events/presentations	ATP	1056	miles	$0.58	$ 612.48	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							
					Total:	$ 612.48	$ -
					Total Travel Cost:	$	612.48

Itemized Equipment Cost (10b)

Please provide an itemized "equipment" cost estimate for all equipment costs applicable to this task

Equipment (10b)

	Type of Equipment	ATP or Non-ATP (select one)	Quantity	Cost $	ATP Total $	Non-ATP Total $
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
				Total:	$ -	$ -
				Total Supplies/Materials Cost:	$	-

Itemized Supplies/Materials Cost (10c)

Please provide an itemized "supplies/materials" cost estimate for all supplies/materials costs applicable to this task

Supplies/Materials (10c)

	Type of Supplies/Materials	ATP or Non-ATP (select one)	Quantity	Cost $	ATP Total $	Non-ATP Total $
1.	Duplicating Costs for outreach and education	ATP	200	1.00	$ 200.00	
2.	Educational Materials for outreach and education	ATP	200	2.00	$ 400.00	
3.	Printing for outreach and education	ATP	200	2.00	$ 400.00	
4.	Healthy snacks and water for focus group participants ($5 per person x 60 people)	ATP	1	300.00	$ 300.00	
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
				Total:	$ 1,300.00	$ -
				Total Supplies/Materials Cost:	$	1,300.00

Task "E" Other Costs:

Itemized Incentives Cost (10d)

Please provide an itemized "incentives" cost estimate for all incentives costs applicable to this task

Incentives (10d)

	Type of Incentives	ATP or Non-ATP (select one)	Quantity	Cost $	ATP Total $	Non-ATP Total $
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
				Total:	$ -	$ -
				Total Incentives Cost:	$	-

Itemized Other Direct Costs (10e)

Please provide an itemized "other direct" cost estimate for all other costs applicable to this task

Other Direct Costs (10e)

	Type of Other Direct Costs	ATP or Non-ATP (select one)	Quantity	Cost $	ATP Total $	Non-ATP Total $
1.	Media Placement ($10,000 x 18 months)	ATP	18	10,000.00	$ 180,000.00	
2.	Stock Photo and Video	ATP	1	2,500.00	$ 2,500.00	
3.	Video Production	ATP	1	10,000.00	$ 10,000.00	
4.	IT/ERP/Telecom/ERP Reserve (costs for 2 years for 2 staff)	ATP	2	5,749.24	$ 11,498.48	
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
				Total:	$ 203,998.48	$ -
				Total Other Direct Cost:	$	203,998.48

Itemized Other Direct Costs (10f)

Please provide an itemized "other direct" cost estimate for all other costs applicable to this task

Other Direct Costs (10f)

	Type of Other Direct Costs	ATP or Non-ATP (select one)	Quantity	Cost $	ATP Total $	Non-ATP Total $
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
				Total:	$ -	$ -
				Total Other Direct Cost:	$	-

TASK "F" DETAIL

Task Name (5a):	Planning Evaluation and Policy: Civic Engagement
Task Summary (5b):	Develop community active transportation champions in community through civic engagement, empowerment and Health In All Policies trainings, and a community organized Community Health and Wellness conference with an active transportation theme. This will occur in alignment with Safe Routes to School activities and contribute to sustainability of efforts after project completion through community champions. Depending on COVID-19 rates these deliverables may be completed virtually through various means (including Zoom).

	Start Date	End Date	Task Activities (6a):	Deliverables (6b):
1.	Oct-23	Oct-26	Facilitate 2 meetings with community partners and residents to plan enLACE introduction.	Agendas and meeting minutes.
2.	Oct-23	Oct-26	Facilitate 2 Meetings with school and community organization representatives to develop partnership and list of potential participants for enLACE (a civic engagement academy that has strong active transportation components).	Meeting agendas.
3.	Oct-23	Oct-26	Organize and execute a community event to introduce and generate community interest and awareness to Community Civic Engagement Academy (enLACE).	1 introduction event.
4.	Oct-23	Oct-26	1 enLACE Academy, 8 meetings.	Sign in sheets, agendas, photos.
5.	Oct-23	Oct-26	Hold 1 Health in All Policy training with key stakeholders to deepen engagement and understanding of how to support community advocates for active transportation needs in community.	Sign in sheets, agendas.
6.	Oct-23	Oct-26	Continue work with enLACE alumni to develop a training workshop focused on civic engagement and active transportation.	Sign in sheets.
7.	Oct-23	Oct-26	Organize a group of 5 - 10 enLACE volunteers to attend MCHD's Regional Community Health and Wellness Conference to present their local civic engagement and active transportation training workshop.	Sign in sheet, agenda, photos.
8.				
9.				
10.				

Staff Costs (7):

Staff Time (Agency) (7a):		ATP or Non-ATP (select one)	Staff Hours	Rate Per Hour	ATP Total $	Non-ATP Total $
Party 1 -	Management Analyst III	ATP	112	$106.04	$ 11,876.48	
Party 2 -	Chronic Disease Prevention Specialist II	ATP	385	$81.85	$ 31,512.25	
Party 3 -	Chronic Disease Prevention Coordinator	ATP	385	$88.02	$ 34,272.70	
Party 4 -	Program Manager II	ATP	20	$127.09	$ 2,541.80	
Party 5 -	Chronic Disease Prevention Coordinator (IP)	ATP	180	$96.44	$ 17,359.20	
Party 6 -						
				Subtotal Agency Costs:	$ 97,562.43	$ -

Staff Time (Consultant) (7b):		ATP or Non-ATP (select one)	Staff Hours	Rate Per Hour	ATP Total $	Non-ATP Total $
Party 1 -	Health Career Connect	ATP	275	$18.00	$ 4,950.00	
Party 2 -						
Party 3 -						
				Subtotal Consultant Costs:	$ 4,950.00	$ -
				Total Staff Costs (Agency & Consultant) (7c):	**$ 102,512.43**	**$ -**

Indirect Costs (8)

Approved ICAP (8a)?	☐	If Approved ICAP box is checked, provide Rate (8b):		ATP Indirect Costs (8c):	

Task Notes (9):

Other Costs (10):

You will not be able to fill in the following items. The totals for each "Other Costs" category listed below will automatically calculate from information entered in the itemized other costs tab:

To fill out an itemized cost for each "Other Cost", click below:

Itemized "Other Costs" Section

	ATP Total $	Non-ATP Total $
Travel (10a):	$ 1,740.00	$ -
Equipment (10b):	$ -	$ -
Supplies/Materials (10c):	$ 5,800.00	$ -
Incentives (10d):	$ 1,000.00	$ -
Other Direct Costs (10e):	$ 28,858.16	$ -
Other Direct Costs (10f):	$ -	$ -
Total Other Costs (10g):	$ 36,998.16	$ -
TASK GRAND TOTAL (11):	**$ 139,510.59**	**$ -**

Task "F" Other Costs:

Itemized Travel Cost (10a)

Please provide an itemized "travel" cost estimate for all travel costs applicable to this task

Travel (10a)

	Type of Travel	ATP or Non-ATP (select one)	Quantity	Units	Cost $	ATP Total $	Non-ATP Total $
1.	Mileage to and from sites and activities	ATP	3000	miles	$0.58	$ 1,740.00	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							
					Total:	$ 1,740.00	$ -
					Total Travel Cost:	$	1,740.00

Itemized Equipment Cost (10b)

Please provide an itemized "equipment" cost estimate for all equipment costs applicable to this task

Equipment (10b)

	Type of Equipment	ATP or Non-ATP (select one)	Quantity	Cost $	ATP Total $	Non-ATP Total $
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
				Total:	$ -	$ -
				Total Equipment Cost:	$	-

Itemized Supplies/Materials Cost (10c)

Please provide an itemized "supplies/materials" cost estimate for all supplies/materials costs applicable to this task

Supplies/Materials (10c)

	Type of Supplies/Materials	ATP or Non-ATP (select one)	Quantity	Cost $	ATP Total $	Non-ATP Total $
1.	Educational materials for outreach and presentations	ATP	600	4.00	$ 2,400.00	
2.	Water and healthy snacks for community meetings, civic engagement and regional conference attendees ($10 per attendee)	ATP	320	10.00	$ 3,200.00	
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
				Total:	$ 5,600.00	$ -
				Total Supplies/Materials Cost:	$	5,600.00

Task "F" Other Costs:

Itemized Incentives Cost (10d)

Please provide an itemized "incentives" cost estimate for all incentives costs applicable to this task

Incentives (10d)

	Type of Incentives	ATP or Non-ATP (select one)	Quantity	Cost $	ATP Total $	Non-ATP Total $
1.	Coloring books, stickers with active transportation or safety theme	ATP	300	2.00	$ 600.00	
2.	Bicycle bells, bicycle reflectors	ATP	100	4.00	$ 400.00	
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
				Total:	$ 1,000.00	$ -
				Total Incentives Cost:	$	1,000.00

Itemized Other Direct Costs (10e)

Please provide an itemized "other direct" cost estimate for all other costs applicable to this task

Other Direct Costs (10e)

	Type of Other Direct Costs	ATP or Non-ATP (select one)	Quantity	Cost $	ATP Total $	Non-ATP Total $
1.	IT/ERP/Telecom/ERP Reserve (costs for 2 years for 6 staff)	ATP	4	7,164.54	$ 28,658.16	
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
				Total:	$ 28,658.16	$ -
				Total Other Direct Cost:	$	28,658.16

Itemized Other Direct Costs (10f)

Please provide an itemized "other direct" cost estimate for all other costs applicable to this task

Other Direct Costs (10f)

	Type of Other Direct Costs	ATP or Non-ATP (select one)	Quantity	Cost $	ATP Total $	Non-ATP Total $
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
				Total:	$ -	$ -
				Total Other Direct Cost:	$	-

MONTEREY COUNTY

THE BOARD OF SUPERVISORS
Chris Lopez, Supervisor-Third District

599 EL CAMINO REAL
GREENFIELD, CA 93927
DISTRICT3@CO.MONTEREY.CA.US
TELEPHONES: (831) 755-5033
385-8333
FAX: (831) 796-3022

May 9, 2022

CALTRANS
Division of Local Assistance
Attn: Office of State Programs
1120 N Street, MS-1
Sacramento, CA 95814

Subject: Active Transportation Program Cycle Six

To Whom It May Concern:

As the Supervisor for District 3, I am excited to support this Active Transportation Program Cycle Six grant application. The proposed project is in the unincorporated community of San Ardo. The San Ardo community is in dire need of pedestrian improvements. Due to the lack of sidewalks, pedestrians currently walk through the streets which are also used by large produce and oil trucks. This creates unsafe conditions for pedestrians, cyclists, and motorists.

Two Monterey County Departments will work together under the application name: **San Ardo Community and School Connections Through Active Transportation**. The Departments of Public Works, Facilities and Parks, and Health have developed a proposal that includes both infrastructure and non-infrastructure elements. Through this project, the Departments will work closely with the San Ardo community residents to address active transportation needs.

San Ardo Community and School Connections Through Active Transportation will increase the walking safety of the public and other means of active transportation for students and the community through infrastructure upgrades such as addressing sidewalk gaps, curbs, and gutters. Non-infrastructure will include outreach, engagement, and education through the implementation of Safe Routes to School program activities. Planned activities include walk to school days, walking school bus, sidewalk stencil art projects, pedestrian rodeos, school presentations, community workshops, and a community leadership academy for civic engagement with health in all policies approach.

Should you need to contact me, you may do so via email at district3@co.monterey.ca.us or by phone (831) 755-5033.

Sincerely,

Supervisor Chris Lopez, District 3

Monterey County Office of Education

Leadership, Support, and Service to Prepare All Students for Success

Dr. Deneen Guss
County Superintendent of Schools

June 8, 2022

CALTRANS
Division of Local Assistance, MS-1
Attn: Office of State Programs
P.O. Box 942874
Sacramento, CA 95814

Subject: Active Transportation Program Cycle 6

To Whom It May Concern:

Monterey County Office of Education is in support of providing safe walking and bicycling routes to school for the students of San Ardo. San Ardo is a rural community in South Monterey County with limited resources and services. We support Monterey County Department of Public Works, Facilities and Parks, and the Monterey County Health Department to implement the proposed project bringing safe paths of travel for students and their families.

There are currently no sidewalks in San Ardo and most students walk or ride their bike to school through the streets. The infrastructure and activities outlined in the San Ardo Community and School Connections Through Active Transportation proposal will increase pedestrian safety. The project will include upgrades such as addressing sidewalk gaps, curbs, and gutters on streets in San Ardo to increase community and school connections through active transportation.

The non-infrastructure elements of the project will include safe routes to school activities such as walk to school days, walking school bus, sidewalk art activities, pedestrian safety presentations, community workshops, and a community resident leadership academy for civic engagement with a health in all policies approach.

This proposal is aligned with our work in Blue Zones Project, a partnership encouraging changes in our community that lead to healthier options. We are committed to creating and promoting environments that will improve the well-being of Monterey County students. Monterey County Office of Education is committed to working together to build safe and active communities.

Sincerely,

Deneen Guss

Dr. Deneen Guss, Ed.D.
Monterey County Superintendent of Schools

901 Blanco Circle Post Office Box 80851 Salinas, California 93912-0851 www.montereycoe.org
Salinas: 831.755.0300 Monterey: 831.373.2955 Fax: 831.755.6473

TRANSPORTATION AGENCY FOR MONTEREY COUNTY
55-B PLAZA CIRCLE, SALINAS, CA 93901
(831) 775-0903
TAMCMONTEREY.ORG

TAMC
PLAN • FUND • BUILD

June 3, 2022

CALTRANS
Division of Local Assistance
Attn: Office of State Programs
1120 N Street, MS-1
Sacramento, CA 95814

Subject: **San Ardo Community and School Connections Through Active Transportation**

Dear Active Transportation Program Selection Committee:

I am writing on behalf of the Transportation Agency for Monterey County (TAMC) to express support for Monterey County's **San Ardo Community and School Connections Through Active Transportation** grant application.

The project is in the unincorporated community of Castroville and will construct curb, gutter, and sidewalks on selected streets. Pedestrian facilities in the project limits are inconsistent and nonstandard in design with narrow sidewalks, steep driveways, and missing or nonstandard curb ramps. These conditions create barriers for people with disabilities and discourage walking.
The project will increase walking and other means of active transportation for students and the community through infrastructure and non-infrastructure programming. Programs will include outreach, engagement, and education through implementation of Safe Routes to School program activities. Planned activities include walk to school days, walking school bus, sidewalk stencil art projects, pedestrian rodeos, school presentations, community workshops, and a community leadership academy for civic engagement with a health in all policies approach. The Transportation Agency will partner with and support the County Health Department to provide impactful and sustained safe routes to school programming in San Ardo.

The Transportation Agency's adopted Monterey County Regional Transportation Plan identifies transportation needs for Monterey County and sets policy goals and objectives for the future of the transportation system. This active transportation project supports the Regional Transportation goals to:

- "Improve the ability of Monterey County residents to meet most daily needs without having to drive. Improve the convenience and quality of trips, especially for walk, bike, transit, car/vanpool, and freight trips";
- "Design, operate, and manage the transportation system to reduce serious injuries and fatalities, promote active living, and lessen exposure to pollution";
- "Protect and enhance the County's built and natural environment. Act to reduce the transportation system's emission of greenhouse gases"; and

- "Reduce disparities in healthy, safe access to key destinations for transportation-disadvantaged populations. Demonstrate that planned investments do not adversely impact transportation-disadvantaged populations".

The project will help meet the regional transportation goals of developing a safe multimodal transportation system and encourage more active transportation in a historically underserved community.

The Transportation Agency supports this important active transportation project and asks that you approve the grant request.

Thank you for your consideration.

Sincerely,

Todd Muck

Todd A. Muck
Executive Director
Transportation Agency for Monterey County

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COUNTY OF MONTEREY
HEALTH DEPARTMENT
Elsa Mendoza Jimenez, Director of Health
Administration | Animal Services | Behavioral Health | Clinic Services
Emergency Medical Services | Environmental Health | Public Administrator/Public Guardian | Public Health

May 17, 2022

CALTRANS
Division of Local Assistance
Attn: Office of State Programs
1120 N Street, MS 1
Sacramento, CA 95814

Dear Active Transportation Program Selection Committee:

This letter demonstrates Monterey County Health Department's (MCHD) commitment to the work referenced in the application by the Public Works, Facilities and Parks Department to the California Department of Transportation for the ***San Ardo Community and School Connections Through Active Transportation*** project.

The overarching goal of the program is to provide sustainability by improving infrastructure that will promote physical activity and active modes of transportation such as biking and walking to and from school within the community of San Ardo.

MCHD has been promoting active transportation for over 20 years and we will continue to ensure communities are aware of the benefits of walking and biking. MCHD commits to implementing and supporting Safe Routes to School efforts that will have a positive impact on this community. This will be done by providing outreach, engagement, and education on pedestrian and bicycle safety, offering community workshops and resources on active transportation, and empowering the community to take an active role in their health outcomes by understanding the correlation between active modes of transport and health.

With support from the Active Transportation Program (ATP) Cycle 6 grant we will be able to make a positive impact in the health outcomes of this community. We look forward to partnering with the Department of Public Works, Facilities and Parks on this project.

Sincerely,

DocuSigned by:
Elsa Mendoza Jimenez
C7A30BA59CA8423...
Elsa Mendoza Jimenez, MPH

Old Mission San Miguel

Church, Parish Office, Gift Shop & Museum: 775 Mission Street
Mailing Address: PO Box 69, San Miguel, CA 93451
(805) 467-2131 ~ FAX (805) 467-2141 ~ www.missionsanmiguel.org

May 23, 2022

CALTRANS
Division of Local Assistance
Attn: Office of State Programs
1120 N Street, MS 1
Sacramento, CA 95814

RE: Active Transportation Program Cycle 6

Dear Active Transportation Program Selection Committee:

The Diocese of Monterey and Our Lady of Ransom Parish supports the **San Ardo Community and School Connections Through Active Transportation** grant application proposal. The project will provide a continuous and safe corridor for bicyclists and pedestrians connecting residents to church, school, the library, and the local market.

The project will include infrastructure upgrades such as addressing sidewalk gaps, curbs, and gutters on most streets in San Ardo. The corresponding education and encouragement programing will be crucial to encourage and increase safe bicycling and walking and prevent unsafe behaviors. This programming will help ensure that students and community residents are provided with the opportunity to learn and practice safe walking and biking in a safe environment, reduce the amount of traffic surrounding schools and church, increase the number of community residents walking, and biking and improve the overall health of the San Ardo community.

The Diocese of Monterey and Our Lady of Ransom Parish supports this important active transportation project and education program and asks that you approve the grant request. Thank you for your consideration of this project.

Sincerely,

Fr. Lucas Pantoja

Lucas Pantoja
Our Lady of Ransom Parish
Diocese of Monterey

AERA

May 17, 2022

Caltrans
Division of Local Assistance, MS-1
Attn: Office of State Programs
P.O. Box 942874
Sacramento, CA 95814

Subject: Active Transportation Program Cycle 6

To Whom It May Concern:

Aera Energy is one of California's largest oil and gas producers with operations in San Ardo since 1952 to provide energy by Californians to Californians. A critical focus of our business is our safety performance and environmental stewardship. It starts with a top-to-bottom expectation that the safety of our employees and business partners is paramount. Our commitment to responsibility also extends to our business partners, community stakeholders and the environment where we operate, which is why **Aera Energy is in support of the San Ardo Community and School Connections Through Active Transportation proposal.**

Aera Energy employees are actively involved in the San Ardo Union School District and our involvement includes sponsorship of field trips, teacher grants, holiday food and gifts, and community sponsorship. We support Monterey County Department of Public Works, Facilities, and Parks, and the Monterey County Health Department in implementation of the proposed project to bring safe paths of pedestrian travel for San Ardo residents and visitors.

The activities outlined in the **San Ardo Community and School Connections Through Active Transportation** proposal will increase pedestrian safety. The project will include infrastructure upgrades such as addressing sidewalk gaps, curbs, and gutters on most streets in San Ardo to increase community and school connections through active transportation. The non-infrastructure elements of the project will include safe routes to school activities such as walk to school days, walking school bus, sidewalk art activities, pedestrian safety presentations, community workshops, and a leadership academy.

We are committed to working together to build safe and active communities. Should you have any additional questions or need additional information, do not hesitate to reach out to me directly at 661-448-6069.

Sincerely,

Janea' Benton

Janea' Benton
External Affairs Supervisor
Aera Energy LLC

MONTEREY COUNTY, CALIFORNIA
SHERIFF'S OFFICE
Keeping the peace since 1850

STEVE BERNAL
Sheriff-Coroner

May 23, 2022

CALTRANS
Division of Local Assistance
Attn: Office of State Programs
1120 N Street, MS-1
Sacramento, CA 95814

Subject: Active Transportation Program Cycle 6

To Whom It May Concern:

Monterey County Sheriff's Office supports this Active Transportation Program Cycle 6 grant application to California Department of Transportation. The proposed project is in the unincorporated community of San Ardo. The San Ardo community urgently needs pedestrian improvements. There are currently no sidewalks. Due to the lack of sidewalks, families, children, and the elderly walk through the streets. The streets are regularly used by large produce and oil trucks. The lack of infrastructure has created unsafe conditions for pedestrians, cyclists, and motorists.

Two Monterey County Departments will work together under the application name of: **San Ardo Community and School Connections Through Active Transportation**. The Departments of Public Works, Facilities and Parks, and Health have developed a proposal which includes infrastructure and non-infrastructure. The Departments will work closely with San Ardo community residents to address active transportation needs.

San Ardo Community and School Connections Through Active Transportation will increase walking and other means of active transportation for students and the community through infrastructure upgrades such as addressing sidewalk gaps, curbs, and gutters. Non-infrastructure will include outreach, engagement, and education through implementation of Safe Routes to School program activities. Planned activities include walk to school days, walking school bus, sidewalk stencil art projects, pedestrian rodeos, school presentations, community workshops, and a community leadership academy.

Sincerely,

Steve Bernal
Sheriff-Coroner

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EXHIBIT F – GRANT APPLICATION FOR CASTROVILLE

For training, resources, and technical assistance that can help with an ATP application, please visit the Active Transportation Resource Center (ATRC) at: http://caatpresources.org/

ACTIVE TRANSPORTATION PROGRAM

IMPLEMENTING AGENCY: Monterey County

PROJECT TYPE: Infrastructure + NI - Medium

PROJECT APPLICATION NO.: 5-Monterey County-3

PROJECT NAME: Community and School Connections Through Active Transportation

PROJECT DESCRIPTION: Design and construction of 24 sidewalk improvements, 15 curb sidewalk with curb and gutter, 36 ADA ramps, cross walks, Class III Bike Lanes, and Safe Routes to School/education.

PROJECT LOCATION: Castroville, a disadvantaged, unincorporated community in northern Monterey County.

ATP FUNDED COMPONENTS

Infrastructure								Non-Infrastructure		Plan	
PA&ED		PS&E		R/W		CON					
$	37	$	450	$	38	$	4,930	$	1,008	$	-
FY	23/24	FY	24/25	FY	24/25	FY	25/26	FY	23/24	FY	-

PROJECT FUNDING INFORMATION (1,000s)

Total Project $	Total ATP $	Total Non-ATP $	Past ATP $	Leveraging $	Non-Participating $	Future Local $
6,463	6,463	-	-	-	-	-

For training, resources, and technical assistance that can help with an ATP application, please visit the Active Transportation Resource Center (ATRC) at: http://caatpresources.org/

APPLICATION INDEX PAGE

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Part A1: 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.

LOCODE:	IMPLEMENTING AGENCY'S NAME:
5944	Monterey County

IMPLEMENTING AGENCY'S ADDRESS	CITY		ZIP CODE
1441 Schilling Place, South 2nd Floor	Salinas	CA	93901

IMPLEMENTING AGENCY'S CONTACT PERSON:	CONTACT PERSON'S TITLE:
Janie Bettencourt	Management Analyst II

CONTACT PERSON'S PHONE NUMBER:	CONTACT PERSON'S EMAIL ADDRESS :
831-755-5184	bettencourtj@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.

X

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 responsibilities 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, 3) ensure a copy of the Memorandum of Understanding or Interagency Agreement between the parties is submitted with the first request for allocation, and 4) if the implemening agency (delivering the project) is an agency other than the applicant or partnering agency, attach a letter of commitment to deliver specified phases of the project signed by all parties. 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

PROJECT PARTNERING AGENCY'S NAME:
Monterey County Health Department

PROJECT PARTNERING AGENCY'S CONTACT PERSON:	CONTACT PERSON'S TITLE:
Christabelle Oropeza-Zarraga	Public Health Program Manager

CONTACT PERSON'S PHONE NUMBER:	CONTACT PERSON'S EMAIL ADDRESS :
831-755-4572	oropezacz@co.monterey.ca.us

Attach a "letter of intent" or other documentation. Commitment_Letter_MCHD_ATP6_Castroville_1.docx.pdf [Remove] [Open File]

DocuSign Envelope ID: FFCDC309-0677-4724-BCAE-5E58ECA9AE6F

COUNTY OF MONTEREY
HEALTH DEPARTMENT
Elsa Mendoza Jimenez, Director of Health
Administration | Animal Services | Behavioral Health | Clinic Services
Emergency Medical Services | Environmental Health | Public Administrator/Public Guardian | Public Health

May 17, 2022

CALTRANS
Division of Local Assistance
Attn: Office of State Programs
1120 N Street, MS 1
Sacramento, CA 95814

Dear Active Transportation Program Selection Committee:

This letter demonstrates Monterey County Health Department's (MCHD) commitment to the work referenced in the application by the Public Works, Facilities and Parks Department to the California Department of Transportation for the ***Castroville Community and School Connections Through Active Transportation*** project.

The overarching goal of the program is to provide sustainability by improving infrastructure that will promote physical activity and active modes of transportation such as biking and walking to and from school within the community of Castroville.

MCHD has been promoting active transportation for over 20 years and we will continue to ensure communities are aware of the benefits of walking and biking. MCHD commits to implementing and supporting Safe Routes to School efforts that will have a positive impact on this community. This will be done by providing outreach, engagement, and education on pedestrian and bicycle safety, offering community workshops and resources on active transportation, and empowering the community to take an active role in their health outcomes by understanding the correlation between active modes of transport and health.

With support from the Active Transportation Program (ATP) Cycle 6 grant we will be able to make a positive impact in the health outcomes of this community. We look forward to partnering with the Department of Public Works, Facilities and Parks on this project.

Sincerely,

DocuSigned by:
Elsa Mendoza Jimenez
C7A30BA59CA8423...
Elsa Mendoza Jimenez, MPH

Part A2: General Project Information

PROJECT NAME: (Max of 10 Words) (To be used in the CTC project list) **Words Remaining:** 3

Community and School Connections Through Active Transportation

PROJECT / APPLICATION NUMBER: 3

SUMMARY OF PROJECT SCOPE: (Max of 300 Words) **Words Remaining:** 17
(Summary of the Existing Condition, Project Scope, the Expected Benefits)

The rural, disadvantaged, community of Castroville has gaps in existing pedestrian and bicycle facilities leaving residents without safe separation of pedestrian, bicyclist, and vehicle traffic when walking to school and businesses leading to potentially hazardous conditions. In partnership with the Monterey County Health Department (MCHD), Monterey County Department of Public Works, Facilities & Parks (PWFP) proposes to add a mile of sidewalk and improve curb, gutter, ADA ramps and bulbouts along key destination routes to home, school, work, and critical goods, and services. This project will connect sidewalks in at least 24 locations, construct 15 curb and gutters, and improve 36 ADA ramps. In addition, Class III Bike Lanes will be added to Seymour Street, Union Street and Mead Street connecting to key destinations, and bicycle facilities.The proposed project includes both infrastructure and non-infrastructure components designed to increase walking opportunities in the Castroville community, promote multimodal transportation, enhance safety and mobility of non-motorized users, and enhance public health.

MCHD will engage residents to provide guidance for project outcomes, develop and execute a Safe Routes to School community education component, to encourage healthy habits and physical activity among residents. Proposed education delivery methods include community workshops/stakeholder meetings, school presentations discussing pedestrian/bicyclist safety and a Health and Wellness conference.

Monterey County PWFP is seeking funding to improve public health and safety in this rural community. Anticipated project benefits include the following: improved pedestrian and bicyclist facilities, encourage active transportation and safety, community education about health benefits of walking and safety. Without the requested funding, Monterey County PWFP and MCHD do not have the capacity to provide these safe active transportation improvements to the disadvantaged community of Castroville consistent with the County mission, values, and goals.

OUTCOME/OUTPUT: (Max of 35 Words)
This outcome/output will appear on your vote boxes when you allocate for funds with the CTC. (Example: Construct 12 curb extensions, 26 crosswalks, 33 curb ramps, 255 feet of widened sidewalk, and 2 speed humps to provide added safety for pedestrians and/or bicyclists.)
Words Remaining: 0

Design and construction of 24 sidewalk improvements, 15 curb sidewalk with curb and gutter, 36 ADA ramps, cross walks, Class III Bike Lanes, and Safe Routes to School/education community programing to encourage health and safety.

FTIP PROJECT DESCRIPTION: (Max of 180 Characters) **Characters Remaining:** 2

Design and construction of 24 sidewalk improvements, 15 curb sidewalk with curb and gutter, 36 ADA ramps, cross walks, Class III Bike Lanes, and Safe Routes to School/education.

PROJECT LOCATION: (Max of 180 Characters) **Words Remaining:** 97

Castroville, a disadvantaged, unincorporated community in northern Monterey County.

Is this project located within 500 feet of a freeway or roadway with a traffic volume over 125,000 annual average daily traffic (AADT)? Refer to the CA State Geoportal for traffic volumes found here. ☐ Yes ☒ No

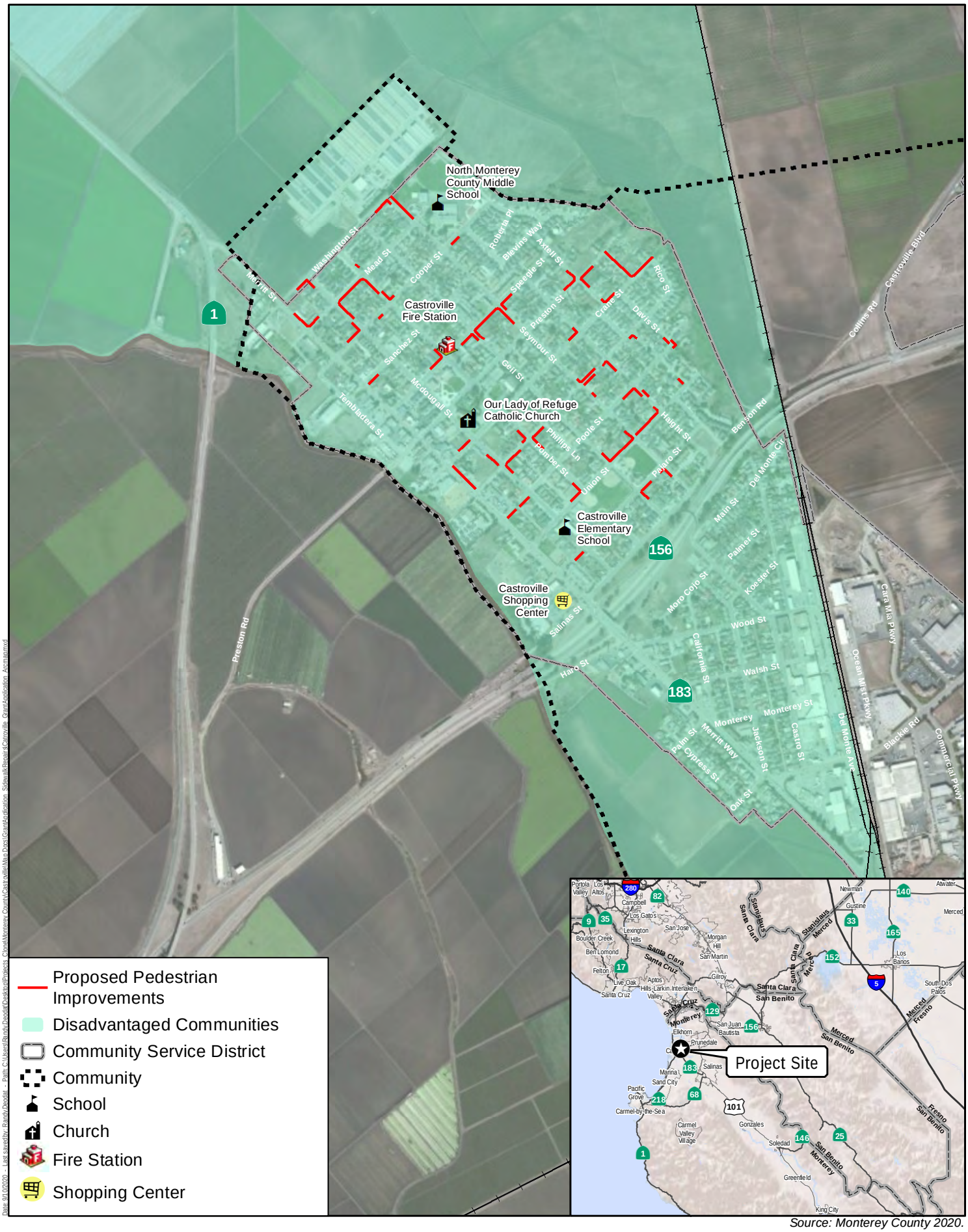
In addition to the Location Description provided, attach a location map to the application. The location map needs to show the project boundaries in relation to the Implementing Agency's boundaries.

1 Attachment C Castroville Location Map.pdf

CITIES:
List all cities that this project will affect. All cities must be located within the State of California.

City Code: Other City Name: Castroville

PROJECT COORDINATES:
For stand-alone Infrastructure, NI or Plan project, only add one set of coordinates for those project types in the corresponding fields.
For Infrastructure + Non-Infrastructure (NI) project types, please add coordinates for both Infrastructure and NI.



Source: Monterey County 2020.

Location Map

Castroville Proposed Pedestrian Improvement Project

Infrastructure Project Coordinates: (latitude/longitude in decimal format) Lat. 36.73 N / long. -121.755 W

NI or Plan Project Coordinates: (latitude/longitude in decimal format) Lat. 36.73 N / long. -121.755 W

Congressional District(s): 20

State Senate District(s): 17 **State Assembly District(s):** 30

Caltrans District: 5

County: Monterey

MPO: AMBAG

RTPA: TAMC

Urbanized Zone Area (UZA) Population: Project is located outside one of the large MPOs in a UZA with Pop > 5,000 and <= 50,000

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 If yes, how many previous awards? 1

Project Number	Past Project Funding	Funded Amount $	Project Type	Type of overlap/connection with past projects (select only one which matches the best)
ATP 01-05-0705	Active Transportation Program (ATP)	$913,000	Infrastructure (I)	Adjacent project limits with minor overlapping scope or limits of work

Part A3: Project Type

PROJECT TYPE: (Use the drop down menu to select.) Infrastructure + NI - Medium

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 ☐ None

☐ Other plans that include Bicycle and/or Pedestrian Improvements _____

Is your project in a current Plan? ☒ Yes ☐ No

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

☒ **Bicycle Transportation** % of Project 1 %

☒ **Pedestrian Transportation** % of Project 99 %

☒ **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. For Safe Routes to School non-infrastructure, the program must benefit school students/parents and primarily be based at the school.

☐ **Safe Routes for Seniors**

Safe Routes for Seniors projects increase walking, biking, and safety among older adults and create routes that connect to activities that improve quality of life.

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

Fill out the school information only if you selected the Safe Routes to school project sub-type option above.

How many schools does the project impact/serve: 3

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

School Name: Castroville Elementary School
School Address: 1161 Merritt Street, Castroville, CA 95012
District Name: North Monterey County Unified School District
District Address: 8142 Moss Landing Road, Moss Landing, CA 95039
Co.-Dist.-School Code: 27-73825-6023697
School Type: Pre-K to 6
Project improvements maximum distance from school 0.60 mile

Total student enrollment: 616
Approximate # of students living along route proposed for improvement: 475
Percentage of students eligible for free or reduced meal programs** 91 %

**Refer to the California Department of Education website: https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx
NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

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.

2- School District Map and LOS.pdf

School Name: North Monterey County Middle School
School Address: 10301 Seymour Street, Castroville, CA 95012
District Name: North Monterey County Unified School District
District Address: 8142 Moss Landing Road, Moss Landing, CA 95039
Co.-Dist.-School Code: 27-73825-6026421
School Type: 7 to 8
Project improvements maximum distance from school 0.80 mile

Total student enrollment: 679
Approximate # of students living along route proposed for improvement: 300
Percentage of students eligible for free or reduced meal programs** 83 %

**Refer to the California Department of Education website: https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx
NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

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.

2- School District Map and LOS.pdf

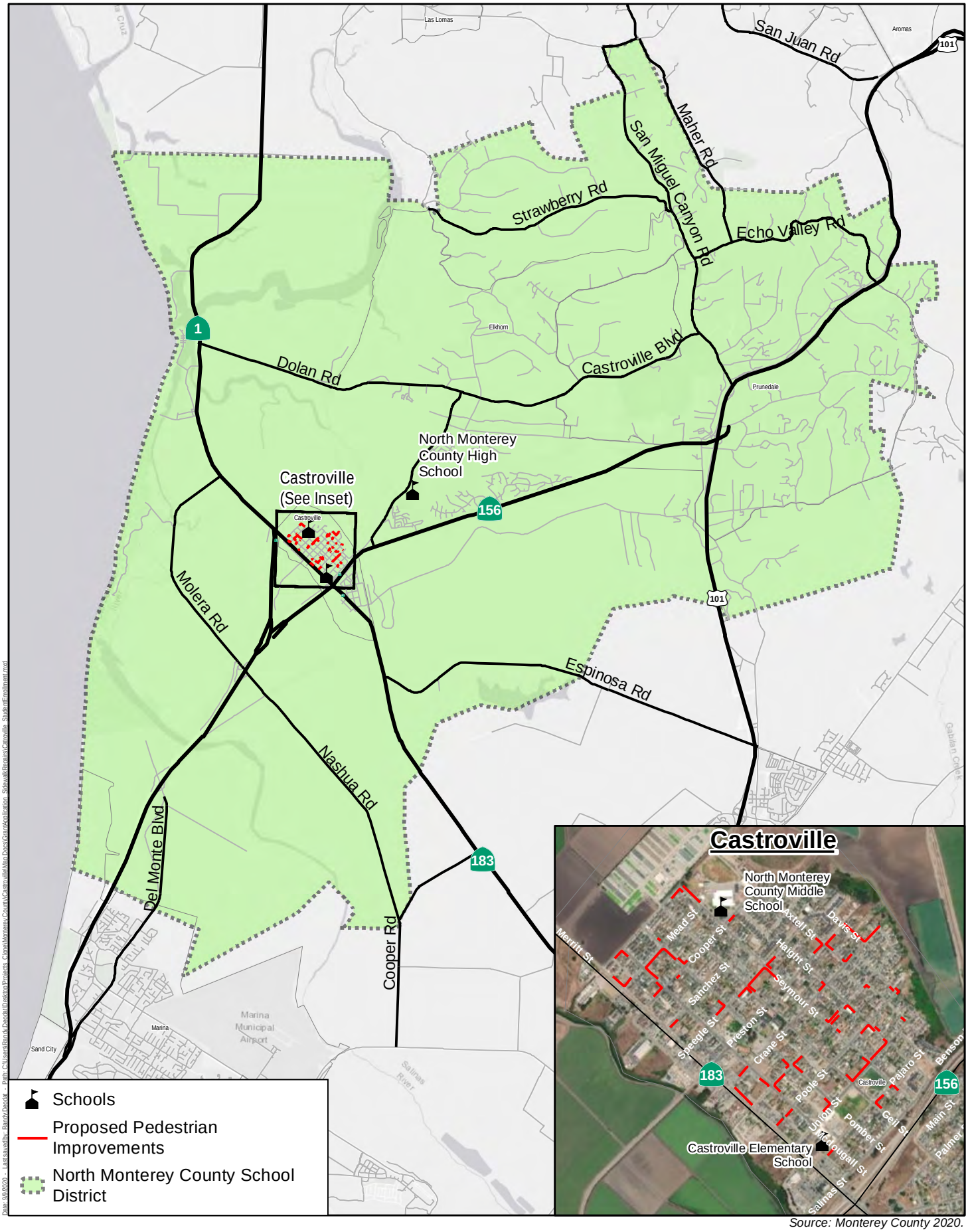
School Name: North Monterey County High School
School Address: 13990 Castroville Blvd. Castroville, CA 95012
District Name: North Monterey County Unified School District
District Address: 8142 Moss Landing Road, Moss Landing, CA 95039
Co.-Dist.-School Code: 27-73825-2730034
School Type: 9 to 12
Project improvements maximum distance from school 1.75 mile

Total student enrollment: 1,221
Approximate # of students living along route proposed for improvement: 500
Percentage of students eligible for free or reduced meal programs** 78 %

**Refer to the California Department of Education website: https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx
NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

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.

2- School District Map and LOS.pdf



Source: Monterey County 2020.

Student Enrollment

Castroville Proposed Pedestrian Improvement Project

North Monterey County Unified School District

8142 Moss Landing Road ♦ Moss Landing, California 95039-9617 ♦ (831) 633-3343ext 1210

May 24, 2022

CALTRANS
Division of Local Assistance, MS-1
Attn: Office of State Programs
P.O. Box 942874
Sacramento, CA 95814

Subject: Active Transportation Program Cycle 6

To Whom It May Concern:

North Monterey County Unified School District is in support of providing safe walking and bicycling routes to school for the students of Castroville. Castroville is a community in Monterey County with limited resources and services. We support Monterey County Department of Public Works, Facilities and Parks, and the Monterey County Health Department to implement the proposed project bringing safe paths of travel for students and their families.

The activities outlined in the **Castroville Community and School Connections Through Active Transportation** proposal will increase pedestrian safety. The project will include infrastructure upgrades such as addressing sidewalk gaps, curbs, and gutters on selected streets in Castroville to increase community and school connections through active transportation.

The non-infrastructure elements of the project will include safe routes to school activities such as walk to school days, walking school bus, sidewalk art activities, pedestrian safety presentations, and community workshops.

We are committed to working together to build safe and active communities.

Sincerely,

Kari Yeater

Kari Yeater
Superintendent
North Monterey County Unified School District

Part A4: Project Details

Indicate the project details included in the project/program/plan.

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**

What % of the BICYCLE related project cost are going towards closing a "Gap" in infrastructure? 0 %
(As opposed to cost going towards "improving" existing bicycle infrastructure: i.e. Class 2 to Class 4)

New Bike Lanes/Routes:	Class 1: 15,000 Linear Feet		Class 2: 0 Linear Feet	
	Class 3: 0 Linear Feet		Class 4: 0 Linear Feet	
Signalized Intersections:	New Bike Boxes: 0 Number		Timing Improvements: 0 Number	
Un-Signalized Intersections:	New RRFB/Signal: 0 Number		Crossing-Surface Improvements: 0 Number	
Mid-Block Crossing:	New RRFB/Signal: 0 Number		Crossing-Surface Improvements: 0 Number	
Lighting:	Intersection: 0 Number		Roadway Segments: 0 Linear Feet	
Bike Share Program:	New Station: 0 Number		New Bikes: 0 Number	
Bike Racks/Lockers:	New Racks: 0 Number		New Secured Lockers: 0 Number	
Other Bicycle Improvements:	#1: _____ #: 0		#2: _____ #: 0	

☒ **Pedestrian Improvements**

What % of the PEDESTRIAN related project cost are going towards closing a "Gap" in infrastructure? 99 %
(As opposed to cost going towards "improving" existing pedestrian infrastructure.)

Sidewalks:	New (4' to 8' wide): 9,525 Linear Feet	New (over 8' wide): 0 Linear Feet	
	Widen Existing: 0 Linear Feet	Reconstruct/Enhance Existing: 0 Linear Feet	
	New Barrier Protected (Barrier, parking, functional-planter, etc.): 0 Linear Feet		
ADA Ramp Improvements:	New Ramp (none exist): 36 Number	Reconstruct Ramp to Standard: 0 Number	
Signalized Intersections:	New Crosswalk: 0 Number	Enhance Existing Crosswalk: 0 Number	
	Ped-Heads: 0 Number	Shorten Crossing: 0 Number	
	Timing Improvements: 0 Number		
Un-Signalized Intersections:	New Traffic Signal: 0 Number		
	New RRFB/Signal: 0 Number	Crossing-Surface Improvements: 0 Number	
	Shorten Crossing: 0 Number		
Mid-Block Crossing:	New RRFB/Signal: 0 Number	Crossing-Surface Improvements: 0 Number	
Lighting:	Intersection: 0 Number	Roadway Segments: 0 Linear Feet	
Pedestrian Amenities:	Benches: 0 Number	Trash Cans: 0 Number	
	Shade Trees: 0 Number	Shade Tree Type: _____	
Other Ped Improvements:	#1: _____ #: _____	#2: _____ #: 0	

☐ **Multi-use Trail Improvements**

☐ **Vehicular-Roadway Traffic-Calming Improvements**

☒ **Non-Infrastructure Components**

NI Program Type: *Indicate the NI program type. If more than one, indicate the percentage split based on cost.*

- ☐ Regional Initiative 0 %
- ☒ Community Initiative 50 %
- ☒ Safe Routes to School 50 %
- ☐ First Last Mile 0 %
- ☐ Other: _____, 0 %

Program Activities: *Insert the number of each type of activity included in the program. Do not double count.*

Regional Community Initiatives:

- 0 Number of walk or bike audits
- 10 Number of bicycle skills/safety classes
- 0 Number of pedestrian skills/safety classes
- 0 Number of community demonstration projects/pop-ups/open street events

0 Number of community encouragement (i.e. bike to work days)
0 Number of community challenges (i.e. bike to work month challenge)
30 Number of community workshops/stakeholder meetings

Safe Routes to School (SRTS):

26 Number of classroom/PE classes receiving pedestrian/bicycle safety instruction/education
0 Number of school assemblies receiving pedestrian/bicycle safety instruction/education
0 Number of afterschool programs receiving pedestrian/bicycle safety instruction/education
0 Number of bike rodeos
0 Number of pedestrian 'mock city' safety skills events
0 Number of schools with walking school bus program (defined as planned route with meeting points, a timetable and a schedule of trained volunteers)
0 Number of schools with bicycle train program (defined as a planned route with meeting points, a timetable and a schedule of trained volunteers)
2 Number of SRTS encouragement days (i.e. designated monthly bike/walk to school days X number of school months X number of school involved)
0 Number of student-led leadership initiatives (e.g., student patrols, peer-led learning)
0 Number of training sessions to implement the SRTS program (i.e training for volunteer walking school bus leaders, crossing guards, etc.)

Other:

1 Number of Regional Community Health and Wellness Conference

Number of

Communications: *Check the box if the program will include the communication type.*

☒ Traditional media (radio ads, TV ads, newspaper ads, flyers, etc.)
☒ Social media (Twitter, Facebook, Instagram, etc.)
☒ Large media (bus-wraps, billboards, etc.)
☒ Program website
☒ Print/electronic publications (newsletters, blogs, etc.)
☒ Other; Zoom and YouTube

What languages, if any, will the selected communications be translated to:

Spanish

Collaborative Partnerships: *Check all parties that have a committed role in the project beyond submitting a letter of support.*

☒ Local Public Health Department
☐ Schools/School Districts
☒ Law Enforcement
☐ Public Works Departments
☒ Non-Profit Organizations/Community Based Organizations
☐ Other;

☐ **Plan Type (only intended for Plans)**

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

☒ Project is 100% within the Implementing Agency's R/W and/or is within their control at the time of this application submittal. (This includes temporary construction easements)

☐ Project will likely require R/W in fee ownership, permanent easements and/or temporary construction easements from private owners and/or will require utility relocations from utility companies outside that implementing agency's governmental control.

☐ Project will likely encroach into Caltrans R/W requiring easements, encroachment permits and/or other approvals.

☐ Project will likely require R/W, Easements, encroachment and/or approval involving Governmental (excluding Caltrans - as Caltrans impacts are documented above), Environmental, or Railroad owner's property.

☐ Program/Plan will likely have an open street/demonstration on state highway.

Part A5: 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, 2023 and June 30, 2027 to be consistent with the available ATP funds for Cycle 6.

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:	7/5/2023
Notice to Proceed with Federally Reimbursable ATP Work:	9/3/2023
Expected or Past Start Date for PA&ED activities:	9/24/2023
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:	7/20/2024

** 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.*

PS&E Project Delivery Phase:

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

Proposed CTC "PS&E Allocation" Date:	7/20/2024
Notice to Proceed with Federally Reimbursable ATP Work:	9/18/2024
Expected or Past Start Date for PS&E activities:	9/18/2024
Time to complete the final Plans, Specification & Estimate:	10 months
Expected or Past Completion Date for the PS&E Phase:	7/15/2025

** 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.*

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:	8/29/2024
Notice to Proceed with Federally Reimbursable ATP Work:	10/28/2024
Expected or Past Start Date for R/W activities:	10/28/2024
Time to complete the R/W Engineering, Acquisition, and Utilities:	2 months
Expected or Past Completion Date for the R/W Phase:	12/26/2024

** 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.*

Construction Project Delivery Phase:

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

Proposed CTC "CON Allocation" Date:	7/15/2025
Notice to Proceed with Federally Reimbursable ATP Work:	9/13/2025
Expected Start Date for Construction activities:	9/13/2025
Time to complete the Construction activities:	7 months
Expected or Past Completion Date for the CON Phase:	4/11/2026

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

Proposed CTC "CON Allocation" Date:	7/6/2023
Notice to Proceed with Federally Reimbursable ATP Work:	9/4/2023
Expected Start Date for "NI" or "Plan" Construction activities:	10/16/2023
Time to complete the CON-Phase activities:	37 months
Expected Completion Date for the CON Phase:	10/30/2026

Part A6: 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	Future Local Identified Funding
PA&ED	37	37	*23/24*	-	-	-	-	-
PS&E	450	450	*24/25*	-	-	-	-	-
R/W	38	38	*24/25*	-	-	-	-	-
CON	4,930	4,930	*25/26*	-	-	-	-	-
NI-CON/ PLAN	1,008	1,008	*23/24*	-	-	-	-	-
TOTAL	**6,463**	**6,463**		**-**	**-**	**-**	**-**	**-**

* *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)*

ATP FUNDING TYPE REQUESTED:

Per the CTC Guidelines, all ATP projects over $1M must be eligible to receive federal funding. 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. A request for State-Only funds does not guarantee it will be received.

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.

Amendment (Existing Project) Y ☐ N ☒						Date: 6/1/2022
District	**EA**	**Project ID**	**PPNO**	**MPO ID**	**Alt Project. ID/prg.**	
5						ATP

County	**Route/Corridor**	**PM Bk**	**PM Ahd**	**Project Sponsor/Lead Agency**	
MON				Monterey County	
				MPO	**Element**
				AMBAG	Local Assistance

Project Manager/Contact	**Phone**	**E-mail Address**
Janie Bettencourt	(831) 755-5184	bettencourtj@co.monterey.ca.us

Project Title

Community and School Connections Through Active Transportation

Location (Project Limits), Description (Scope of Work)

Castroville, a disadvantaged, unincorporated community in northern Monterey County.

Component	**Implementing Agency**
PA&ED	Monterey County
PS&E	Monterey County
Right of Way	Monterey County
Construction	Monterey County

Legislative Districts

Assembly:	30	**Senate:**	17	**Congressional:**	20

Project Benefits (If more space is needed, use the Additional Information field on the next page.)

Connect fragmented pedestrian infrastructure to expand safe active transportation opportunities in the community. In addition, the proposed project will encourage pedestrian mobility, increase physical activity, enhance safety, reduce vehicle trips, increase community connections, community education about health benefits of walking and safety and reduce GHG emissions.

Purpose and Need

The proposed project will increase active transportation opportunities by closing gaps in existing pedestrian infrastructure to increase connectivity and mobility along community destination routes addressing infrastructure and safety deficiencies. The proposed project includes

Category	**Outputs/Outcomes**	**Unit**	**Total**
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Feet	9,525
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Feet	15,000

NHS Improvements:	Roadway Class:	Reversible Lane Analysis:

Inc. Sustainable Communities Strategy Goals:Yes Reduces Greenhouse Gas Emissions: Yes

Project Milestone		**Existing**	**Proposed**
Project Study Report Approved			
Begin Environmental (PA&ED) Phase			9/24/2023
Circulate Draft Environmental Document (Document Type)	CE		
Draft Project Report			
End Environmental Phase (PA&ED Milestone)			7/20/2024
Begin Design (PS&E) Phase			9/18/2024
End Design Phase (Ready to List for Advertisement Milestone)			7/15/2025
Begin Right of Way Phase			10/28/2024
End Right of Way Phase (Right of Way Certification Milestone)			12/26/2024
Begin Construction Phase			9/13/2025
End Construction Phase			4/11/2026
Begin Closeout Phase			
End Closeout Phase (Closeout Report)			

Additional Information	**Date:**	6/1/2022

Project Programming Request (PPR)

Date: 6/1/2022

Project Information:					
Project Title:	Community and School Connections Through Active Transportation				
District	**County**	**Route**	**EA**	**Project ID**	**PPNO**
5	Monterey	N/A			

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Proposed Total Project Cost ($1,000s)

Component	Prior	22/23	23/24	24/25	25/26	26/27	27/28+	Total
E&P (PA&ED)	0	0	37	0	0	0	0	**37**
PS&E	0	0	0	450	0	0	0	**450**
R/W	0	0	0	38	0	0	0	**38**
CON	0	0	1,008	0	4,930	0	0	**5,938**
TOTAL	**0**	**0**	**1,045**	**488**	**4,930**	**0**	**0**	**6,463**

Notes:

ATP Funds	Infrastructure Cycle 6								Program Code
	Proposed Funding Allocation ($1,000s)								20.30.720
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	37	0	0	0	0	**37**	Caltrans
PS&E	0	0	0	450	0	0	0	**450**	**Notes:**
R/W	0	0	0	38	0	0	0	**38**	
CON	0	0	0	0	4,930	0	0	**4,930**	
TOTAL	**0**	**0**	**37**	**488**	**4,930**	**0**	**0**	**5,455**	

ATP Funds	Non-Infrastructure Cycle 6								Program Code
	Proposed Funding Allocation ($1,000s)								20.30.720
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**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	1,008	0	0	0	0	**1,008**	
TOTAL	**0**	**0**	**1,008**	**0**	**0**	**0**	**0**	**1,008**	

ATP Funds	Plan Cycle 6								Program Code
	Proposed Funding Allocation ($1,000s)								20.30.720
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**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**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**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**	

Project Programming Request (PPR)

Date: 6/1/2022

Project Information:					
Project Title:	Community and School Connections Through Active Transportation				
District	**County**	**Route**	**EA**	**Project ID**	**PPNO**
5	Monterey	N/A			

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**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	**0**	Monterey County
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**	

Fund No. 3:									**Program Code**
Proposed Funding Allocation ($1,000s)									
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	**0**	
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**	

Fund No. 4:									**Program Code**
Proposed Funding Allocation ($1,000s)									
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	**0**	
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**	

Fund No. 5:									**Program Code**
Proposed Funding Allocation ($1,000s)									
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	**0**	
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**	

Fund No. 6:									**Program Code**
Proposed Funding Allocation ($1,000s)									
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	**0**	
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**	

Fund No. 7:									**Program Code**
Proposed Funding Allocation ($1,000s)									
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	**0**	
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**	

Part A7: 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:** 153

The proposed project will be constructed along properties that have been developed. Conditions of development apply to new development only. Sidewalks were not required when the land was being developed, and the County cannot require property owners to build a sidewalk years after the property transaction occurred.

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

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.

3-TAMC ATP Castroville.pdf

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

3. Is the Implementing Agency Caltrans? ☐ Yes ☒ No

.

Active Transportation Plan for Monterey County

TAMC
TRANSPORTATION AGENCY FOR MONTEREY COUNTY

June 2018

1. INTRODUCTION

Plan Background and Purpose

The Transportation Agency adopted the most recent Bicycle and Pedestrian Master Plan in 2011. For the 2011 Master Plan, staff and the consultant team worked closely with key stakeholders throughout the planning process and involved them directly in the development of bicycle facility alignments and Agency priorities. The 2011 Plan identified all existing and proposed bicycle projects and facilities for all the jurisdictions within Monterey County.

On September 2013, the State Legislature created the Active Transportation Program to encourage increased use of active modes of transportation, such as bicycling and walking. The Program consolidates various State and Federal active transportation funding programs to: increase the proportion of biking and walking trips, increase safety for non-motorized users, increase mobility for non-motorized users, advance the efforts of regional agencies to achieve greenhouse gas reduction goals, and enhance public health. Having an updated countywide active transportation plan makes bicycle and pedestrian projects more competitive for grant funding through the State's Active Transportation Program and positions these projects to be more competitive for other State and Federal grant programs.

This Active Transportation Plan is an update of the 2011 Bicycle and Pedestrian Master Plan and includes goals and objectives that provide a blueprint for making bicycling and walking an integral part of daily life. This Plan has been prepared according to the State's guidelines for Active Transportation Plans, and contains maps for each of the jurisdictions of existing and proposed bicycle and pedestrian facilities, along with policies and programs to increase the proportion of trips accomplished by bicycling and walking. Other elements in the Plan include a needs analysis of bicyclists and pedestrians, public health and economic benefits of bicycling and walking, costs to implement projects and a list of various potential funding sources.

Community Involvement

To develop the Active Transportation Plan, Agency staff consulted with TAMC's Bicycle and Pedestrian Facilities Advisory Committee, which is composed of volunteer representatives from each supervisorial district and city in Monterey County as well as representatives from public agencies and a bicycle/pedestrian interest group, as appointed by the TAMC Board of Directors, and TAMC's Technical Advisory Committee, composed of public works representatives from each of the twelve cities in Monterey County, Monterey County Public Works, Caltrans, Monterey-Salinas Transit, the Fort Ord Reuse Authority, the Monterey Bay Unified Air Pollution Control District, and the Association of Monterey Bay Area Governments.

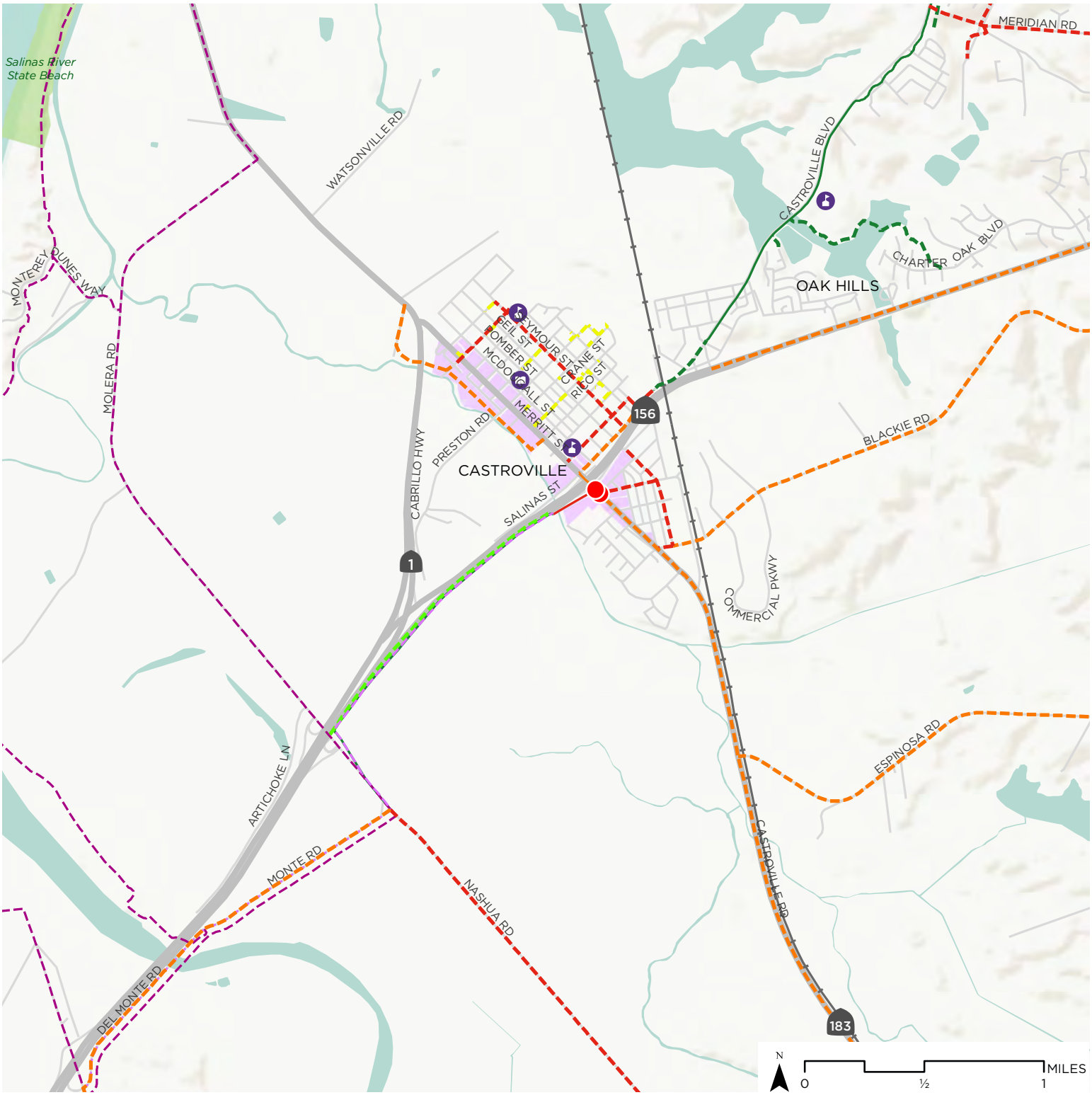
South County Workshop, December 2016

Pedestrian Infrastructure Improvements

The pedestrian improvements listed here are unranked, and include sidewalk improvements in the communities of Castroville, Chualar, San Lucas and San Ardo. The pedestrian improvements presented here have a planning-level cost estimate of approximately $22 million for approximately 5.7 miles of sidewalk, curb and gutter improvements and pedestrian intersection improvements. Many of these pedestrian improvement projects can be implemented as part of street and road improvement projects.

ATP ID#:	community	start:	end:	description:	feet:	CONSTRUCTION COST
MC-139	San Ardo	Cattleman Rd	end of Main St	sidewalk	1291	$899,164
MC-140	San Ardo	Main St	Cattleman Rd	sidewalk	1525	$1,064,994
MC-141	San Ardo	Short St	College St	sidewalk	1351	$943,386
MC-142	San Ardo	Rico St	Railroad St	sidewalk		$1,378,227
MC-143	San Ardo	Annette St	Jolon Rd	sidewalk	1113	$773,871
MC-144	San Ardo	Rico St	Center St	sidewalk	1078	$751,760
MC-145	San Ardo	Annette St	Jolon Rd	sidewalk	1341	$936,015
MC-146	San Ardo	Cattleman Rd	Center St	sidewalk	925	$644,893
MC-147	San Ardo	Sargents Rd	Catholic Church	sidewalk	2217	$1,547,742
MC-148	San Ardo	Short St	Jolon Rd	sidewalk	1249	$873,369
MC-149	San Lucas	Monterey St	Mary St	sidewalk	2640	$1,842,550
MC-150	San Lucas	Main St	San Benito St	sidewalk	366	$255,444
MC-151	San Lucas	Mary St	Monterey St	sidewalk	2692	$1,879,401
MC-152	San Lucas	Main St	San Benito St	sidewalk	326	$228,476
MC-153	San Lucas	Main St	San Benito St	sidewalk	331	$232,161
MC-154	San Lucas	Main St	San Benito St	sidewalk	337	$235,846
MC-155	San Lucas	Main St	San Benito St	sidewalk	329	$228,476
MC-156	San Lucas	Main St	San Benito St	sidewalk	316	$221,106
MC-157	Chualar	South St	Clay St	sidewalk	318	$7,370
MC-158	Chualar	Lincoln St	Washington St	sidewalk	315	$219,850
MC-159	Chualar	Lincoln St	Washington St	sidewalk	317	$221,106
MC-160	Chualar	Clay St	Main St	sidewalk	297	$207,287
MC-161	Chualar	Lincoln St	Grant St	sidewalk	721	$504,859
MC-162	Chualar	South St	Chualar Rd	sidewalk	1990	$1,389,283

ATP ID#:	community	start:	end:	description:	feet:	CONSTRUCTION COST
MC-163	Chualar	Lincoln St	Grant St	sidewalk	696	$482,748
MC-164	Chualar	Grant St	Lincoln St	sidewalk	725	$504,859
MC-165	Chualar	Payson St	24204 Lincoln St	sidewalk	106	$73,702
MC-166	Castroville	Merritt St	Wood St	pedestrian intersection improvement3 curb ramps 1 ped button		$71,600
MC-167	Castroville	Merritt St	Haro St	2 curb ramps only		$71,600
MC-168	Castroville	Seymour St	Geil St	sidewalk	298	$207,985
MC-169	Castroville	Geil St	Pomber St	sidewalk	293	$204,495
MC-170	Castroville	Merritt St	Mead St	sidewalk	260	$181,463
MC-171	Castroville	Seymor St	Pomber St	sidewalk	635	$443,189
MC-172	Castroville	Davis St	Axtell St	sidewalk	302	$210,777
MC-173	Castroville	Preston St	Axtell St	sidewalk	281	$196,120
MC-174	Castroville	Preston St	Rico St	sidewalk	327	$228,225
MC-175	Castroville	Davis St	Rico St	sidewalk	290	$202,401
MC-176	Castroville	Axtell St	Davis St	sidewalk	168	$117,253
MC-177	Castroville	Geil St	Seymour St	sidewalk	142	$99,107
MC-178	Castroville	USPS Castroville	McDougall St	sidewalk	161	$112,368
MC-179	Castroville	Rico St	Axtell St	sidewalk	99	$69,096
MC-180	Castroville	Rico St	Haight St	sidewalk	232	$161,921
MC-181	Castroville	Haight St	Seymour St	sidewalk	163	$113,764
MC-182	Castroville	Rico St	Seymour St	sidewalk	217	$151,452
MC-183	Castroville	Geil St	Merritt St	sidewalk	1022	$713,290
MC-184	Castroville	Poole St	Haight St	sidewalk	265	$184,953
MC-185	Castroville	Seymour St	Haight St	sidewalk	356	$248,465



Castroville

Monterey County Active Transportation Plan

Existing Bikeways

- Class I Shared Use Path
- Class II Bike Lane
- Class III Bike Route

Points of Interest

- K-12 School
- Public Library

Proposed Pedestrian Improvements

- Guardrail
- Sidewalk
- Intersection

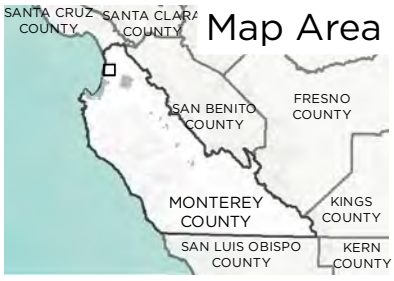
Land Use

- Park/Open Space
- Commercial Area

Proposed Bikeway Improvements

- Class I Shared Use Path
- Class II Bike Lane
- Class III Bike Route
- Fort Ord Rec Trail and Greenway
- Monterey Bay Sanctuary Scenic Trail

>>> Uphill bikeway (Slope > 4%)



Data provided by Monterey County TAMC. Terrain data by ESRI, NOAA.

Map produced October 2017 by Alta Planning + Design.

Part B: Narrative Questions

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, the geographic boundaries of the disadvantaged community, and disadvantaged community access point(s) and destinations that the project is benefiting.

4- Map of DAC Boundaries.pdf

B. Identification of Disadvantaged Community: (0 points)

Select one of the following 5 options. Must provide information for all Census Tract/Block Group/Place Number 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.
- **Healthy Places Index**
- **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: https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx (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.
NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

School Name	School Enrollment	% of Students Eligible for FRPM
Castroville Elementary School	616	91 %
North Monterey County Middle School	679	83 %
North Monterey County High School	1,221	78 %

Highest percentage of students eligible from above (autofill): **91%** (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)

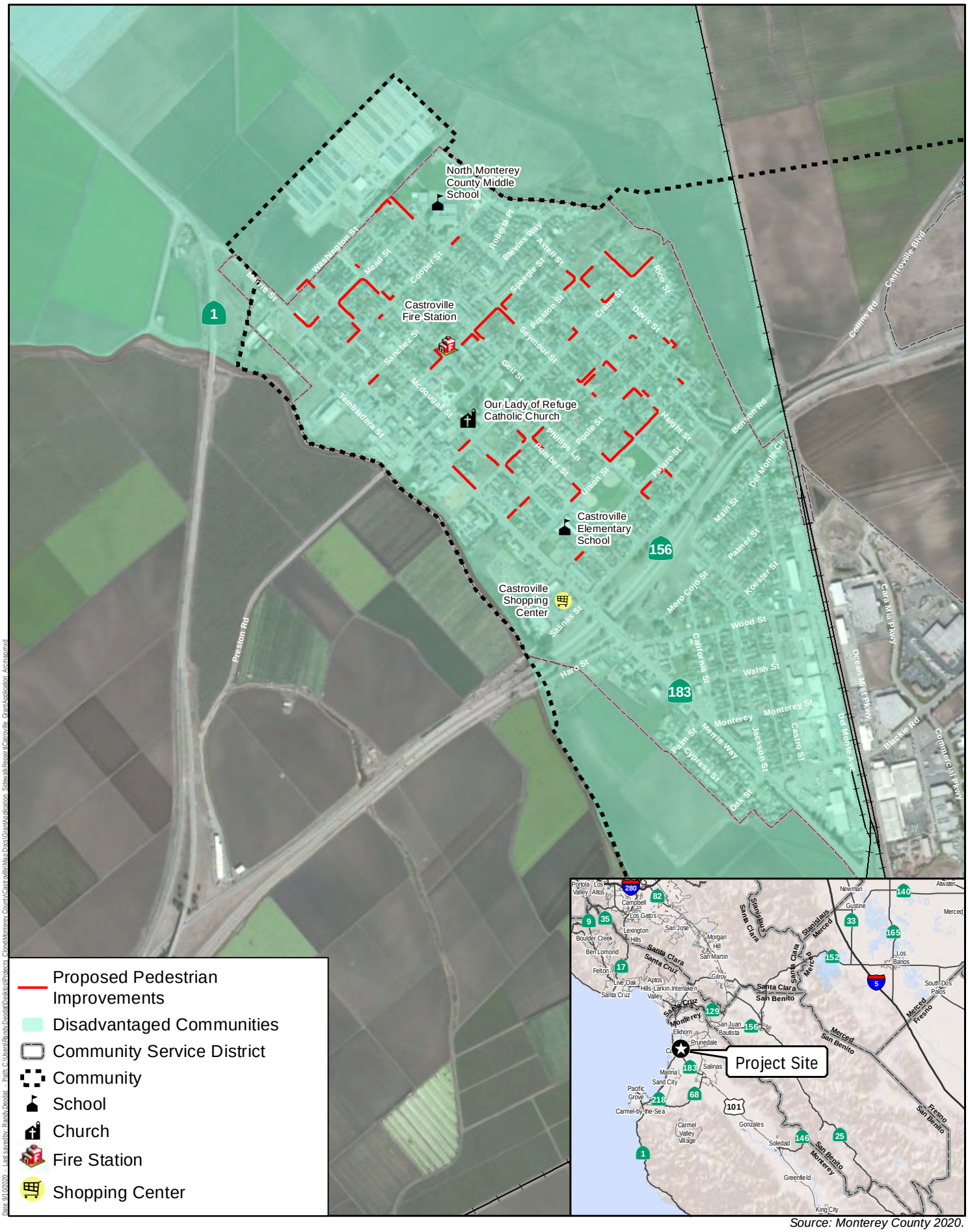
C. Direct Benefit: (0 - 4 points)

1. Explain how the project closes a gap, provides connections to, and/or addresses a deficiency in an active transportation network and how the improvements meet an important need of the disadvantaged community. Address any issues of displacement that may occur as a result of this project, if applicable. If displacement is not an issue, explain why it is not a concern for the community. (Max of 500 Words)

Words Remaining: 0

The proposed project will close gaps in existing sidewalk and bicycle facility infrastructure along popular routes to Castroville Elementary School, North Monterey County Middle School, North Monterey County High School (schools), and other key community destinations. 91.5% of students at Castroville Elementary School, 83.4% of students enrolled at North Monterey County Middle School, and 78.8% of students enrolled at North Monterey County High School in Castroville are eligible for free or reduced meals through the National School Lunch Program. The disadvantaged community has many gaps in existing pedestrian infrastructure forcing community members to walk along the side of the road or in the Castroville, a rural, unincorporated community, spans approximately 1 square mile and is located at the crossroads of three major highways (Highways 1, 156, and 183) yielding a concentration of commercial uses along Merritt Street which is consistently burdened with large commercial truck traffic. In addition to the challenges along Merritt Street, both the Castroville Community Plan and TAMC's 2018 Active Transportation Plan identify significant sidewalk gaps in Castroville and resident's concerns about infrastructure deficiencies. In areas missing pedestrian infrastructure, residents frequently walk, bike, push wheelchairs and/or strollers through dirt roads, on shoulders, sharing the road with vehicular traffic creating potentially hazardous conditions.

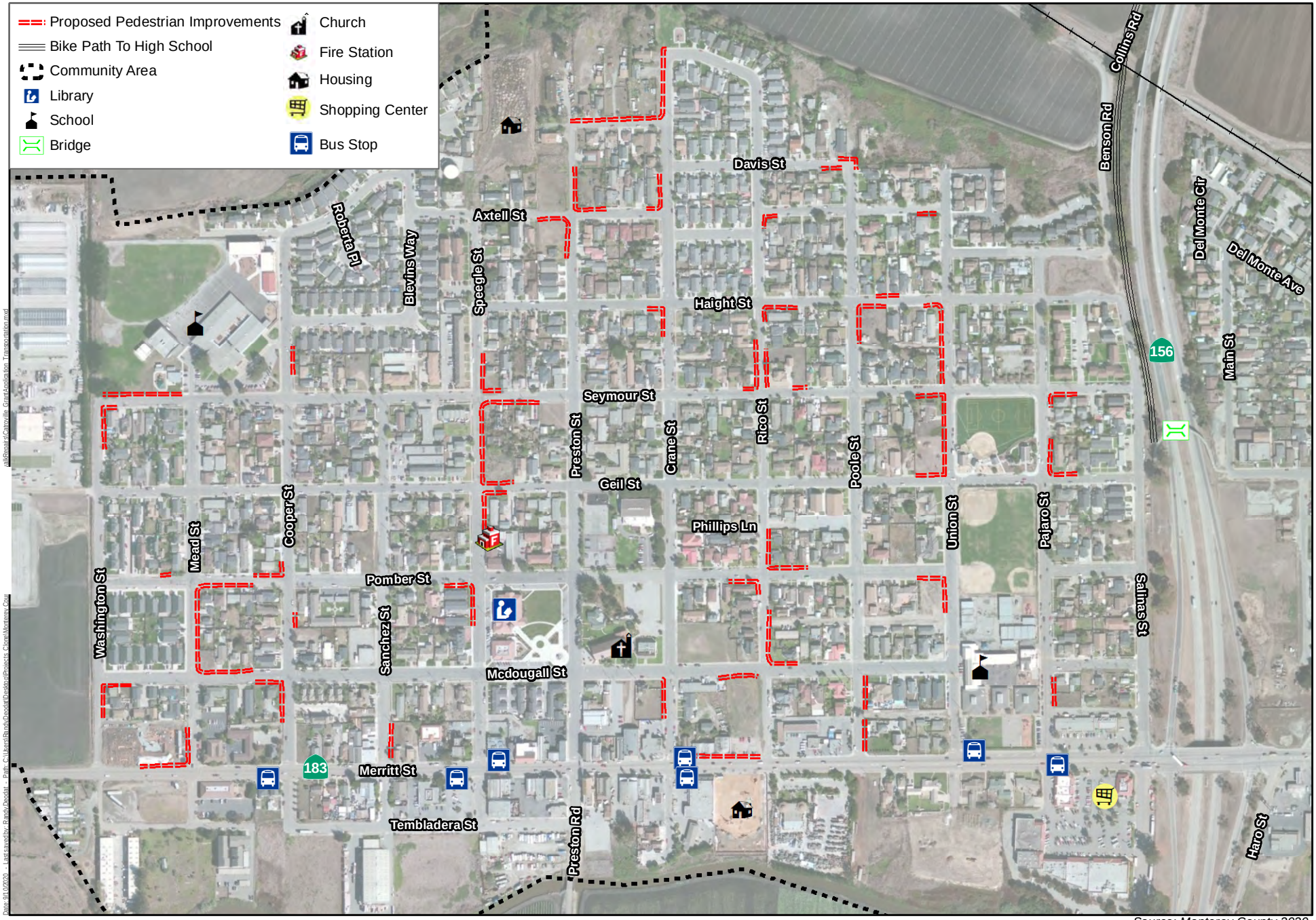
The proposed project will close gaps in the existing fragmented pedestrian and bicycle facility infrastructure in Castroville targeting at least 24 sidewalk locations of unconnected, segmented infrastructure to increase connectivity for residents and enhance active transportation opportunities allowing residents to safely walk from home to schools Hartnell College, transit stops and local businesses



Source: Monterey County 2020.

Location Map

Castroville Proposed Pedestrian Improvement Project

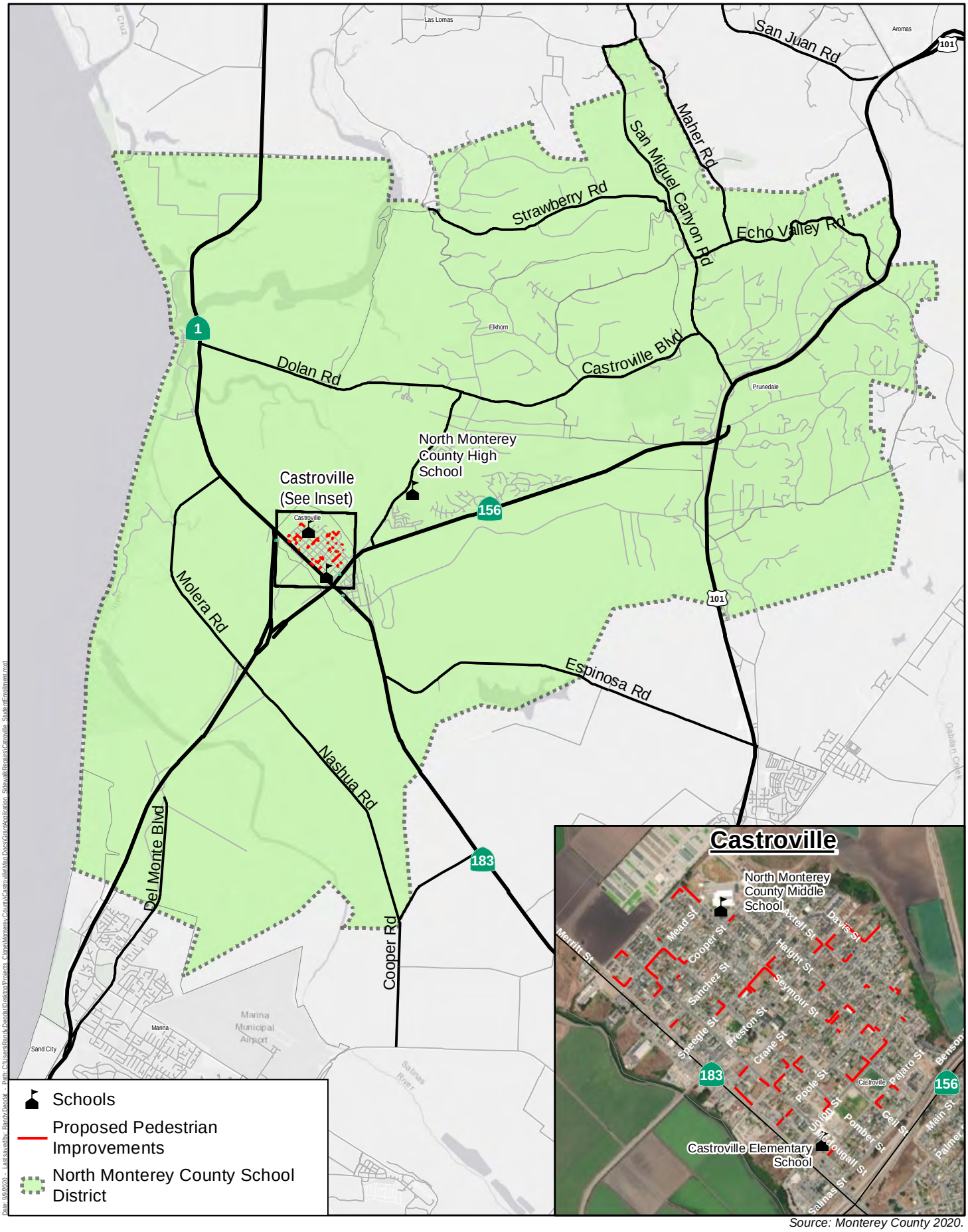


Source: Monterey County 2020.

0 250 500
Feet

Project Proposal

Castroville Proposed Pedestrian Improvement Project



Source: Monterey County 2020.

Student Enrollment

Castroville Proposed Pedestrian Improvement Project

along Merritt Street, food bank distribution at Our Lady of Refuge Church on Preston Street and the Bicycle/Pedestrian and Railroad Overcrossing and Pedestrian Bridge along Salinas Street. The project will add sidewalk, curb, and gutter, improve ADA ramps and bulbouts along these routes to increase mobility, and address infrastructure and safety deficiencies. In addition, Class III Bike Lanes will be added to Seymour Street, Union Street and Mead Street connecting to key destinations and other planned bicycle routes. These improvements will benefit residents of all income levels, ages, and mobility abilities. Combining these infrastructure improvements with community education and outreach through the Safe Routes to School program will encourage safe use of the pedestrian network of sidewalks, bike lanes and active transportation routes between schools (primary destination sites), their homes, local businesses and services, which is essential when supporting walking, biking, and active living.

The proposed improvements consist of basic, critical infrastructure and it is not anticipated that these improvements will result in displacement as it does not change the character or make-up of Castroville. Not investing in this disadvantaged community could increase the risk of displacement due to disinvestment and decay. These improvements are vital to the Castroville community, are consistent with Castroville Community Plan, and TAMC's 2018 Active Transportation Plan and goals of increasing biking and walking trips, making those trips safe, closing gaps in the region's active transportation network while delivering a tremendous positive impact to this rural community.

2. Explain how the disadvantaged community residents will have physical access to the project. (Max of 500 Words)

Words Remaining: 2

The proposed project is located in a small, disadvantaged community and will provide resident with access to the project right outside their homes. The project includes Class III Bike Lanes will be added to Seymour Street, Union Street and Mead Street creating connections to Merritt Street commercial corridor (containing many businesses and services) schools and to the Bike and Pedestrian Railraod Overcrossing Bridge Access (connecting to North Monterey County High School) and other planned bicycle routes. Additionally, the project will provide critical infrastructure improvements to close gaps in pedestrian facilities to expand mobility, develop safe routes to school, and inspire active transportation to key destinations in the rural, disadvantaged community of Castroville. The proposed project will close gaps in the existing fragmented pedestrian infrastructure in Castroville targeting at least 24 sidewalk locations of unconnected, segmented infrastructure and increase connectivity for residents to enhance active transportation opportunities allowing residents to safely walk from home to the three public schools in the project area, Hartnell College, transit stops and local businesses along Merritt Street, food bank distribution at Our Lady of Refuge Church on Preston Street and the Bicycle/ Pedestrian and Railroad Overcrossing and Pedestrian Bridge along Salinas Street. Residents of all ages, income levels and mobility abilities will have direct access to the project and its benefits because the improvements are located throughout the community along key destination routes in priority locations within the path of travel to schools, transit stops, local businesses and services.

The project area is Attachment 5 Map of Gap Closure attached in Question 2. The entire project area is located in a disadvantaged community: residential, commercial, and civic institutions are located to the left of Highway 183 (highlighted in green), and the parcels to the right of Highway 183 are all industrial. The project area includes three schools that will benefit from the proposed improvements: Castroville Elementary, North Monterey County Middle School, and North Monterey County High School. Castroville Elementary serves 626 kindergarten through sixth grade students. North Monterey County Middle School serves 679 students in seventh and eighth grades. North Monterey County High School serves 1,257 students in ninth though twelfth grades. Further, 91.5% of students at Castroville Elementary School, 83.4% of students enrolled at North Monterey County Middle School, and 78.8% of students enrolled at North Monterey County High School in Castroville are eligible for free or reduced meals through the National School Lunch Program.

The proposed project will infill infrastructure gaps to increase connectivity, mobility, and safety in this disadvantaged community. The community will access the improvements along their routes to key community destinations. The project will connect the sidewalks the community uses to travel to home, school, work, shopping on Merritt Street, and visit other community services, as seen on Attachment 5 Map of Gap Closure . Additionally, the community members (ages spanning youth through and including seniors) will also benefit from a robust Safe Routes training and community education and civic engagement workshops which will improve safety outcomes in the community.

3. Illustrate and provide documentation for how the project was requested or supported by the disadvantaged community residents. Address any issues of displacement that may occur as a result of this project, if applicable. (Max of 500 Words)

Words Remaining: 2

The proposed improvements were identified, requested, and supported by the community through several public engagement processes. First, in fall of 2016, the Transportation Agency for Monterey County (TAMC) conducted public outreach and analysis during the development of the Active Transportation Plan (2018). TAMC worked with its own TAMC Bicycle and Pedestrian Facilities Advisory Committee, comprised of volunteers from each supervisorial district and representatives from public agencies, in addition to bicycle/pedestrian interest groups, public works agencies, the Association of Monterey Bay Area Governments, and other stakeholders to solicit input and host public workshops for the community. TAMC staff collaborated with the MCHD to gather input from their Greenfield Leadership and Civic Engagement Group. A public workshop was held in the City of Gonzales to solicit input from the public. Feedback was also collected on the Active Transportation Plan webpage of the TAMC website, where 447 people submitted 446 comments using the public participation tool.

TAMC's 2018 Active Transportation Plan concluded that Castroville had road and safety deficiencies, lacked sidewalks, and the community desired active transportation support and programming for residents. The 2018 Active Transportation Plan identified that active transportation investments play a crucial role in improving the quality of life for the unincorporated communities of Monterey County, where residents are farther away from large city or regional schools, parks, shopping, and community centers. The 2018 Active Transportation Plan also identifies these improvements as priority bicycle and pedestrian improvements for Castroville.

MCHD conducted 3 surveys to gather community feedback about active transportation needs and concerns within the Castroville community. In 2018, MCHD surveyed community residents to identify the barriers to using active transportation and solicit their input on infrastructure issues. MCHD received feedback that a large number of respondents cited incomplete streets and lack of crosswalks

in high traffic areas and destination sites as some of the biggest barriers to using active transportation. For example, 78% of survey respondents felt their neighborhoods did not have an appropriate number of crosswalks in key destination areas.

In 2020 the "Bike and Pedestrian Opportunities Survey" was released to the community in both English and in Spanish and revealed the following critical needs of the community: desire for infrastructure improvements, and bike and pedestrian education, and increase safe walking opportunities within the community. MCHD conducted a follow-up survey in 2022, “Community Active Modes of Transportation”, to further investigate and identify the needs of the community yielding 176 respondents describing safety concerns in their own neighborhoods while walking to local destinations and schools. The lack of pedestrian facilities was a focal point of concern in survey responses as community members described challenges, safety concerns and near misses in their community due to lack of safe pedestrian facilities within their community. The community need for pedestrian and bicyclist safety improvements and sidewalk connectivity is further evidenced by the outcome of multiple planning processes involving public participation. This application was approved by the Board of Supervisors June 14, 2022 and the report is attached to the application.

Attach Documentation

8 Castroville Community Outreach Engagement Attachment CASTROVILLE.pdf

D. Project Location: (0 - 2 points)

Is your project located within a disadvantaged community? Fully

E. Severity: (0 - 4 points)

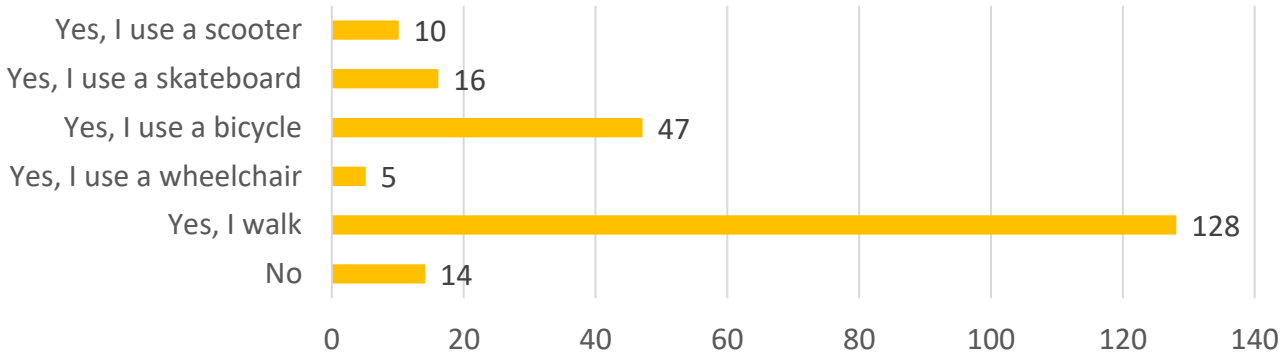
Auto calculated

Castroville Community Active Modes of Transportation Survey

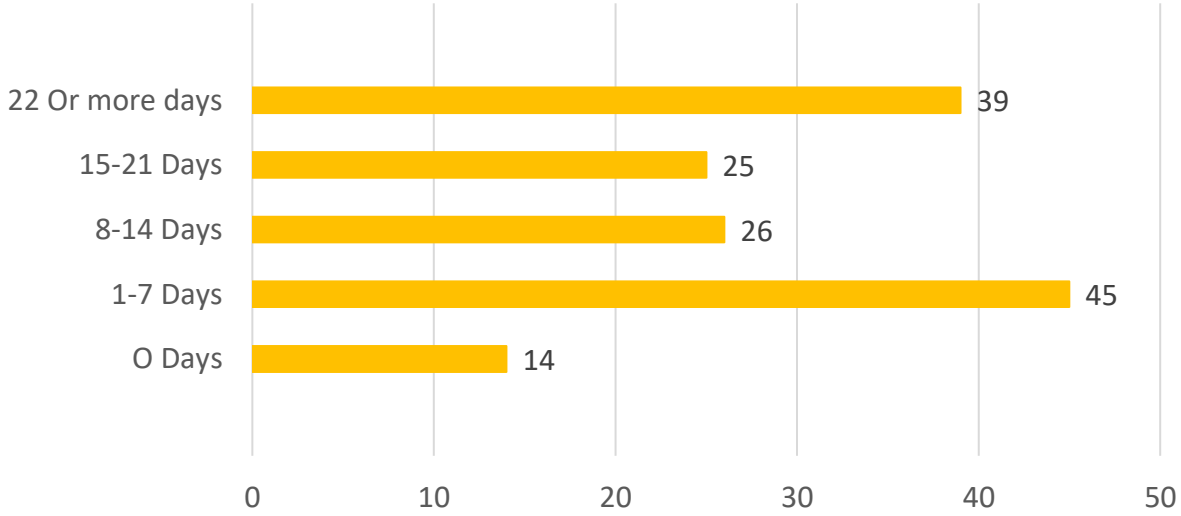
The Castroville Community Active Modes of Transportation Survey *was released electronically to the Castroville community through community partners to families. Monterey County Health Department Staff also conducted in person surveys to listen to community concerns about active transportation opportunities in their community. 176 community members participated in the survey.*

1. Do you walk outside, use a wheelchair, bicycle, skateboard, or a scooter in your community

(Check all that apply)

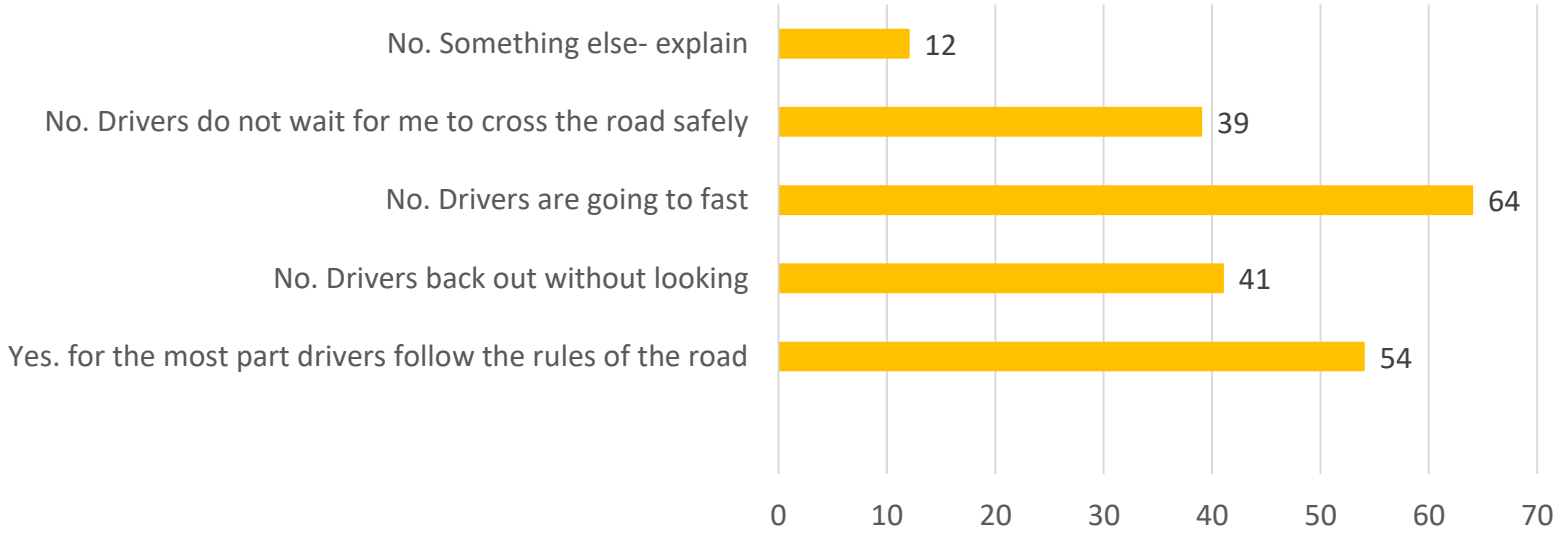


2. Over the last 30 days, how many days did you walk outside, use a wheelchair, bicycle, skateboard, or a scooter in your community?



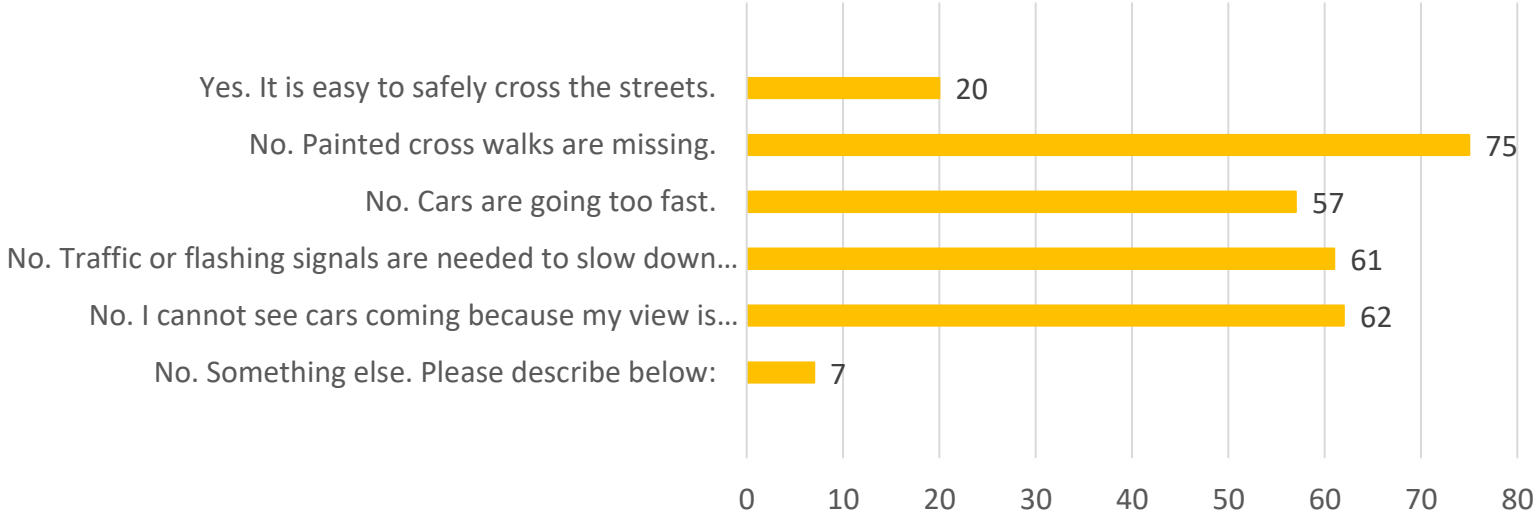
3. Do drivers in this community follow rules of the road?

(Check all that apply)

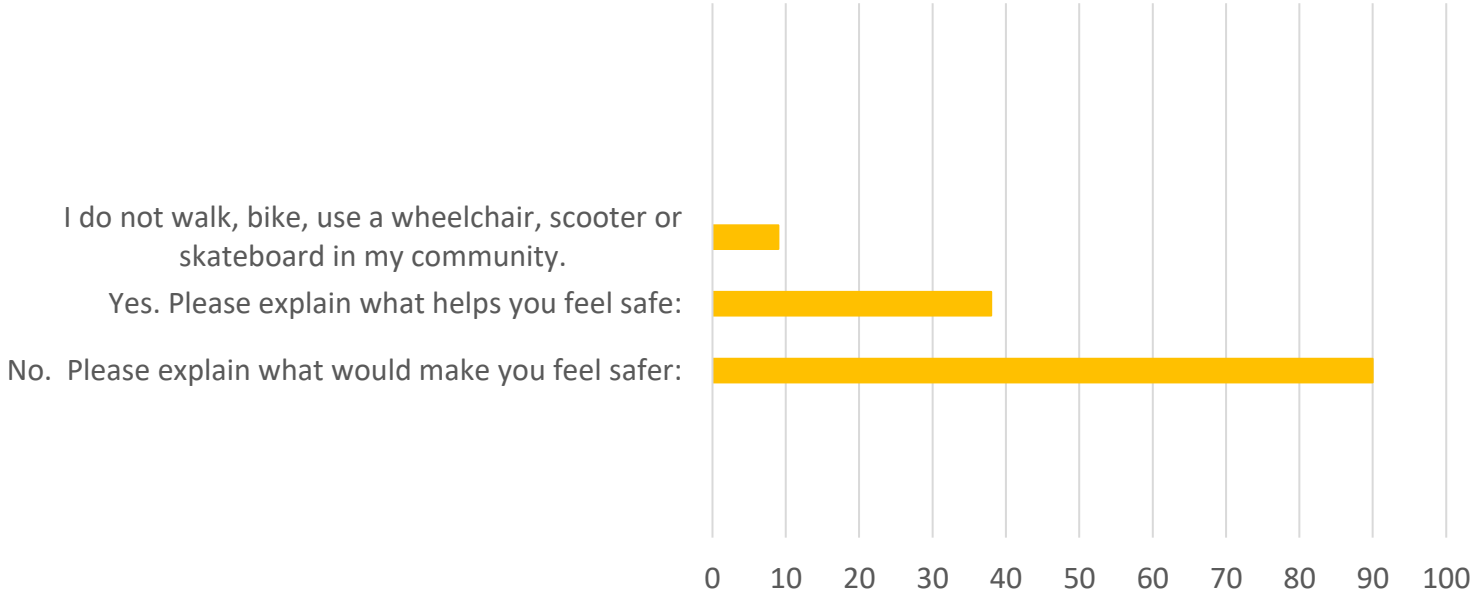


4. Is it easy to safely cross the streets in your community?

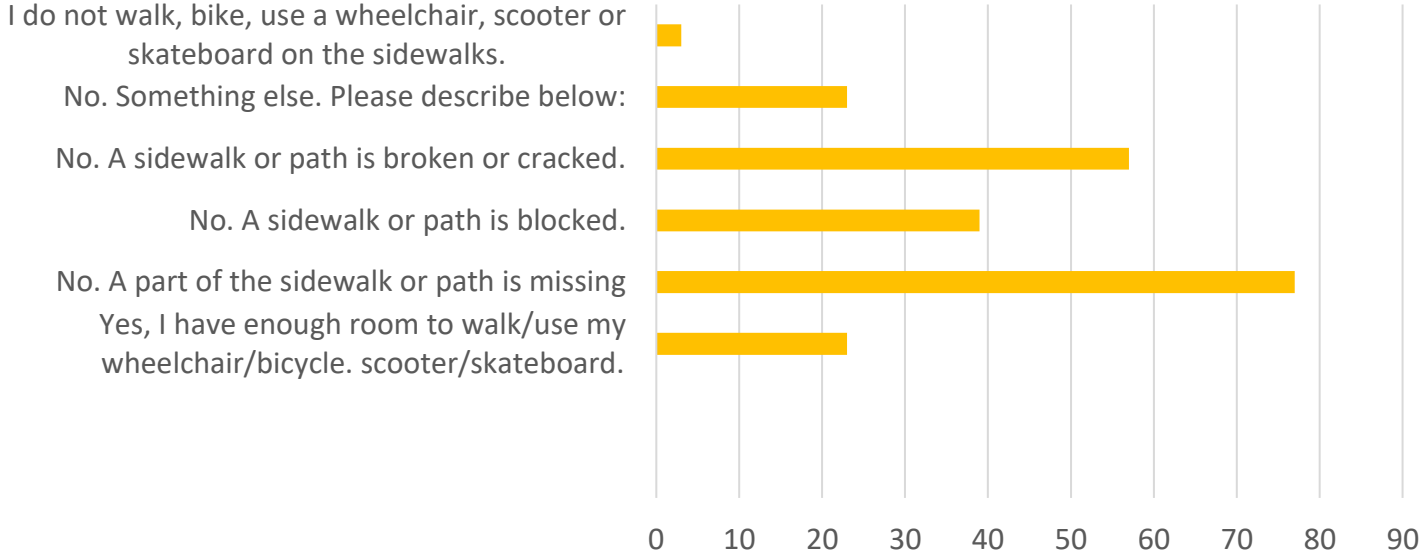
(Check all that apply)



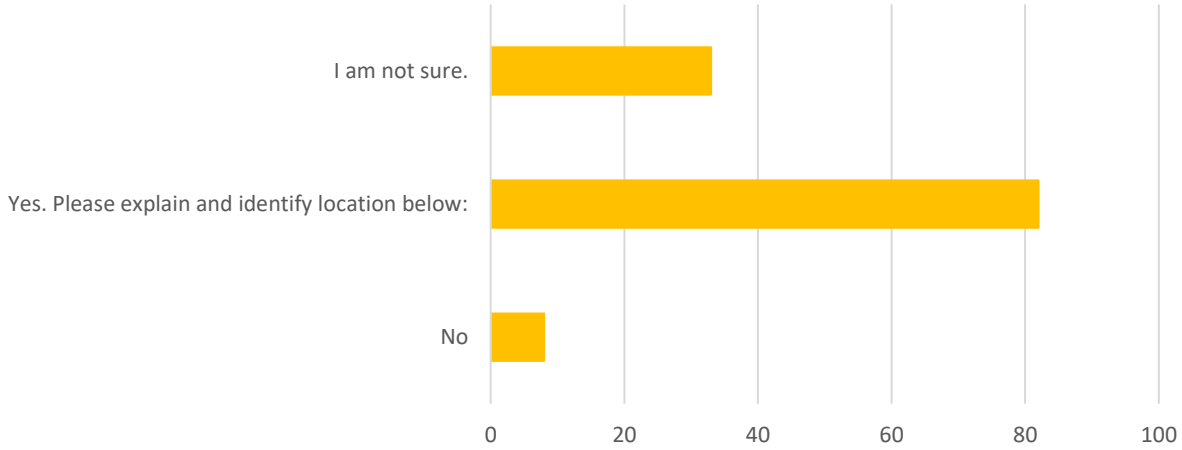
5. Do you feel safe walking, biking, using your wheelchair, scooter, skateboard in your community?



6. Tell us about the sidewalks in this community. Do you have enough room to walk, use your wheelchair, bicycle, scooter, skateboard on the sidewalks?



7. Are there specific areas in town where you would like sidewalks, crosswalks, signs or other bicyclist or pedestrian improvements?



8. Are there any other barriers in this community you would like to tell us about that prevent you from walking, using your wheelchair, bicycling, scooter, skateboard?

Example: unpaved roads, cracked, missing, and/or broken sidewalks, no lighting, missing curb ramps, speeding drivers, trash, or loose dogs. If so, please describe and list the location of problems below:

"Some streets are missing sidewalks in my community"

"Missing sidewalks and no shoulders"

"Speeding drivers"

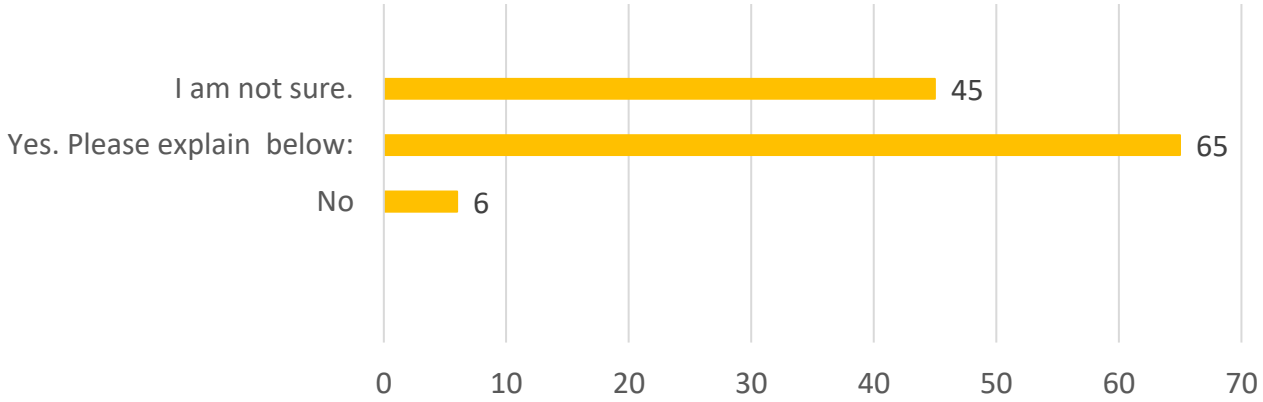
"No sidewalk on my street."

"Si hay crucesque no tienen rampa tienen un pequeño escalón y eso hace que el que anda en silla de ruedas se le dificulte pasar"

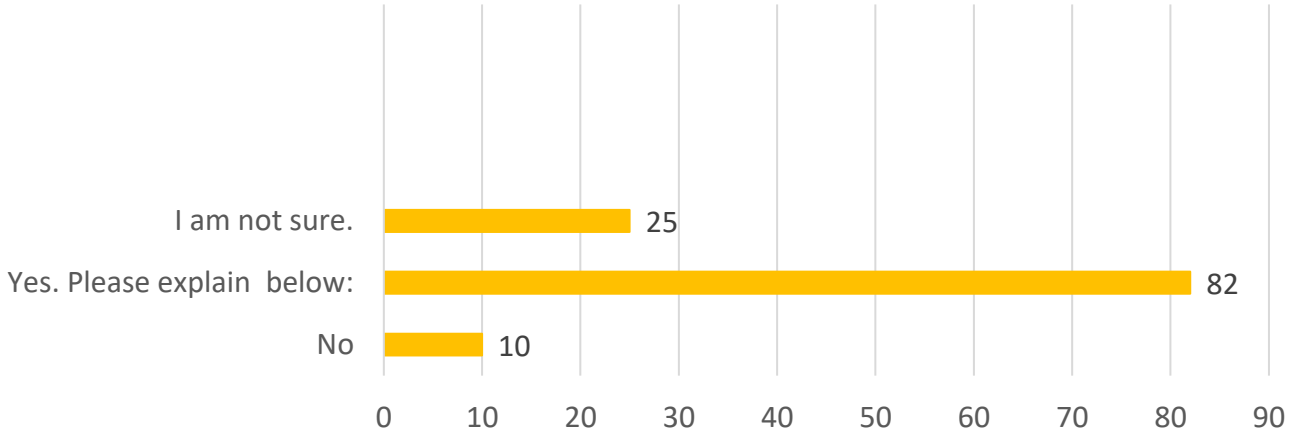
Translation: There are crosswalks that do not have a pedestrian ramp, they have a small step and that makes it hard for people being in a wheelchair difficult to pass

Selected responses from the 2022 survey

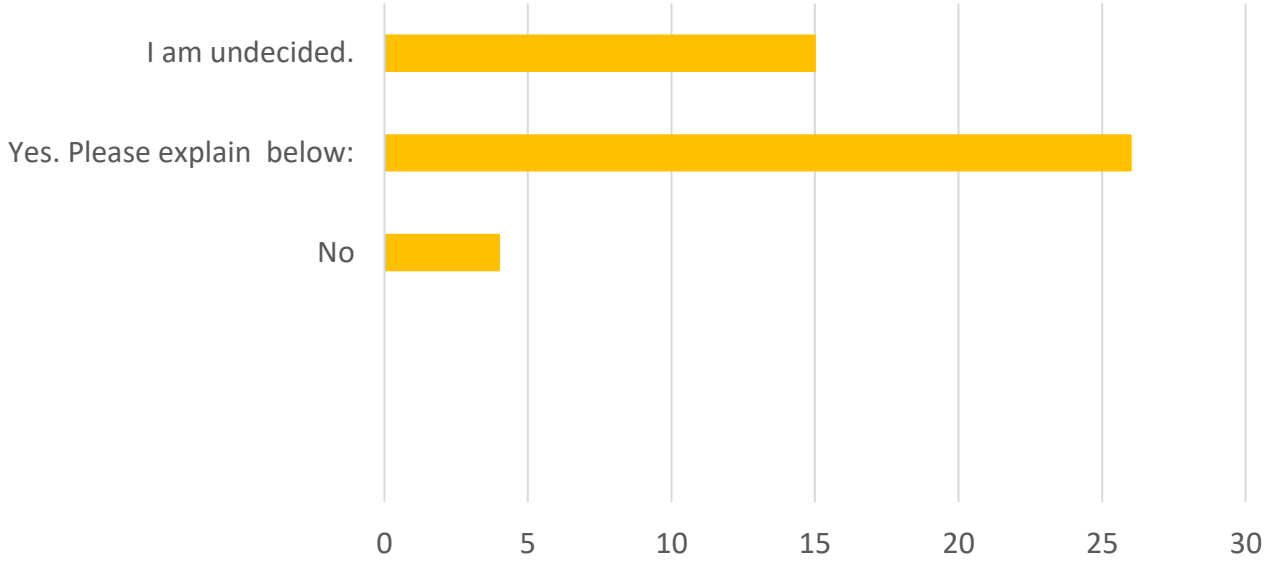
9. Will a project which adds or improves sidewalks on at least one side of the street increase your access to otherwise hard-to-reach areas in your community?



10. Will a project which adds or improves sidewalks on at least one side of the street increase the time you spend walking or using a bicycle, wheelchair, scooter or skateboard in your community?



11. Are there specific areas in town where you would like sidewalks, crosswalks, signs or other bicyclist or pedestrian improvements?



CASTROVILLE
Top 3 Survey Outcome Priorities

- Incomplete Streets
- Lack of Crosswalks in High Traffic Areas
- Educate Motorists

Castroville Community Survey Quotes

- “Corners of sidewalks need to be wheelchair and scooter accessible.”
- “We need safer streets for our children, ourselves, parents and grandparents.”
- “There are many sidewalks, curb and gutters that are missing or cracked, making it difficult to walk and are not child, or senior friendly, nor are there sufficient ADA crossing access to the sidewalks.”
- “Lots of traffic for children to walk to middle school.”
- “Install crosswalks with lights that turn on so its visible for vehicles from a distance.”
- “Motorists blocking sidewalks. Makes us walk around the cars into the streets.”
- “Cars go too fast, it’s not safe to walk outside. Drivers need to follow speed limits.”

Castroville

Community Active Modes of Transportation Survey

The County of Monterey is applying for grant funding from the **Active Transportation Program** to fund sidewalk infrastructure improvements **in Castroville.**
Community input is critical for improving the chances of receiving funding for this project.

Please take a moment to describe active transportation needs in your community in this short survey.

Thank you for your support!

Q1 Do you walk outside, use a wheelchair, bicycle, skateboard, or a scooter in your community?
(Mark all that apply)

- ☐ Yes. I walk
- ☐ Yes. I use a wheelchair
- ☐ Yes. I use a bicycle
- ☐ Yes. I use a skateboard
- ☐ Yes. I use a scooter
- ☐ No. Please provide a reason below:

_____

Q2 Over the last 30 days, how many days did you walk outside, use a wheelchair, bicycle, skateboard, or a scooter in your community?
(Mark all that apply)

- [ ] 0 days
- [ ] 1-7 days
- [ ] 8- 14 days
- [ ] 15- 21 days
- [ ] 22 or more days

Q3 Do drivers in this community follow rules of the road?
(*Mark all that apply*)

- [ ] Yes. For the most part the drivers follow the rules of the road.
- [ ] No. Drivers back out of driveways without looking.
- [ ] No. Drivers are going too fast.
- [ ] No. Drivers do not wait for me to cross the street safely.
- [ ] No. Something else. Please describe below:

_____

Q4 Is it easy to safely cross the streets in your community?
(Mark all that apply)

- ☐ Yes. It is easy to safely cross the streets.
- ☐ No. Painted cross walks are missing.
- ☐ No. Cars are going too fast.
- ☐ No. Traffic or flashing signals are needed to slow down drivers.
- ☐ No. I cannot see cars coming because my view is blocked by parked cars or trees.
- ☐ No. Something else. Please describe below:

_____

Q5 Do you feel safe walking/ biking/using your wheelchair/scooter/skateboard in your community?

- ☐ Yes. Please explain what helps you feel safe:

_____

- ☐ No. Please explain what would make you feel safer:

_____

- ☐ I do not walk, bike, use a wheelchair, scooter or skateboard in my community.

Q6 Tell us about the sidewalks in this community. Do you have enough room to walk/use your wheelchair/bicycle/scooter/skateboard on the sidewalks?
(*Mark all that apply*)

- ☐ Yes, I have enough room to walk/use my wheelchair/bicycle. scooter/skateboard.
- ☐ No. A part of the sidewalk or path is missing.
- ☐ No. A sidewalk or path is blocked.
- ☐ No. A sidewalk or path is broken or cracked.
- ☐ No. Something else. Please describe below:

_____

- ☐ I do not walk, bike, use a wheelchair, scooter or skateboard on the sidewalks.

Q7 Are there specific areas in town where you would like sidewalks/crosswalks/signs or other bicyclist or pedestrian improvements?

- ☐ Yes. Please explain and identify location below:

_____

- ☐ No.
- ☐ I am not sure.

Q8 Are there any other barriers in this community you would like to tell us about that prevent you from walking/using your wheelchair/bicycling/scooter/skateboard? Example: unpaved roads, cracked, missing, and/or broken sidewalks, no lighting, missing curb ramps, speeding drivers, trash, or loose dogs. If so, please describe and list the location of problems below:

_____

_____

_____

Q9 Will a project which adds or improves sidewalks on at least one side of the street increase your access to otherwise hard-to-reach areas in your community?

- ☐ Yes. Please explain below: _____
- ☐ No.
- ☐ I am not sure.

Q10 Will a project which adds or improves sidewalks on at least one side of the street increase the time you spend walking or using a bicycle, wheelchair, scooter or skateboard in your community?

- ☐ Yes. Please explain below: _____
- ☐ No.
- ☐ I am not sure.

Q11 Would you like to have pedestrian and bicycle safety education programs in this community?

- ☐ Yes. Please explain below: _____
- ☐ No.
- ☐ I am undecided.

Thank you for your support!

Castroville

Encuesta de Modos de Transporte Activos de la Comunidad

El Condado de Monterey está solicitando una beca **del Programa de Transporte Activo** para financiar la infraestructura de banquetas **en Castroville.**

El aporte de la comunidad es fundamental para aumentar las posibilidades de recibir fondos para este proyecto.

Tómese un momento para describir las necesidades de transporte activo en su comunidad en esta breve encuesta

¡Gracias por su apoyo!

Q1 ¿Camina afuera, usa una silla de ruedas, bicicleta, patineta o scooter en su comunidad?
(Marque todo lo que corresponda)

- [ ] Sí. Yo camino.
- [ ] Sí. Yo uso silla de ruedas.
- [ ] Sí. Yo uso una bicicleta.
- [ ] Sí. Yo uso una patineta.
- [ ] Sí. Yo uso un scooter.
- [ ] No. Proporcione una razón a continuación: _____

Q2 Durante los últimos 30 días, ¿cuántos días caminó, usó una silla de ruedas, bicicleta, patineta o scooter en su comunidad?
(Marque todo lo que corresponda)

- [ ] 0 días
- [ ] 1-7 días
- [ ] 8- 14 días
- [ ] 15- 21 días
- [ ] 22 o más días

Q3 *¿Los conductores en esta comunidad siguen las reglas de tránsito?*
(Marque todo lo que corresponda)

- [ ] Sí. La mayor parte, los conductores siguen las reglas de tránsito.
- [ ] No. Los conductores salen de las entradas sin mirar.
- [ ] No. Los conductores van demasiado rápido.
- [ ] No. Los conductores no me esperan para cruzar la calle de manera segura.
- [ ] No. Algo más. Por favor describa a continuación:

_____

Q4 ¿Es fácil cruzar las calles de manera segura en su comunidad?
(Marque todo lo que corresponda)

- [ ] Sí. Es fácil cruzar la calle con seguridad.
- [ ] No. Faltan cruces peatonales pintados.
- [ ] No. Los autos van demasiado rápido.
- [ ] No. Se necesitan señales de tráfico o intermitentes para reducir la velocidad de los conductores.
- [ ] No. No puedo ver los autos que vienen porque mi vista está bloqueada por autos estacionados o árboles.
- [ ] No. Algo más. Por favor describa a continuación:
_____

Q5 ¿Se siente seguro caminando/andando en bicicleta/usando su silla de ruedas/scooter/skateboard en su comunidad?

- [ ] Sí. Explique qué le ayuda a sentirse seguro:
_____
- [ ] No. Explique qué lo haría sentir más seguro:
_____
- [ ] No camino, ando en bicicleta, uso silla de ruedas, scooter o patineta en mi comunidad.

Q6 Cuéntenos sobre las banquetas en esta comunidad. ¿Tiene suficiente espacio para caminar/usar su silla de ruedas/bicicleta/scooter/patineta en las banquetas?
(Marque todo lo que corresponda)

- ☐ Si, Tengo suficiente espacio para caminar/usar mi silla de ruedas/bicicleta/scooter/patineta.
- ☐ No. Falta una parte de la banqueta o camino.
- ☐ No. La banqueta o camino está bloqueado.
- ☐ No. La banqueta o camino está está roto o agrietado
- ☐ No. Es algo más. Por favor describa a continuación:

_____

- ☐ No camino, ando en bicicleta, uso silla de ruedas, scooter o patíneta en las banquetas.

Q7 ¿Hay áreas específicas en la ciudad donde le gustaría banquetas/cruces de peatones/señales u otras mejoras para ciclistas o peatones?

- ☐ Si. Por favor identifique y explique la locación:

_____

- ☐ No.
- ☐ No estoy seguro

Q8 ¿Hay otras barreras en esta comunidad que le gustaría contarnos que le impiden caminar/usar su silla de ruedas/bicicleta/scooter/patineta?
Ejemplo: caminos sin pavimentar, aceras agrietadas y/o rotas, falta de iluminación, falta de rampas, conductores que van a exceso de velocidad, basuras o perros sueltos.
Si es así, describa y enumere la ubicación de los problemas a continuación:

_____

_____

_____

Q9 ¿Un proyecto que agrega o mejora las aceras en al menos un lado de la calle aumentará su acceso a áreas de su comunidad que de otro modo serían difíciles de alcanzar?

- [ ] Si. Por favor explique a continuación: _____
- [ ] No.
- [ ] No estoy seguro.

Q10 ¿Un proyecto que agrega o mejora las aceras en al menos un lado de la calle aumentará el tiempo que pasa caminando o usando una bicicleta, silla de ruedas, scooter o patineta en su comunidad?

- [ ] Si.
- [ ] No.
- [ ] No estoy seguro.

Q11 ¿Le gustaría tener programas de educación sobre seguridad para peatones y ciclistas en esta comunidad?

- [ ] Si. Por favor explique a continuación: _____
- [ ] No.
- [ ] Estoy indeciso.

¡Gracias por su apoyo!

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. (0-40 POINTS)

Safe Routes to School projects: 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
Castroville Elementary School	616	475
North Monterey County Middle	679	300
North Monterey County High	1,221	500
Total	**2,516**	**1,275**

A. Statement of project need. Describe the community and the issue(s) that this project will address. How will the proposed project benefit the non-motorized users of all ages and varying abilities, including students, older adults, and persons with disabilities? What is the project's desired outcome and how will the project best deliver that outcome? **(0-20 points)**

Discuss:

- Destinations and key connectivity the project will achieve
- How the project will increase walking and/or biking
- The lack of mobility if applicable - Does the population have limited access to cars? bikes? and transit?
  - Does the project have an unserved or underserved demand?
- The **local** health concern responses should focus on:
  - Specific local public health concerns, health disparity, and/or conditions in the built and social environment that affect the project community and can be addressed through the proposed project. Please provide detailed and locally relevant answers instead of general descriptions on the health benefits of walking and biking (i.e. "walking and biking increase physical activity").
  - Local public health data demonstrating the above public health concern or health disparity. Data should be at the smallest geography available (state or national data is not sufficient). One potential source is the Healthy Places Index (HPI) (http://healthyplacesindex.org)
- For combined I/NI projects: Discuss need for an encouragement and education program.

(Max of 900 Words) **Words Remaining:** 1

Castroville is challenged with a variety of social and physical disadvantages. The disadvantaged community suffers from poor public health indicators. According to the Healthy Places Index 3.0 (HPI), Castroville is ranked in the 19% for healthy places to live, meaning 81% of California's communities are healthier than Castroville. HPI shows Castroville scores lowest in education, housing, and per capita income which all rank below the 23% statewide metric. The Environmental Protection Agency (EPA) Environmental Justice Screening and Mapping Tool indicates that the project areas of Castroville are low income, and linguistically isolated (each showing levels in the 80-95 percentile for each indicator in comparison to national levels) and also shows residents with less than a high school education in the project area ranked in the 95th percentile in comparison to national levels. This clearly demonstrates a community that is struggling to provide basic needs for families.

Castroville is a rural, disadvantaged, low-income community with limited transportation options. Many residents lack access to multiple cars or bus ridership, making walking and biking a primary mode of transportation. Residents in the project area lack safe active transportation opportunities as the community has many gaps in pedestrian infrastructure. The Castroville community spans a walkable 1.06 miles, and gaps in the pedestrian infrastructure lead students, individuals, and families to walk in the street, around parked cars and into the same path of travel as vehicles. . The County observed residents walking and pushing wheelchairs and/or strollers on shoulders and in the street amongst vehicular traffic. Gaps in safe, clearly marked, pedestrian and bicyclist infrastructure put many of the students and their families at risk and discourage use.

As previously discussed, the proposed project will close gaps in the existing fragmented infrastructure targeting at least 24 locations of unconnected, segmented pedestrian infrastructure within the Castroville community. The proposed project will include constructing sidewalk, curb, and gutter, improving ADA ramps and bulbouts along these routes to increase mobility, and address infrastructure and safety deficiencies. In addition, Class III Bike Lanes will be added to Seymour Street, Union Street and Mead Street connecting to key

destinations and other planned bicycle routes. These improvements will increase connectivity for residents to enhance active transportation opportunities allowing residents to safely walk and bike from home to North Monterey County Middle School, Castroville Elementary School, North Monterey County High School, Hartnell College, transit stops and local businesses along the commercial corridor on Merritt Street, as well as neighborhood parks, churches, markets, the food bank distribution at Our Lady of Refuge Church on Preston Street and the Bicycle/Pedestrian and Railroad Overcrossing and Pedestrian Bridge along Salinas Street. According to the Census, 31.8% of the Castroville population are under the age of 18 years old further demonstrating the need to improve routes from home to the stated schools as youth comprise nearly 1/3 of the Castroville population. Developing and promoting the proposed project will encourage much needed physical activity by providing safe active transportation routes and inspiring active transportation through the non-infrastructure components of the project to help establish lifelong healthy habits.

The non-infrastructure elements of the proposed project focus on laying groundwork to develop champions for sustainability and having mulitgenerational opportunities to learn about safe active transportation opportunities. The trainings include Safe Routes to School and community workshop activities for youth, adults, and senior citizens. Additionally, MCHD staff will create an engaged cadre of community champions by implementing an enLACE academy, providing community members tools for civic engagement and leadership development while encouraging participants to get involved in local decision-making processes to make positive and healthy changes in their communities. MCHD staff will engage residents through the enLACE academy to establish a core group of stakeholders to support future non-infrastructure activities in Castroville. The trainings support the champions in their efforts to raise community awareness, Through a series of community and school presentations, culminating in a community Health and Wellness conference where residents will be encouraged to adopt positive behaviors that will increase the safety of pedestrians and bicyclists. MCHD has a history of organizing these community conferences with engagement, community member input and significant participation resulting in increased civic engagement, physical activity, and community involvement by participants in follow-up active transportation efforts. This will align with Safe Routes to Schools activities and contribute to the sustainability of efforts after project completion through community champions. Seniors are essential members of the community. Thus, MCHD will conduct two pedestrian presentations for seniors in Castroville. These presentations aim to increase physical activity and safety of seniors as they include pedestrian safety, fall prevention when using wheelchairs and walkers (including preventative maintenance of this equipment), and nutrition.

As previously discussed, large agricultural semi-trucks frequent this small community. MCHD will engage community stakeholders with an educational campaign to educate local truck drivers about pedestrian, bicyclist, and motorist safety. MCHD staff will co-develop a "Safe Roads" marketing campaign with local stakeholders to address resident's traffic safety concerns. Stakeholders will support message development, content, and inform placement of marketing materials.

The proposed project will have a powerful positive impact benefiting residents of all income levels, ages, and mobility abilities within the Castroville community by increasing active transportation opportunities. A community with a continuous network of sidewalks and crosswalks improves the quality of life of residents, encourages youth and adults to feel safe when biking or walking which leads to improved health outcomes and instills lifelong healthy habits.

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

- **Closes a gap?**
- **Creates new routes?**
- **Removes barrier to mobility?**
- **Other improvements to existing routes?**
- **Implements a non-infrastructure program?**

No. of gaps: 24 Total length of gap(s) (feet): 9,525

Gap closure = Construction of a missing segment of an existing facility in order to make that facility continuous.

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.

Type of barrier: _____

a. Describe how the project links or connects, or encourages use of existing routes to transportation-related and community identified destinations, 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 destinations must be identified*. And/or describe the existing negative effects of the barrier to be removed and how the project addresses the existing barrier. (Max of 750 Words)

Words Remaining: 55

The County has observed many residents already walk and bike out of necessity in the low-income community of Castroville due to a high number of households with no or only one vehicle, and that many pedestrians use the street shoulders. Given that many residents walk and bike out of necessity, the project is intentionally focused on:
• Increasing and enhancing safe use of sidewalks so residents can travel safely without having to travel using shoulders or sharing routes with vehicles
• Connecting sidewalks to the greater pedestrian infrastructure network of sidewalks, transit, and trails to increase mobility along destination routes to critical goods and services.
• Bicyclist safety was also a concern. Class III Bike Lanes were added to the project on Seymour Street, Union Street and Mead Street (in accordance with TAMC's 2018 Active Transportation Plan) connecting to key destinations and other planned bicycle routes.

This project will connect sidewalks in at least 24 locations, construct curb and gutter, improve ADA ramps and bulbouts. The sidewalk improvements are in extremely close proximity to the following very important destinations: North Monterey County Middle School, Castroville Elementary School, North Monterey County High School, Hartnell College, a neighborhood parks, churches, markets, the food bank distribution at Our Lady of Refuge Church on Preston Street and the Bicycle/Pedestrian and Railroad Overcrossing, Pedestrian Bridge along Salinas Street, local businesses, markets and services along the Merritt Street commercial corridor that has Monterey-Salinas Transit (MST) stops,. The sidewalk improvements will fill gaps and effectively link the existing active transportation network along routes to these key destinations. Exhibit 3 identifies the proximity of these key destinations to the proposed improvements.
North Monterey County High School is the School District's only high school and serves students living in the project area. The high school is accessible to residents of the project area by a pedestrian/bicycle path located via Benson Road and Collins Road, parallel to a segment of Highway 156. The proposed improvements will infill infrastructure gaps to connect sidewalks that link to the path, ultimately providing a safe, connected route from the neighborhoods in the project area to the high school. Without the proposed improvements, students from the project area will still attempt to access the bike path by using roadways, shoulders, and/or incomplete streets. The improvements create a safe and cohesive route from homes to North Monterey County High School, North Monterey County Junior High School, and Castroville Elementary School and the stated key community destinations. Currently, Monterey-Salinas Transit (MST) provides bus service to the community. Sidewalks would enhance pedestrian access to existing bus stops. Part of the implementation of the project is to coordinate with MST.

In addition to the infrastructure improvements, the project includes a non-infrastructure programming component. The community engagement portions, including MCHD's enLACE Academy, have been effective in other communities in engaging parents and neighbors in promoting safe transportation behaviors and will encourage the use of safe walking and biking and ride share alternative like carpooling. For example, with enLACE, over 90% of participants report increased understanding of health equity, and several have gone on to civic participation, such as involvement in school committees. The program creates community champions who will assist with the education and compliance components by encouraging friends and family as pedestrians and cyclists to obey traffic laws and promote the use of crosswalks and traffic lights while promoting the use of safety measures when walking and biking.

Additionally, the community organized Health and Wellness conference model has been held in other county farmworker communities similar to Castroville and shown to be highly effective at increasing health knowledge, supporting healthier behaviors and encouraging use of the new facilities which contribute to increased walking and biking rates. As indicated and supported in Healthy People 2020, Office of Disease Prevention and Health Promotion, in order for a community to improve its health, its members must change aspects of the physical, social, organizational, and political environments to eliminate or reduce factors that contribute to health problems and to introduce new elements to promote better health for its community residents. The changes that this project proposes are aligned with these objectives to improve the health of community residents.

b. For projects with a non-infrastructure element, describe the NI program, the population it will serve, and how the program will use NI components (e.g., encouragement and education) to address the need(s) identified above with the goal of increasing walking and/or biking to community identified destinations within the program area. (Max of 500 Words)

Words Remaining: 8

The non-infrastructure portion of the project will serve all ages, income levels, and mobility abilities. MCHD will provide a variety of programs to encourage physical activity while instilling the importance of safety. MCHD will conduct a three tiered approach. The first tier is a variety of community presentations for children, families, and seniors. The second tier is a civic engagement academy, enLACE, which will create a cohort of active transportation community champions. These champions will continue to build on the community presentations by helping to organize a Health and Wellness conference for community members that will have an active transportation theme provide education and encourage safe use of the new infrastructure and increase walking and biking trips within the community.. The last tier of effort will be a media campaign to encourage safe driving, especially focused on agricultural vehicles and drivers.

Community presentations will focus on Safe Routes to School activities will be implemented by bilingual (English and Spanish-speaking) staff using the 2020 Safe Routes Partnership 6E's framework: Engagement, Equity, Engineering, Encouragement, Education, and Evaluation. The program will educate Castroville community residents teaching pedestrian, bicyclist and traffic safety and creating awareness of the benefits and goals of Safe Routes. Fun activities play an important role to encourage, build interest and enthusiasm and will help achieve the goals of a healthier, safer, and more active community.

MCHD will conduct pedestrian presentations for seniors in Castroville. These presentations are aimed at increasing physical activity and safety of seniors including pedestrian safety and fall prevention when using wheelchairs and walkers. Additional activities such as bicycle and pedestrian presentations, walk to school days, educational workshops such as bike repair workshops, and a safety campaign will be implemented with community engagement. The community will have opportunities to put into practice these new skills in real-life and in their community through the activities guided by MCHD staff. Some residents will then be enrolled in enLACE, an eight session civic engagement academy will they will begin to learn how to be civically active to advocate for continued infrastructure needs and spread active transportation messages, with a special project being a community Health and Wellness conference. These activities have been successfully implemented by MCHD in other parts of the County with similar target groups. As an example, with enLACE, MCHD's community civic engagement academy, over 90% of participants report increased understanding of health equity and several have gone on to civic participation such as involvement in school committees. A second example, in other South Monterey County areas, walk to school days have been well attended and received by community residents. Especially during the COVID-19 pandemic as most of the Safe Routes activities have been conducted outdoors. Community volunteers and partner agencies have expressed interest in identifying ways to continue to offer these activities on an ongoing basis. Alignment of efforts across the three tiers of non-infrastructure activities will contribute to sustainability of efforts after project completion through trained community champions.

c. Applicants must provide a map of each gap closure identifying the gap and connections, and/or of the new route location, and/or the barrier location and improvement. For projects with non-infrastructure elements, applicants must include the NI program boundaries and if its a SRTS NI program, identify the school locations.

5- Map of Gap Closure.pdf

Gap Closure : Areas 1, 2 and 3 noted below

1. CONSTRUCT CURB & GUTTER PER DETAIL 1 ON SHEET 2.
2. CONSTRUCT SIDEWALK PER DETAIL 2 ON SHEET 2.
3. CONSTRUCT ADA RAMP PER DETAIL 3, 4, & 5 ON SHEET 2.

* SIDEWALK AND ADA RAMP CONSTRUCTION MAY REQUIRE RETAINING WALL INSTALLATION IN AREAS NOTED.

GRAPHIC SCALE:
200 0 200 400
H: 1" = 200'

COUNTY OF MONTEREY CALIFORNIA 1850

REVISIONS			
NO.	DATE	INITIAL	DESCRIPTION
1			
2			
3			
4			
5			

MONTEREY COUNTY

PROJECT TITLE
CASTROVILLE ATP GRANT APPLICATION

SHEET DESCRIPTION
EXHIBIT 3

DESIGNED BY:	
DATE:	
SCALE:	
PROJECT NO.	150-1003.013
DRAWING NO.	D-01
SHEET	1 OF 2

KEY NOTES:

1. CONSTRUCT CURB & GUTTER PER DETAIL 1 ON SHEET 2.
2. CONSTRUCT SIDEWALK PER DETAIL 2 ON SHEET 2.
3. CONSTRUCT ADA RAMP [redacted].

* SIDEWALK AND ADA RAMP CONSTRUCTION MAY REQUIRE RETAINING WALL INSTALLATION IN AREAS NOTED.

TYP. STREET SECTIONS REFER TO SHEETS 3-5

Bike, Pedestrian Railroad Overcrossing Bridge Access

Pedestrian Bridge Access

NEW ADA CURB RAMPS SEE TYUP. DETAILS NEXT PAGE

DAVIS ST
AXTELL ST
HAIGHT ST
SEYMOUR ST
GEIL ST
POMBER ST
McDOUGALL ST
MERRITT ST
TAMBLADERA ST
WASHINGTON ST
MEAD ST
MEAK ST
COOPER ST
SANCHEZ ST
SPEEGLE ST
PRESTON ST
CRANE ST
RICO ST
POOLE ST
UNION ST
PAJARO ST
SALINAS ST

PROPOSED CLASS III BIKE LANE

GRAPHIC SCALE:
200 0 200 400 600
H: 1" = 200'

REVISIONS

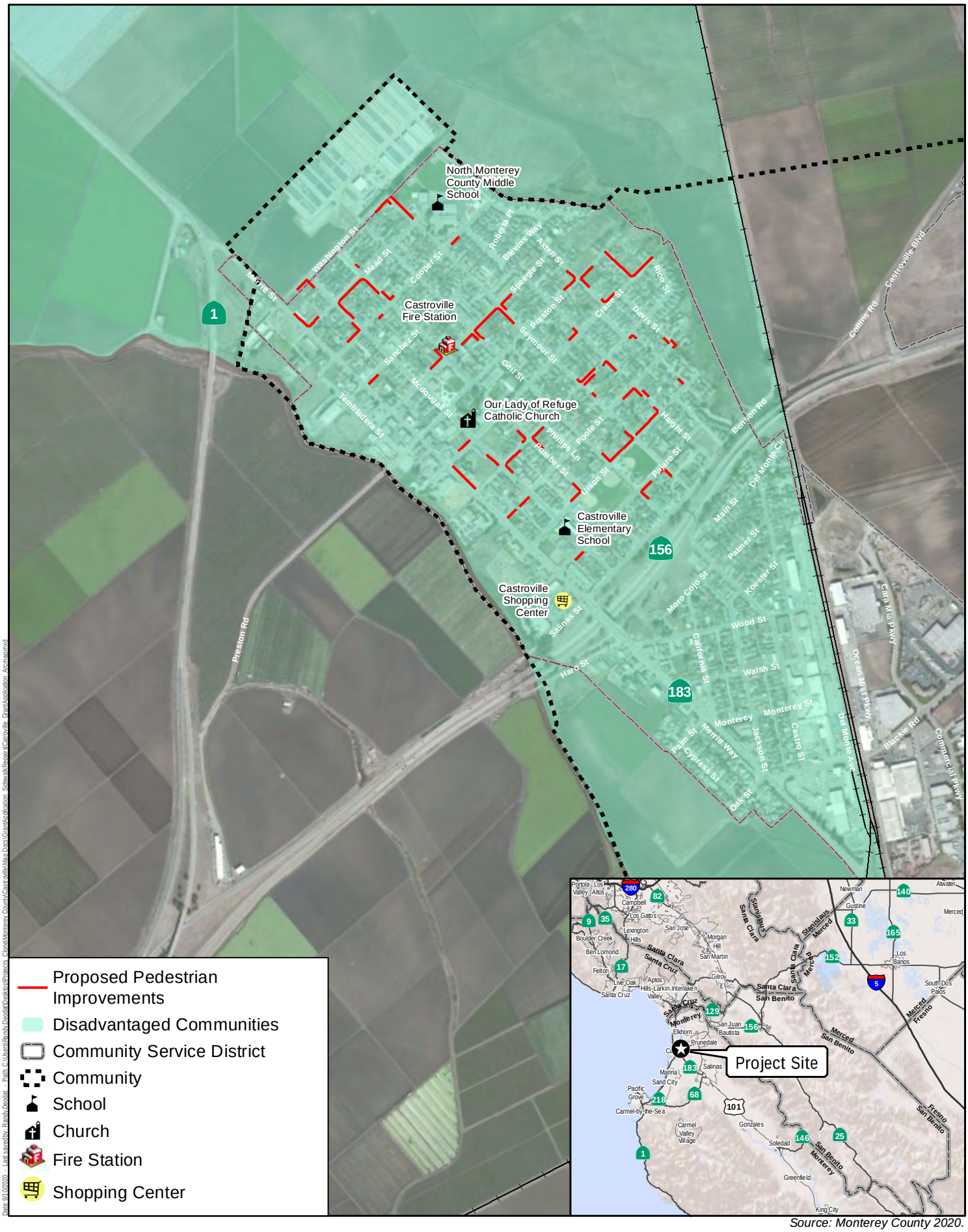
NO.	DATE	INITIAL	DESCRIPTION
1			
2			
3			
4			
5			

MONTEREY COUNTY
168 W. ALISAL ST. SALINAS, CA 93901

PROJECT TITLE
CASTROVILLE ATP GRANT APPLICATION

SHEET DESCRIPTION
EXHIBIT 3

DESIGNED BY:	
DATE:	
SCALE:	
PROJECT NO.	150-1003.013
DRAWING NO.	D-01
SHEET	1 OF 2



Source: Monterey County 2020.

Location Map

Castroville Proposed Pedestrian Improvement Project

Part B: Narrative Questions

Question #3

QUESTION #3
POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-25 POINTS)

A. Describe project location's history of pedestrian and bicycle collisions resulting in fatalities and injuries to non-motorized users, which this project will mitigate. (12 points max)

Applicants are encouraged to use the UC Berkeley SafeTREC TIMS-tool, which was specifically designed for the ATP to produce these documents in an efficient manner. Applicants with access to alternative collision data tools and training can utilize their choice of methods/tools. Applicants must respond to question 1 or 2, and have the option to respond to both.

1. For applications using the TIMS ATP tool, attach the following:
   a. **Collision Heat-map of the area surrounding the project limits - demonstrating the relative collision history of the project limits in relation to the overall jurisdiction/community's collision history**
   b. **Project Area Collision Map - identifying the past crash locations within the project limits**
   c. **Collision Summaries and collision lists/reports - demonstrating collision trends, collision types, and collision details**
   d. **For a Combined I/NI project - If the NI project area is different than the infrastructure portion, the applicant may attach NI related heat-maps, etc in Attachment J**

   Combine the various maps/summaries into one PDF file and attach it in the field below.

   6- TIMS Data CASTROVILLE.pdf

2. Applications that do not have the collision data above OR that prefer to provide additional collision data and/or safety in a different format can provide this data below. (Examples include: Collision Rates, Community Observations, surveys, Street Story (https://streetstory.berkeley.edu/), Crowd Source, etc.)

   The data and corresponding methodologies can be included in written/text form and/or via a separate attachment in the field below.

   (Max of 200 Words) (optional) **Words Remaining:** 175

   Please refer to attachment 8 Castroville Community Outreach Engagement Attachment to see survey responses from community members concerned about infrastructure and safety in their community.

   Data and methodologies Attachment (optional)

3. From the project-area collision summaries/data provided in questions 1 and/or 2, enter the total reported pedestrian and/or bicycle collisions using the most recent 5 to 11 years of available data:

   How many years of collision data were used in the Heat Maps and collision summaries: 11

# of Crashes	Pedestrian	Bicycle	Total	Average Per Year
Fatalities	2		2	0.18
Injuries	10	8	18	1.64
Total	**12**	**8**	**20**	1.82

ATP Maps & Summary Data

The tool is designed to support the California Active Transportation Program (ATP), as well as active transportation users and practitioners throughout California. The tool utilizes interactive crash maps to allow users to track and document pedestrian and bicycle crashes and generate data summaries within specified project and/or community limits.

Step 1: Select a County/City, Bike/Ped, Severity, and Years

County: Monterey

City: Unincorporated

Include 1 mile buffer outside of selected County/City: No

Include State Highway Related Crashes: Yes

Involved With: Pedestrian and Bicycle

Crash Severity: Fatal, Severe Injury, Other Visible Injury, and Complaint of Pain

Year: 2010 - 2021

Crash Summary for initial parameters defined above:

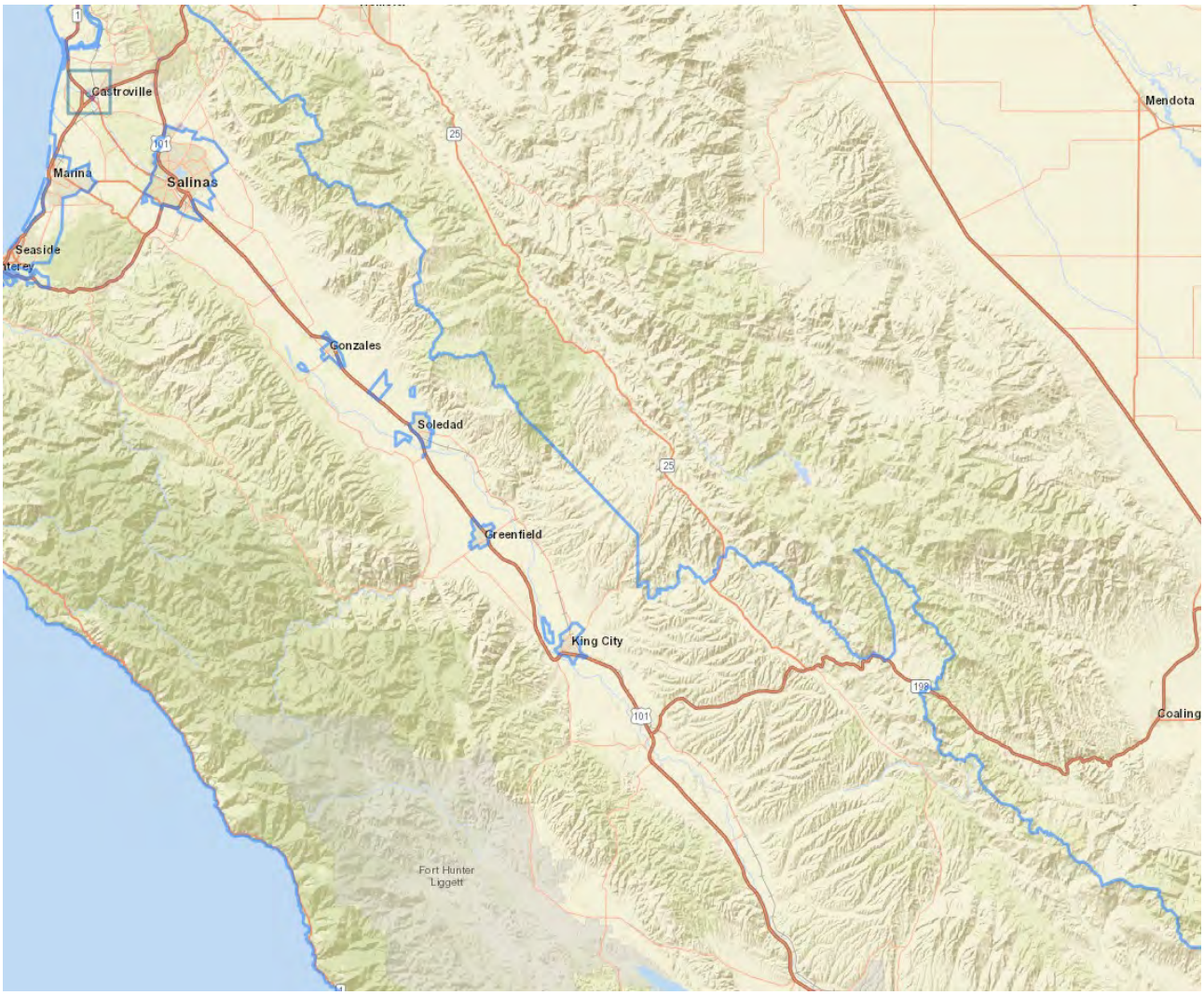
Number of Crashes by Crash Severity

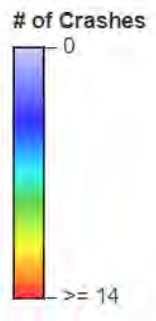
Involved With	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Total
Bicycle	9	45	101	39	194
Pedestrian	43	39	58	50	190

County/City Heat Map:

Step 2: Identify your project area to develop a more localized Community Heat Map

Select the size of your proposed project limits: Less than 3 miles across.

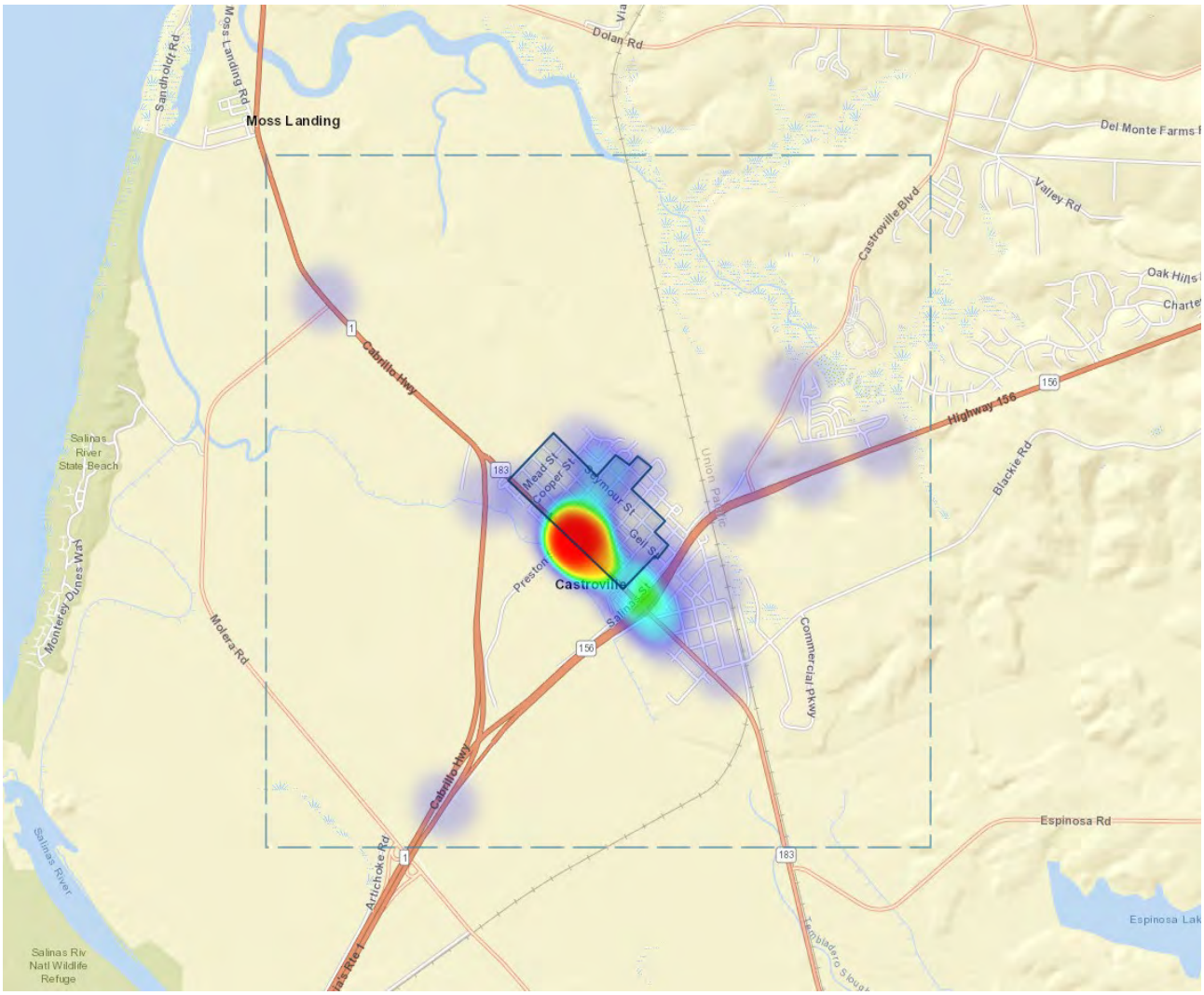


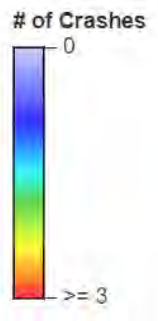


The heat map intensity scale is constant throughout the state.

Community Heat Map:

Step 3: Draw the project boundaries to get detailed crash data summaries and map

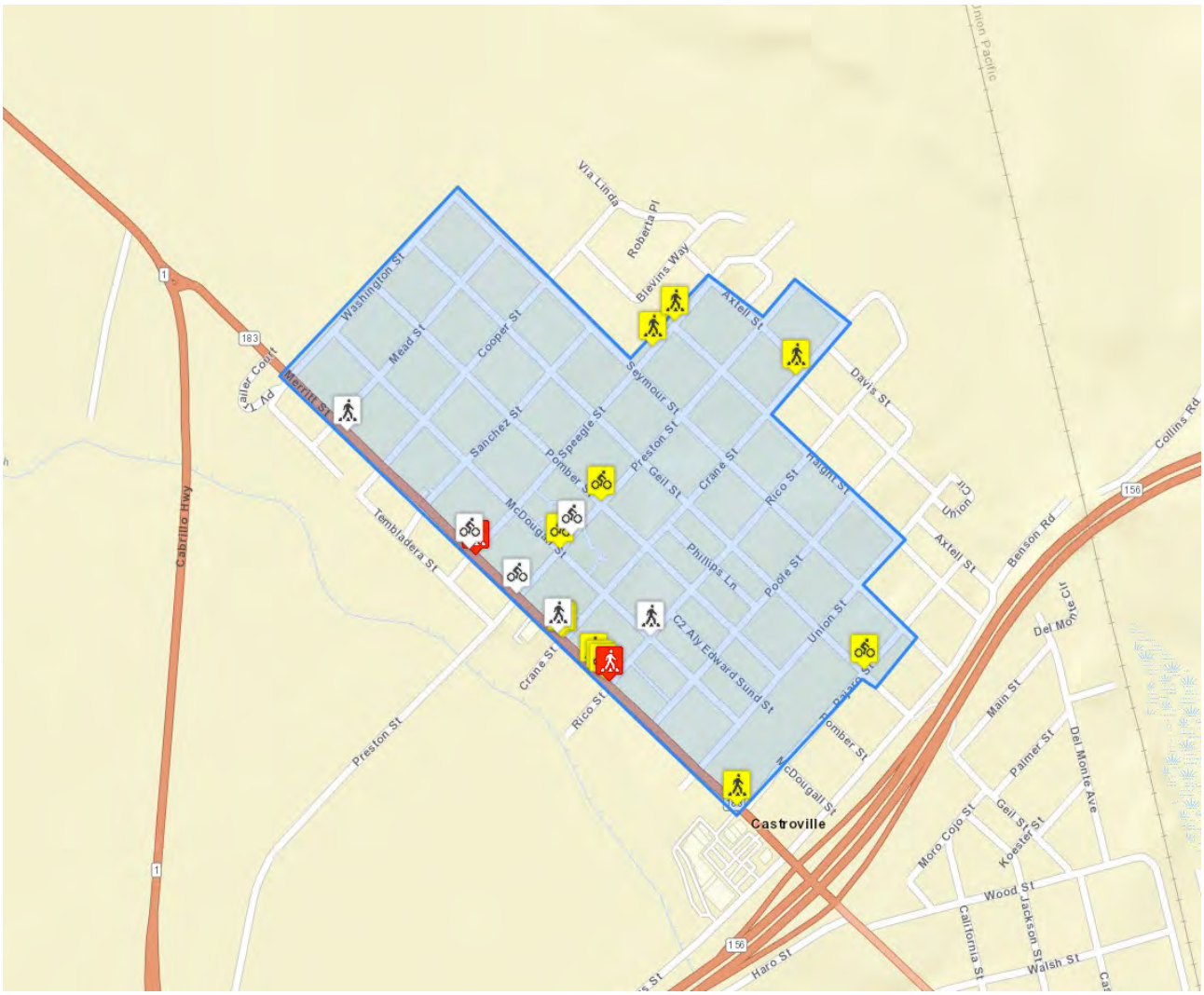




The heat map intensity scale is custom generated for the selected community.

Project Area Crash Map: 20 total crashes.

Step 4: Review the project-specific crash map

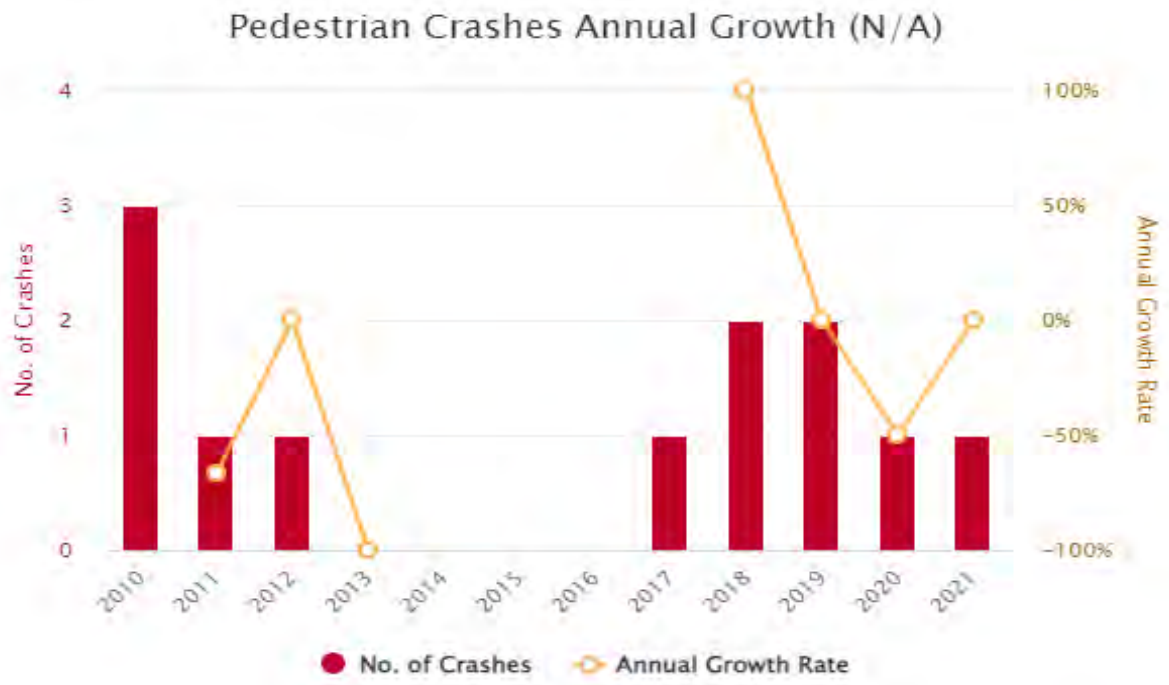


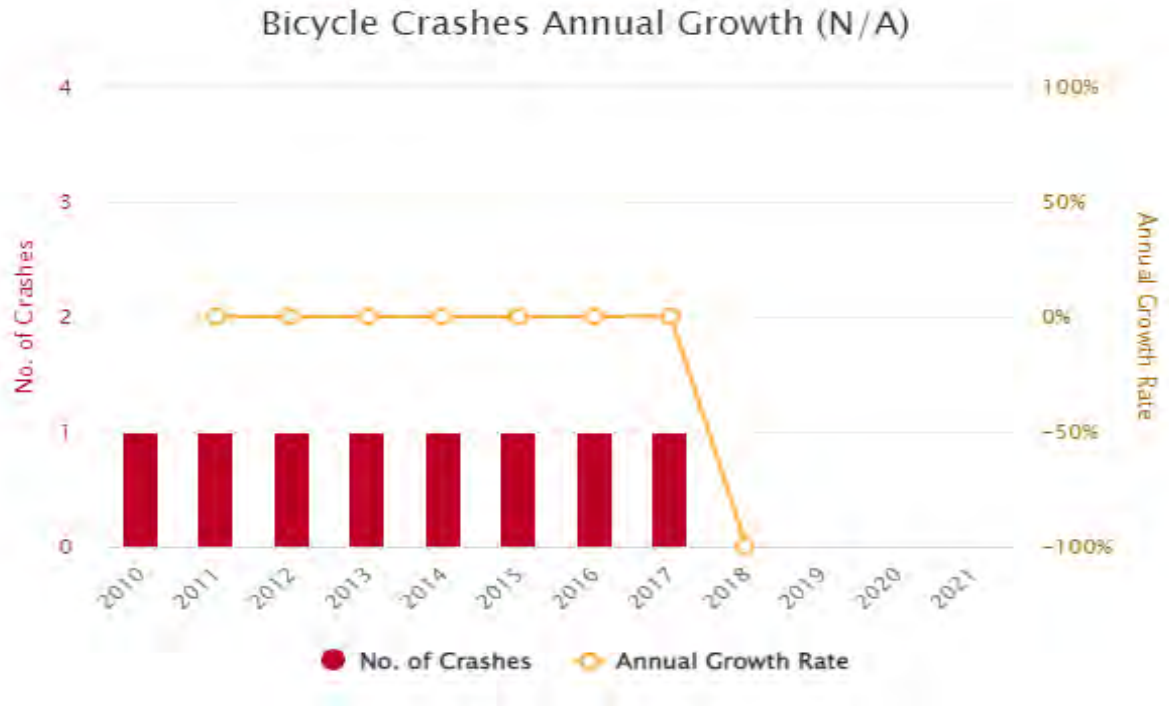
Crash Severity
- Fatal
- Severe Injury
- Other Visible Injury
- Complaint of Pain

Step 5: Review the crash summary data, graphs and tables provided.

Summary Results

Involved With	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Total
Bicycle	0	0	5	3	8
Pedestrian	2	0	7	3	12

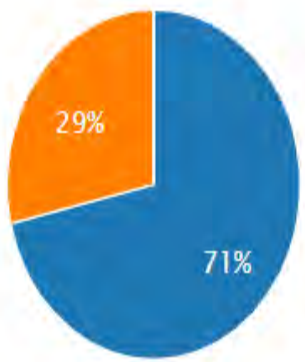




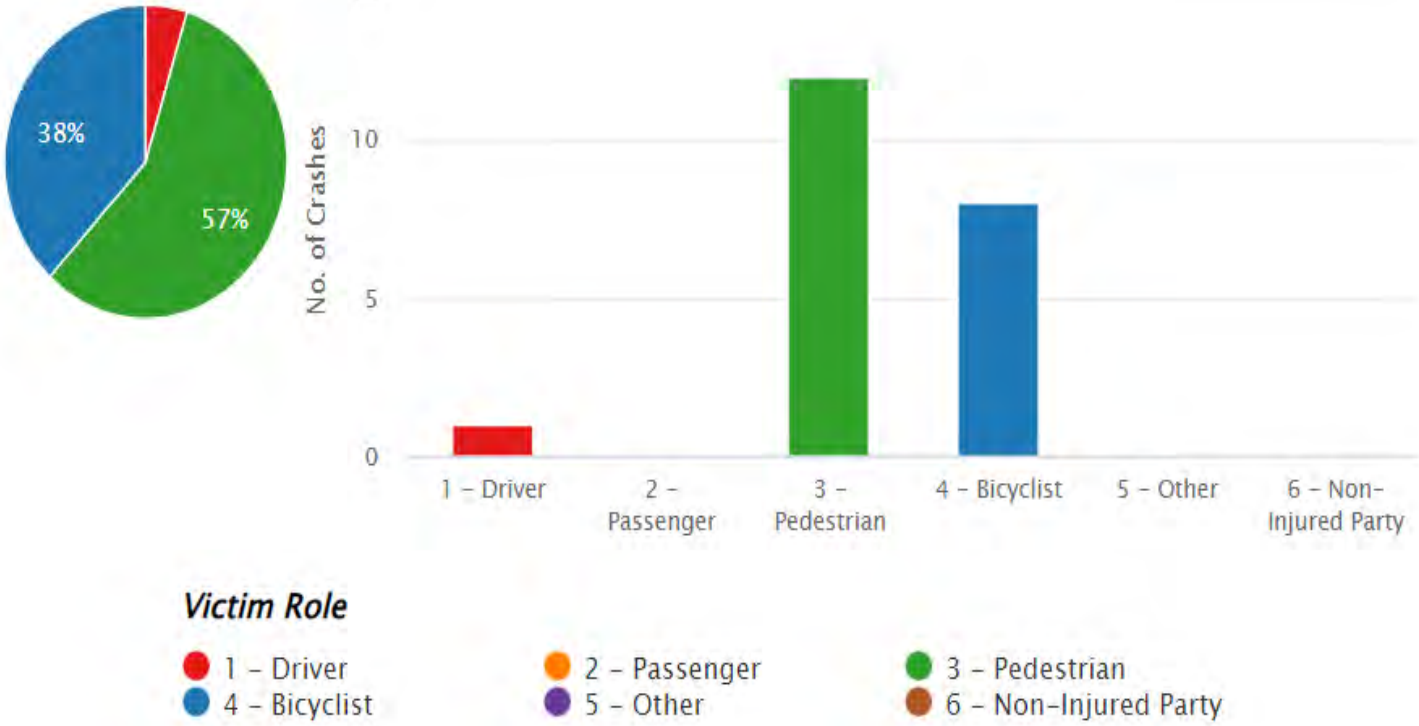
Crash List

CASE ID	Date	Time	Primary Rd	Secondary Rd	Dist & Dir from Int.	Bike	Ped	Killed	Injured	
4880862	09/01/2010	17:40	Speegle St	Seymour St	160 ft East	No	Yes		0	2
4966589	11/04/2010	07:05	Rt 183	Rico St	30 ft North	No	Yes		0	1
5022452	12/13/2010	15:50	Rt 183	Rico St	18 ft North	Yes	No		0	1
4990313	12/15/2010	17:07	Rt 183	Speegle St	65 ft South	No	Yes		1	0
5074516	01/16/2011	21:20	Crane St	Axtell St	At Int	No	Yes		0	1
5423948	12/09/2011	16:15	Pajaro St	Geil St	5 ft North	Yes	No		0	1
5749929	07/21/2012	18:53	Speegle St	Haight St	At Int	No	Yes		0	1
5777826	10/01/2012	15:10	Rt 183	Speegle St	At Int	Yes	No		0	1
6008648	02/11/2013	16:25	Preston St	Pomber St	At Int	Yes	No		0	1
6506159	05/26/2014	13:00	Mcdougall St	Preston St	At Int	Yes	No		0	1
6857130	03/12/2015	07:35	Preston St	Rt 183	3 ft East	Yes	No		0	1
90195741	06/02/2016	15:00	Preston Street	Mcdougall Street	105 ft East	Yes	No		0	1
90377690	01/24/2017	06:15	Merritt Street (Sr-183)	Mead Street	At Int	No	Yes		0	1
90436381	04/11/2017	17:50	Merritt Street	Rico Street	50 ft North	Yes	No		0	1
90834789	10/04/2018	20:45	Sr-183/merritt St.	Pajaro St	At Int	No	Yes		0	1
90897488	12/28/2018	18:58	Merritt Street	Crane Street	At Int	No	Yes		0	1
90975035	04/16/2019	11:45	Sr-183 (Merritt Street)	Crane Street	5 ft North	No	Yes		0	1
90996215	05/16/2019	14:16	Sr-183	Crane Street	3 ft North	No	Yes		0	1
91287118	08/11/2020	10:50	Rico Street	Mcdougall Street	3 ft West	No	Yes		0	1
91568800	07/18/2021	01:33	State Route 183 (Merritt St)	Rico St	At Int	No	Yes		1	0

By Victim Gender and Age



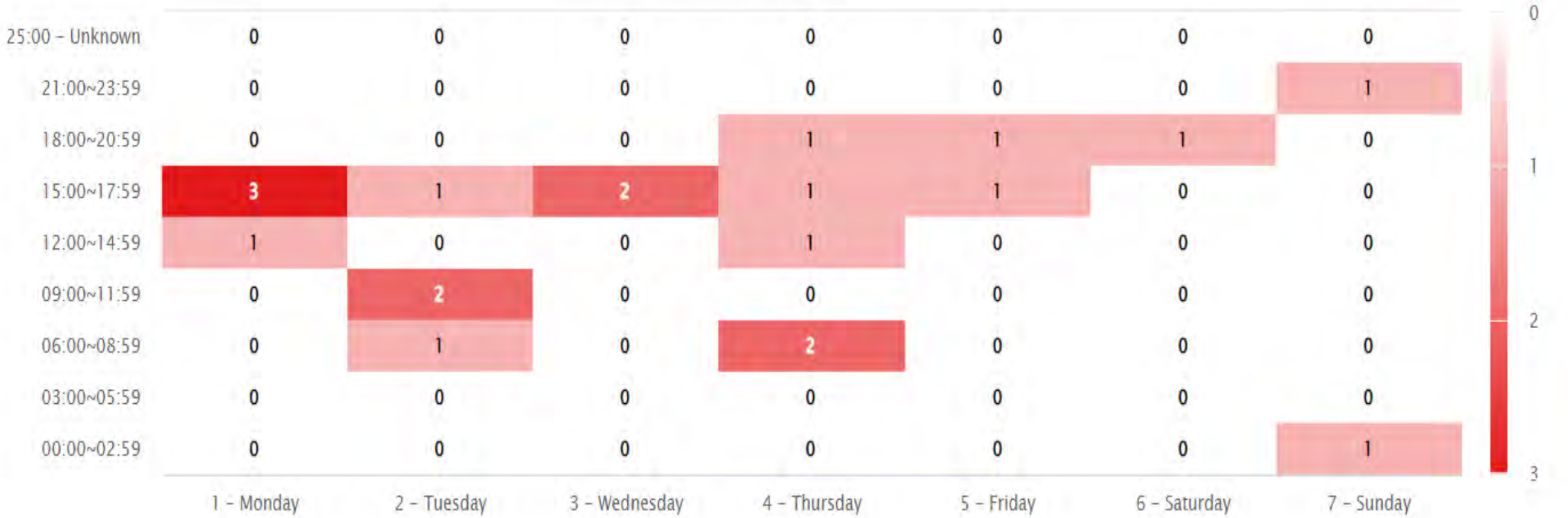
By Victim Role



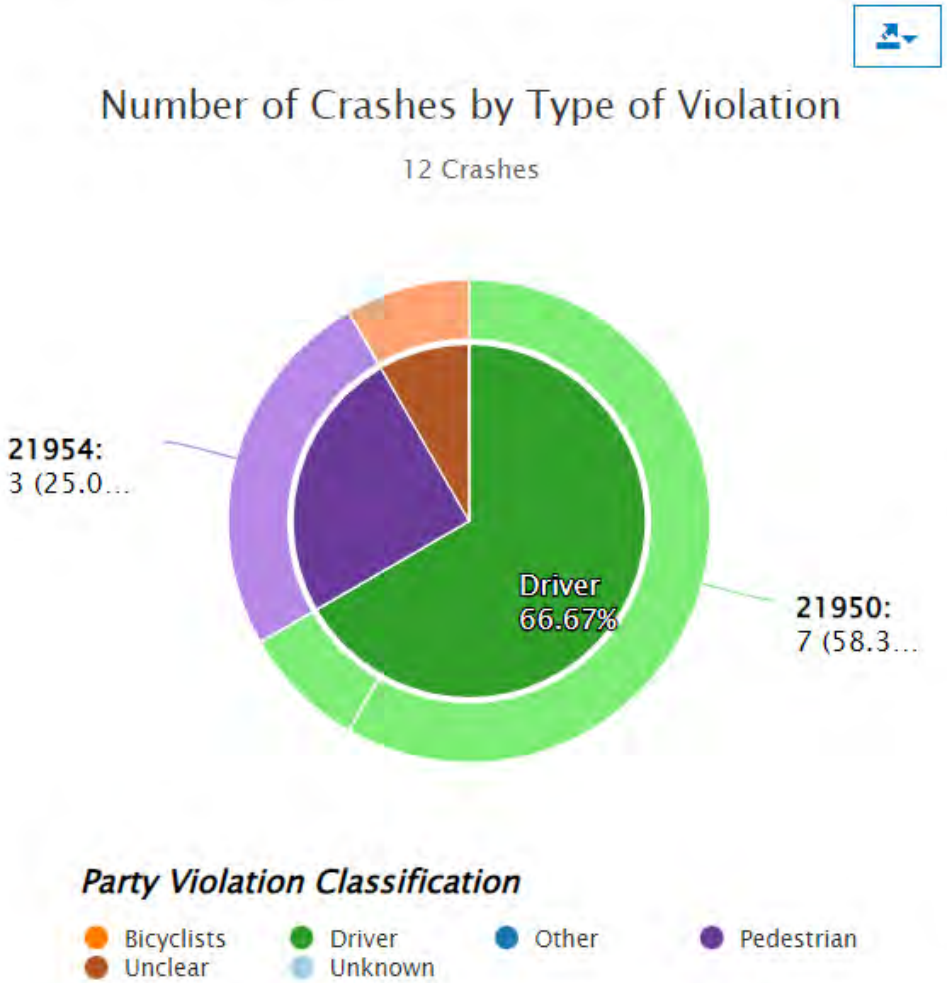
Show Zero

Victim Role	Count	%
1 - Driver	1	4.76%
3 - Pedestrian	12	57.14%
4 - Bicyclist	8	38.10%

By Day of Week and Time



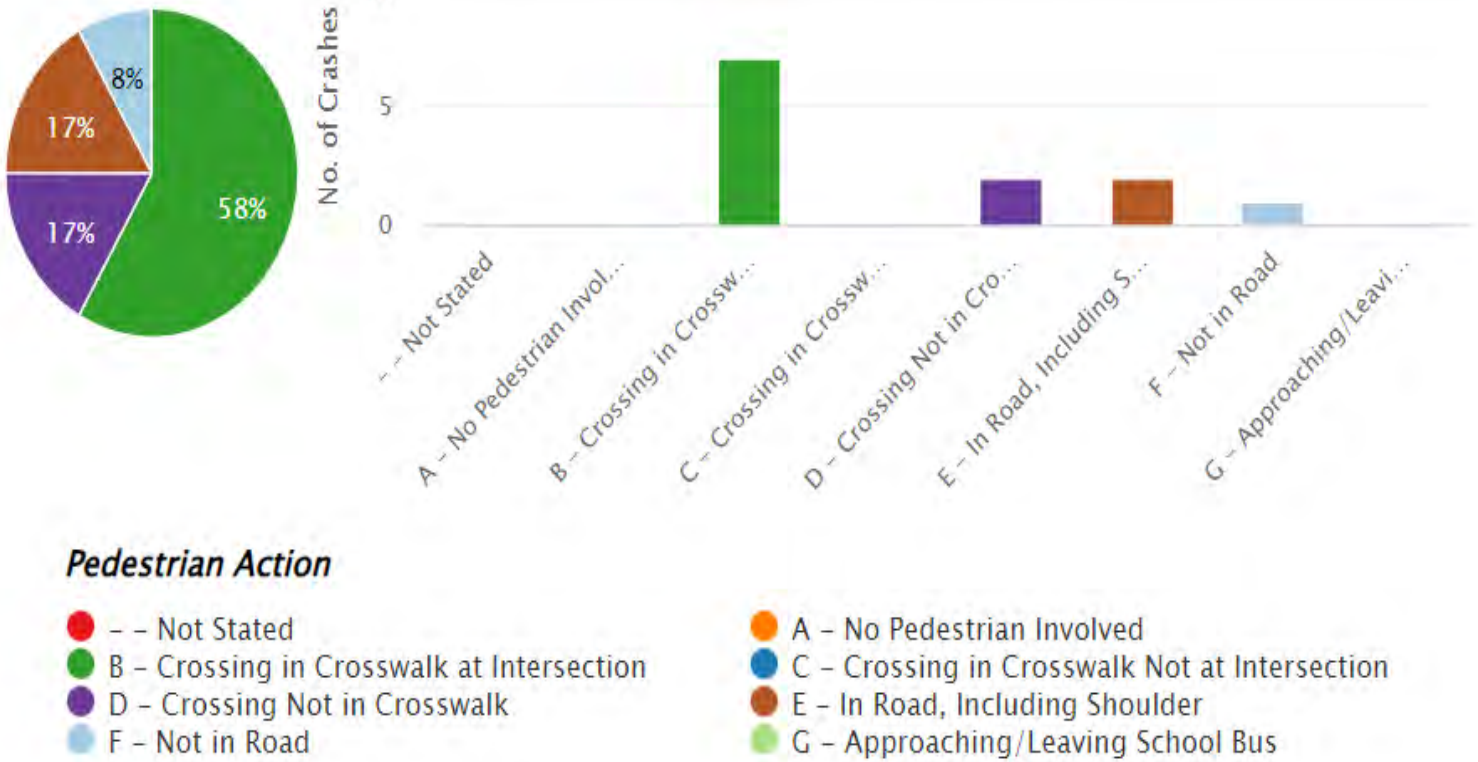
By Type of Violation



Show Zero

Party Violation Classification	Type of Violation	Description	Count	%
Driver	21950	Driver failure to yield right-of-way to pedestrians at a marked or unmarked crosswalk	7	58.33%
Pedestrian	21954	Pedestrian failure to yield right-of-way to vehicles when crossing outside of a marked or unmarked crosswalk	3	25.00%
Driver	22350	Speeding on the highway / Driving at a dangerously high speed given highway conditions like weather, visibility, traffic, and highway measurements, or driving at a speed that endangers people or property	1	8.33%
Unclear	23152	Driving under the influence of alcohol (BAC 0.08+) or drugs	1	8.33%

By Pedestrian Action



Show Zero

Pedestrian Action	Count	%
B - Crossing in Crosswalk at Intersection	7	58.33%
D - Crossing Not in Crosswalk	2	16.67%
E - In Road, Including Shoulder	2	16.67%
F - Not in Road	1	8.33%

4. Referencing the project-area collision summaries/data provided in questions 1 and/or 2, discuss the extent to which the proposed project limits represents one of the agency's top priorities for addressing ongoing safety and discuss how the proposed safety improvements correspond to the types and locations of the past collisions. Consider the safety concerns of students, older adults, and persons with disabilities in your response.

For Projects with Non-Infrastructure elements (Combined I/NI projects):
As appropriate, describe how the NI program elements:

- educates bicyclists, pedestrians, and/or drivers about safety hazards for pedestrians and bicyclists; and
- encourages safe behavior

(Max of 900 Words) **Words Remaining:** 59

The project area in Castroville has a total of 20 pedestrian and bike collisions resulting in injuries and fatalities in the last 11 years (2010 to 2021) according to UC Berkeley's Traffic Injury Mapping System (TIMS). Two of those crashes resulted in a fatality and 18 resulted in injuries, unfortunately 71% of the collisions involved children under the age of 14. The majority of the collisions involved pedestrians and cyclists: 57% of the victims were pedestrians and 38% were bicyclists. The majority of the collisions (75%) occurred on weekdays between the 12-hour span of 6am-6pm. 12 of these collisions resulted in a citation and 2/3 of the citations were issued because the driver failed to yield the right of way to pedestrians at a marked or unmarked crosswalk. 4 of these collisions occurred in intersections where there are proposed improvements. The TIMS data reveals the need for community outreach, and education for both motorized and non-motorized travelers to enhance safety within the community.

The non-infrastructure portion of the proposed project will include both on-bike and on-foot safety education to teach children techniques to safely bike and walk within the community. MCHD will focus on educating students and the community about the rules of the road, judging safe situations, practicing bike handling, and navigating intersections as a pedestrian. Students and community members will learn and practice how to identify and avoid the most common hazards of active transportation and will be encouraged to incorporate these safety practices into their daily lives. MCHD will engage teacher and parent volunteers to re-enforce these practices with students on an ongoing basis.

Safe Routes to School activities will be implemented by bilingual (English and Spanish-speaking) staff using the 2020 Safe Routes Partnership 6E's framework: Engagement, Equity, Engineering, Encouragement, Education, and Evaluation. The program elements educate San Ardo community residents by teaching pedestrian, bicyclist and traffic safety and creating awareness of the benefits and goals of Safe Routes. Encouragement will happen through fun activities that play an important role because they build interest and enthusiasm and will help the project move forward in achieving the goals of a healthier, safer, and more active community.

These activities have been successfully implemented by MCHD in other parts of the county with similar target groups. As an example, with enLACE, MCHD's community civic engagement academy, over 90% of participants report increased understanding of health equity and several have gone on to civic participation such as involvement in school committees. A second example, in other South Monterey County areas, walk to school days have been well attended and received by community residents. Especially during the COVID-19 pandemic as most of the Safe Routes activities have been conducted outdoors. Community volunteers and partners agencies have expressed interest in identifying ways to continue to offer these activities on an ongoing basis.

The community engagement portions of the program have been effective in other communities and have proven to engage parents and neighbors in the promotion of safe transportation behaviors and will encourage the use of walking and bicycling in the community. Through this component, active transportation will be encouraged while promoting safe walking and biking throughout the community.

MCHD staff will be implementing their enLACE academy in Castroville. Our program, which will provide community members tools for civic engagement and leadership development while encouraging participants to get involved in the proposed project activities and local decision-making processes to make positive and healthy changes in their communities. MCHD staff will build relationships with residents through the enLACE academy to establish a core group of stakeholders to support future non-infrastructure activities.

Castroville is an agricultural area of Monterey County. As a result, large agricultural semi-trucks regularly pass through this small community. MCHD staff will co-develop a "Safe Roads" marketing campaign with local stakeholders to address traffic safety concerns by residents. Stakeholders will support message development, content, and inform placement of marketing materials. Because this campaign will be informed by locals, it will facilitate a wider reach than a ready-made safety campaign which may not address the local challenges shared by Castroville residents. The local campaign will be launched through traditional and online media. This campaign will inform local residents and visitors of traffic rules, will increase problem awareness and influence people to adopt safe behaviors.

The proposed activities address the needs of the community by matching the infrastructure improvements and being implemented in collaboration with the community residents. This programming will stretch beyond the trip to school to a variety of places where children, adults, and seniors frequently walk and bike to encourage safe behaviors and provide safety education.

The proposed project will close gaps in pedestrian infrastructure and bicycle facilities and provide a community education and engagement component to promote safe active transportation throughout the community. These offerings will reduce pedestrian/ cyclist collisions by engaging and educating community members about safety and expanding the safe active transportation opportunities by filling existing gaps in pedestrian and bicycle facilities so the community can safely walk to school, places of worship, public transportation, and local business and services.

B. Safety Countermeasures (13 points max)

Describe how the project improvements will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities. Referencing the information you provided in Part A, demonstrate how the proposed countermeasures directly address the underlying factors that are contributing to the occurrence of pedestrian and/or bicyclist collisions. Combined I/NI projects should address both infrastructure and non-infrastructure elements.

a. **Reduces speed or volume of motor vehicles in the proximity of non-motorized users?**
   Discuss current speed and volume and anticipated speed and volume.
b. **Improves sight distance and visibility between motorized and non-motorized users?**
   Discuss current sight distance and/or visibility issue(s) and anticipated issue resolution.
c. **Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users?**
   Discuss current conflict point description and anticipated issue resolution.
d. **Improves compliance with local traffic laws for both motorized and non-motorized users?**
   Discuss which law(s) and how the project will improve compliance.
e. **Addresses inadequate vehicular traffic control devices?**
   Discuss which devices are inadequate, how they are inadequate and how the project will address the issues.
f. **Inadequate or unsafe bicycle facilities, trails, crosswalks and/or sidewalks?**
   Identify which facilities are inadequate, how they are inadequate and how the project will address the issues.
g. **Eliminates or reduces behaviors that lead to collisions involving non-motorized users?**
   Identify the behaviors and how the project will address them.

(Max of 1500 Words) **Words Remaining:** 518

The proposed project addresses all 7 of the above referenced underlying factors that contribute to potential occurrence of pedestrian/ bicyclist collisions.

While the primary intention of the proposed project is not to intentionally change speed and/or volume on the identified roads in Castroville, rather the project will provide a separate continuous, convenient, and safe facility for bicycle and pedestrian traffic. It will target motorist awareness and it is expected that the speed of motorists will slow. Currently, commuters and recreational bicyclists and pedestrians ride and walk on roads and sidewalks. While there are some sidewalks, there are areas on the road where sidewalk gaps exist and pedestrians are forced to share the road with motor vehicle traffic in those areas. The existing traffic volumes, speeds, and geometrics along the project's roads create a dangerous situation by not safely accommodating bicyclists and pedestrians. This project's recommendations are contextually appropriate and enhance traffic safety, traffic operations due to conditions including, but not limited to, high vehicular traffic volume, speeds, physical limitations on space, sight distance, and other potential safety concerns. Potential conflict points in the identified areas are eliminated by combining infrastructure and non-infrastructure components.

Due to the lack of continuous pedestrian facilities, County staff has observed Castroville residents frequently walking along the shoulder or share the road with vehicular traffic while walking throughout the community. The installation of sidewalks and corresponding pavement markings and signage will improve visibility between motorized and non-motorized users, reduce potential conflict points between motorized and non-motorized users and address the inadequate patchwork of pedestrian facilities in the Castroville community. The proposed pedestrian facilities will provide a safe separation between pedestrians and vehicles and the crosswalks will reduce the amount of unsafe crossing while improving compliance with local traffic laws and reducing behaviors that lead to collisions involving non-motorized users.

The addition of crosswalks and signage will help raise awareness of pedestrians by increasing visibility, reducing potential conflict points between motorized and non-motorized users, and provide safe pedestrian connection from homes to the elementary, junior high and high schools, parks, businesses, and services. It is anticipated that vehicles will travel more slowly in this area as they are alerted to the potential presence of pedestrians and less unsafe crossing will occur which will improve compliance with local traffic laws for both motorized and non-motorized users. It is anticipated that the enhanced designated crossing areas would encourage usage of the marked crosswalks, promote safety by better managing driver expectations for pedestrians crossing at designated areas, and that less jay walking will occur, all of which will improve compliance with local traffic laws and consistency with the rules of the road and pedestrians' rights and duties, as outlined in the California Vehicle Code.

The County selected applicable countermeasures by using the US Department of Transportation, Federal Highway Administration's

Pedestrian Safety Guide and Countermeasure Selections System (http://pedbikesafe.org/PEDSAFE/countermeasures.cfm). These improvements are consistent with Monterey County's Castroville Community Plan and the Monterey County Complete Streets Safety Assessment Toolkit that was developed through a grant in collaboration with University of California Berkeley Institute of Transportation Technology.

The non-infrastructure portion of the project will provide community engagement and education opportunities that will improve compliance with local traffic laws for both motorized and non-motorized users. Laws such as pedestrian right of way, bicycle helmet usage, reduced speeds, sharing of sidewalks and roadways will be addressed through the various activities proposed throughout the application such as educational workshops, community engagement, walking activities and community events. Pedestrian, bicyclist, and motorist safety depends upon public understanding laws, traffic control devices and eliminating distractions. This project will bring to unincorporated areas similar infrastructure and non-infrastructure elements that have been available to other areas of Monterey County and will help achieve uniformity along school routes and crossings through an equitable approach.

The combination of both infrastructure improvements and community programming will work together as countermeasures for bicycle and pedestrian collisions. The Community and Safe Routes to School Programming is a critical piece of this project to increasing the safety of ATP users. Unincorporated county wide crash data shows that there are a high number of crashes near school sites and that consistent, comprehensive, and age-appropriate youth bike and pedestrian safety education is lacking in the schools throughout Castroville. The Programming will focus on safe use of sidewalks, crossings, and understanding traffic patterns and laws, as well as defensive behaviors. Programming will mitigate unpredictable and unsafe traffic behaviors among children and older youth that are less likely to follow traffic laws, as many may be unaware or lack effective safety instruction. Programming will increase basic knowledge and skills to navigate traffic when walking and biking. In addition, through the other program elements and partnerships, parents and nearby neighbors will be able to assist in the reduction of these behaviors by adding a level of surveillance and awareness to the streets surrounding the school sites as well as helping to develop community connectivity and safety patrols among destination sites, particularly during peak hours. EnLACE' s community engagement efforts will enhance these programs by providing additional resources and supports to help engage the broader community in active transportation and policy development. These efforts, along with community events such as the family health and wellness conference, will increase street surveillance by getting more people to be outdoors engaging in physical activity and active transportation options.

The existing pedestrian facilities in Castroville are inadequate and fragmented leading to potentially hazardous situations. The proposed project is critical to the Castroville community and will make a sizable positive impact in this small, rural, disadvantaged community. Infrastructure and devices alone cannot ensure the safety of pedestrians, bicyclists, and motorists. It is the combined PWFP, MCHD and community collaborative approach that will be required to create sustainable solutions. This project is essential to improve the ability of community, elders, and students to safely walk or bike to school and other essential destinations.

Part B: Narrative Questions

Question #4

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

Describe the community based public participation process that culminated in the project. Combined I/NI projects should address both infrastructure and non-infrastructure elements.

A. What is/was the process of defining designs to prepare for future needs of users of this project? How did the applicant analyze the alternatives and impacts on the transportation system to influence beneficial outcomes? (0-6 Points) (Max of 500 words)

Words Remaining: 17

Alternatives and impacts were analyzed by reviewing the charts and tables contained in collision reports produced by TIMS and the 2017 Monterey County Complete Streets Safety Assessment Toolkit developed through a grant in collaboration with University of California Berkeley Institute of Transportation Technology. Although the assessment was primarily focused on Monterey County's City of Salinas, the toolkit can be applied county wide and was designed to assist Monterey County in the identification of countermeasures and impactful alternatives. The toolkit aided in maximizing the effectiveness of the project's recommendations in both the infrastructure and non-infrastructure efforts to reduce collisions by ensuring that pedestrians and bicyclists are safer and more visible to motorists. PWFP staff considered site characteristics (such as number of lanes, and vehicle, bicyclist, and pedestrian volumes). The incidence of collisions, along with the cost of different treatments were considered. There are no safer alternatives than to close the sidewalk gaps.

The project emerged during the development of the 2014 Monterey County Regional Transportation Plan. It remains on a list of pedestrian improvement projects in the Monterey County Active Transportation Plan. Monterey County conducted an extensive outreach campaign in 2018 for the Monterey County Regional Transportation and Active Transportation Plans. Comments for the plans were received from the TAMC Bicycle and Pedestrian Committee, the TAMC Technical Advisory and through public participation via the online Wikimapping tool (447 people submitted comments). In June 2018, a presentation of the proposed project was delivered during the Transportation Agency's commission meeting to gather additional community feedback to ensure the project aligned with community needs.

MCHD conducted 3 surveys to gather community feedback about active transportation needs and concerns within the Castroville community. Castroville residents were surveyed in person one-one one in 2018 to listen to concerns and verify that the project components were aligned with the community's needs. The community response to the project was positive. Residents were enthusiastic about the programming proposed and communicated that it would inspire physical activity. Additionally, 78% of survey respondents felt their neighborhoods did not have an appropriate number of crosswalks in key destination areas.

In 2020 a second survey was released online to the community revealing the following critical needs: desire for infrastructure improvements, bike and pedestrian education, and increase safe walking opportunities within the community. A follow-up survey was released in 2022 to further investigate and identify the needs of the community yielding responses of safety concerns while walking to local destinations and schools. The lack of continuous pedestrian facilities was a focal point of concern in responses as community members described challenges, safety concerns and near misses due to fragmented pedestrian facilities within their community. The community need for pedestrian safety improvements and sidewalk connectivity is further evidenced by the outcome of multiple planning processes involving public participation. The County has prioritized improvements in Castroville and has made a series of infrastructure improvements over the past 8 years.

B. Describe who was/will be engaged in the identification and development of this project. Describe how stakeholders will continue to be engaged in the implementation of the project. Describe the strategies used to address engagement challenges that arose due to the COVID-19 pandemic and any unique engagement challenges that the community faced. (0-4 Points) (Max of 700 words)

Words Remaining: 29

MCHD reached out to the Castroville community on several occasions to solicit community input to learn about community needs and priorities. Surveys were released on-line in both English and Spanish in 2018 and 2020. In 2022 the community surveys were released on-line and conducted in person in both English and Spanish to gather information about community infrastructure concerns and develop the elements of the proposed project. The lack of continuous pedestrian facilities was a focal point of concern in survey responses as community members described challenges, safety concerns and near misses in their community due to fragmented pedestrian facilities within their community. The community need for pedestrian safety improvements and sidewalk connectivity is further evidenced by the outcome of multiple planning processes involving public participation.

Monterey County PWFP and MCHD staff incorporated the following community generated ideas and solutions to community generated challenges into the project:
• Concern about gaps in existing infrastructure and pedestrian safety while walking to local businesses and services while sharing the road with vehicles. The project will provide a network of continuous pedestrian facilities to address these safety concerns. Additionally, enLACE (civic engagement academy) will engage the community to continue participation in planning efforts to shape future infrastructure changes in Castroville.

• Infrastructure needed to address student safety while walking to and from school and sharing the road with vehicles in various places where sidewalks are missing. PWFP proposes to add a mile of sidewalk and improve curb, gutter, ADA ramps and bulbouts along key destination routes to home, school, work, and critical goods, and services. This project will connect sidewalks in at least 24 locations, construct 15 curb and gutters, and improve 36 ADA ramps. Safe Routes programming will include outreach and pedestrian education in schools and throughout the community with target populations of students and seniors. Activities will also include a motorist safety campaign.
-Community concern about bicyclists and vehicles sharing the road and requested bike lanes. Class III Bike Lanes have been added to the project to connect the community to schools, the Bike, Pedestrian Railroad Overcrossing Bridge and other routes.
• Community education needs to develop safe and healthy active transportation habits. MCHD will hold activities to engage the community in their own living environments. Education and biking/walking events will be held at low-income housing sites such as Community Housing Improvement Systems and Planning Association (CHISPA).

The non-infrastructure elements of this project include community champion training, Safe Routes to School and community workshop activities for youth, adults, and senior citizens and a safe driving media campaign. Through a series of community and school presentations and a Health and Wellness conference, residents will receive the opportunity to adopt positive behaviors that will increase the safety of pedestrians and bicyclists. This will align with Safe Routes to Schools activities and contribute to the sustainability of efforts after project completion through community champions. Seniors are essential members of the community. Thus, the MCHD will conduct pedestrian presentations for seniors in Castroville. These presentations aim to increase physical activity and safety of seniors as they include pedestrian safety, fall prevention when using wheelchairs and walkers (including preventative maintenance of this equipment), and nutrition. Additionally, MCHD staff will implementing their enLACE academy, which will provide community members tools for civic engagement and leadership development while encouraging participants to get involved in local decision-making processes to make positive and healthy changes in their communities. MCHD staff will build relationships with residents through the enLACE academy to establish a core group of stakeholders to support future NI activities in Castroville. Lastly, MCHD will provide a collaboration educational campaign with local stakeholders to engage and educate local truck drivers on how to keep pedestrians, bicyclists, and motorists safe. Castroville is an agricultural-rich area of Monterey County, and as a result, large agricultural semi-trucks regularly pass through this small community. MCHD staff will co-develop a "Safe Roads" marketing campaign with local stakeholders to address traffic safety concerns by residents. Stakeholders will support message development, content, and inform placement of marketing materials.

Attach any applicable Public Participation & Planning documents

8 Castroville Community Planning and Outreach Attachment CASTROVILLE.pdf

Castroville Community Engagement and Planning: Castroville Community and School Connections Through Active Transportation Project			
Date	**Engagement Method**	**Participants**	**How were participants encouraged to provide input?**
2014	TAMC Regional Transportation Plan		A public hearing is held for each update and the plan returns to the Transportation Agency of Monterey County (TAMC) Board for approval in the summer. TAMC encourages county residents to review the draft plan and submit comments. The draft plan is made available online and by contacting TAMC.
2018	Letter of support	Superintendent	North Monterey County Unified School District Superintendent provided a letter of support for the ATP grant. In the letter she mentions the District's commitment to working with the project and support for the infrastructure (sidewalk gaps and ADA compliant ramps) and non-infrastructure.
2018	TAMC Regional Transportation Plan		A public hearing is held for each update and the plan returns to the Transportation Agency of Monterey County (TAMC) Board for approval in the summer. TAMC encourages county residents to review the draft plan and submit comments. The draft plan is made available online and by contacting TAMC.
2018	TAMC Active Transportation Plan	447 Community Members	The plan set forth goals and objectives for improving bicycle and pedestrian facilities. To develop the Active Transportation Plan and subsequent update, TAMC staff consulted with TAMC's Bicycle and Pedestrian Facilities Advisory Committee. The committee is composed of volunteer representatives from each supervisorial district and city in Monterey County as well as representatives from public agencies and bicycle/pedestrian interest groups, and government stakeholders. County residents were encouraged to review the plan and submit comments in writing, in person or through a Wikimapping tool. 447 people submitted comments via the public participation tool. Concerns expressed included a need to address sidewalk gaps throughout Castroville and bike lanes (Monte Rd to connect the Monterey Bay Sanctuary Scenic Trail gap between Marina and Castroville, and a bike path between Castroville & Moss Landing via Molera Rd and/or via Hwv 1).
2020	Letter of support	Superintendent	North Monterey County Unified School District Superintendent provided a letter of support for the ATP grant. In the letter she mentions the project's aligment with the goal of their community collaborative and strategic plan to incorporate connections between health and learning.
2020	Community Survey Released	14 community members	Due to COVID restrictions the community survey was released online and posted by the District Supervisor and the County of Monterey. The survey was released in English and in Spanish to maximize participation.
5/16/2022	Zoom Meeting	District Supervisor Phillips	Supervisor Phillips provided an overview of the community challenges for Castroville as well as challenges specific to active transportation needs
5/13/2022-6/6/22	On-line Community Survey Released on Castroville online, on Monterey County website and released by District Supervisor Phillips, and later released by North Monterey County Unified School District	176 Castroville community members	Survey was released online in English and in Spanish to maximize participation. 176 residents responded and most utilized a QR code to complete the survey.
5/27/22 & 6/4/22	In person	34 Castroville community members	MCHD staff engaged with Castroville residents in person by traveling to the town, listening to concerns, encouraging residents to take the survey and administering the survey to residents who requested assistance with the survey. Staff engaged residents in conversation at the library, market, and door-to-door on 5/27/22 and 6/4/22.

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Active Transportation Plan for Monterey County

TAMC
TRANSPORTATION AGENCY FOR MONTEREY COUNTY

June 2018

1. INTRODUCTION

Plan Background and Purpose

The Transportation Agency adopted the most recent Bicycle and Pedestrian Master Plan in 2011. For the 2011 Master Plan, staff and the consultant team worked closely with key stakeholders throughout the planning process and involved them directly in the development of bicycle facility alignments and Agency priorities. The 2011 Plan identified all existing and proposed bicycle projects and facilities for all the jurisdictions within Monterey County.

On September 2013, the State Legislature created the Active Transportation Program to encourage increased use of active modes of transportation, such as bicycling and walking. The Program consolidates various State and Federal active transportation funding programs to: increase the proportion of biking and walking trips, increase safety for non-motorized users, increase mobility for non-motorized users, advance the efforts of regional agencies to achieve greenhouse gas reduction goals, and enhance public health. Having an updated countywide active transportation plan makes bicycle and pedestrian projects more competitive for grant funding through the State's Active Transportation Program and positions these projects to be more competitive for other State and Federal grant programs.

This Active Transportation Plan is an update of the 2011 Bicycle and Pedestrian Master Plan and includes goals and objectives that provide a blueprint for making bicycling and walking an integral part of daily life. This Plan has been prepared according to the State's guidelines for Active Transportation Plans, and contains maps for each of the jurisdictions of existing and proposed bicycle and pedestrian facilities, along with policies and programs to increase the proportion of trips accomplished by bicycling and walking. Other elements in the Plan include a needs analysis of bicyclists and pedestrians, public health and economic benefits of bicycling and walking, costs to implement projects and a list of various potential funding sources.

Community Involvement

To develop the Active Transportation Plan, Agency staff consulted with TAMC's Bicycle and Pedestrian Facilities Advisory Committee, which is composed of volunteer representatives from each supervisorial district and city in Monterey County as well as representatives from public agencies and a bicycle/pedestrian interest group, as appointed by the TAMC Board of Directors, and TAMC's Technical Advisory Committee, composed of public works representatives from each of the twelve cities in Monterey County, Monterey County Public Works, Caltrans, Monterey-Salinas Transit, the Fort Ord Reuse Authority, the Monterey Bay Unified Air Pollution Control District, and the Association of Monterey Bay Area Governments.

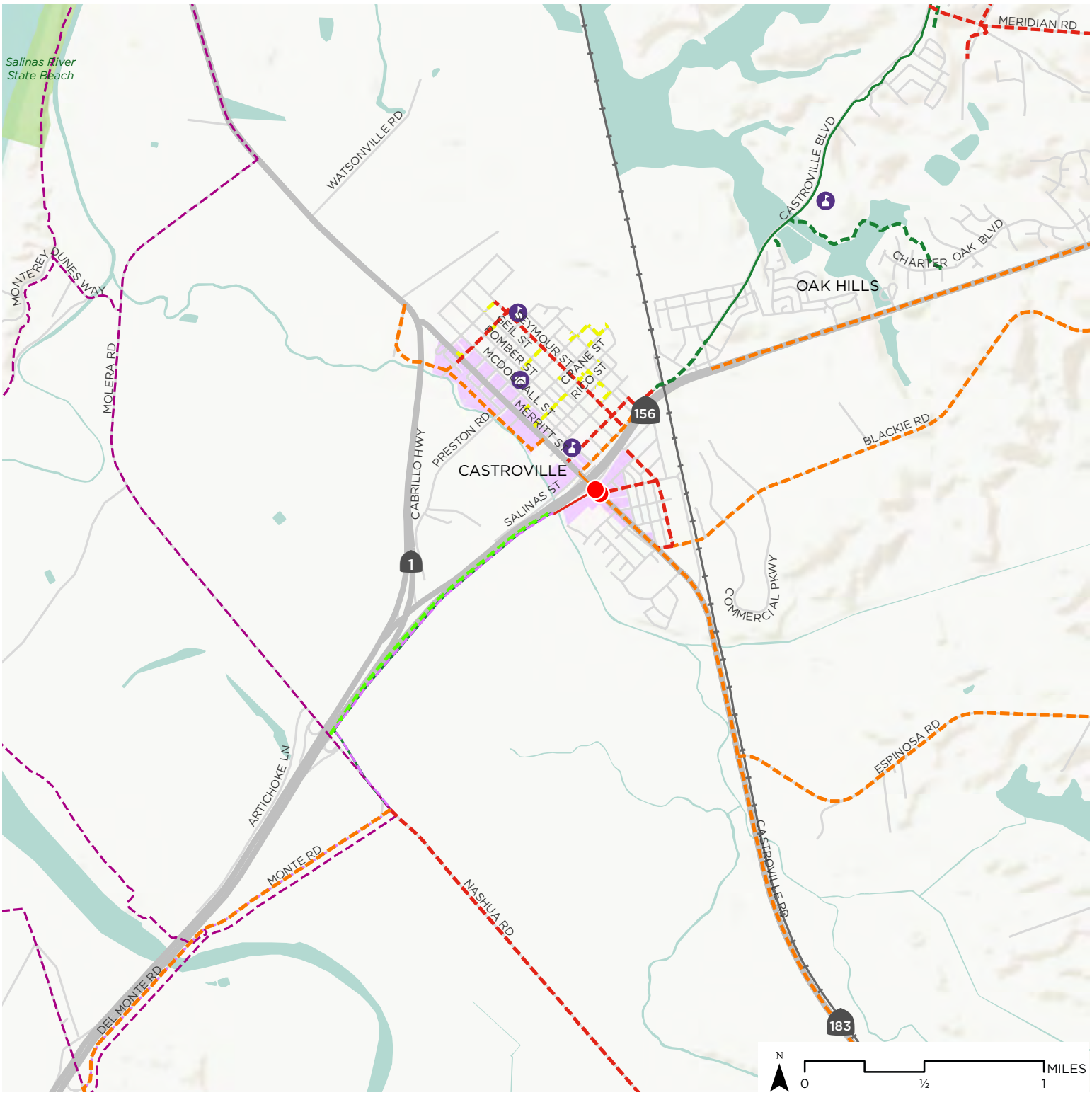
South County Workshop, December 2016

Pedestrian Infrastructure Improvements

The pedestrian improvements listed here are unranked, and include sidewalk improvements in the communities of Castroville, Chualar, San Lucas and San Ardo. The pedestrian improvements presented here have a planning-level cost estimate of approximately $22 million for approximately 5.7 miles of sidewalk, curb and gutter improvements and pedestrian intersection improvements. Many of these pedestrian improvement projects can be implemented as part of street and road improvement projects.

ATP ID#:	community	start:	end:	description:	feet:	CONSTRUCTION COST
MC-139	San Ardo	Cattleman Rd	end of Main St	sidewalk	1291	$899,164
MC-140	San Ardo	Main St	Cattleman Rd	sidewalk	1525	$1,064,994
MC-141	San Ardo	Short St	College St	sidewalk	1351	$943,386
MC-142	San Ardo	Rico St	Railroad St	sidewalk		$1,378,227
MC-143	San Ardo	Annette St	Jolon Rd	sidewalk	1113	$773,871
MC-144	San Ardo	Rico St	Center St	sidewalk	1078	$751,760
MC-145	San Ardo	Annette St	Jolon Rd	sidewalk	1341	$936,015
MC-146	San Ardo	Cattleman Rd	Center St	sidewalk	925	$644,893
MC-147	San Ardo	Sargents Rd	Catholic Church	sidewalk	2217	$1,547,742
MC-148	San Ardo	Short St	Jolon Rd	sidewalk	1249	$873,369
MC-149	San Lucas	Monterey St	Mary St	sidewalk	2640	$1,842,550
MC-150	San Lucas	Main St	San Benito St	sidewalk	366	$255,444
MC-151	San Lucas	Mary St	Monterey St	sidewalk	2692	$1,879,401
MC-152	San Lucas	Main St	San Benito St	sidewalk	326	$228,476
MC-153	San Lucas	Main St	San Benito St	sidewalk	331	$232,161
MC-154	San Lucas	Main St	San Benito St	sidewalk	337	$235,846
MC-155	San Lucas	Main St	San Benito St	sidewalk	329	$228,476
MC-156	San Lucas	Main St	San Benito St	sidewalk	316	$221,106
MC-157	Chualar	South St	Clay St	sidewalk	318	$7,370
MC-158	Chualar	Lincoln St	Washington St	sidewalk	315	$219,850
MC-159	Chualar	Lincoln St	Washington St	sidewalk	317	$221,106
MC-160	Chualar	Clay St	Main St	sidewalk	297	$207,287
MC-161	Chualar	Lincoln St	Grant St	sidewalk	721	$504,859
MC-162	Chualar	South St	Chualar Rd	sidewalk	1990	$1,389,283

ATP ID#:	community	start:	end:	description:	feet:	CONSTRUCTION COST
MC-163	Chualar	Lincoln St	Grant St	sidewalk	696	$482,748
MC-164	Chualar	Grant St	Lincoln St	sidewalk	725	$504,859
MC-165	Chualar	Payson St	24204 Lincoln St	sidewalk	106	$73,702
MC-166	Castroville	Merritt St	Wood St	pedestrian intersection improvement3 curb ramps 1 ped button		$71,600
MC-167	Castroville	Merritt St	Haro St	2 curb ramps only		$71,600
MC-168	Castroville	Seymour St	Geil St	sidewalk	298	$207,985
MC-169	Castroville	Geil St	Pomber St	sidewalk	293	$204,495
MC-170	Castroville	Merritt St	Mead St	sidewalk	260	$181,463
MC-171	Castroville	Seymor St	Pomber St	sidewalk	635	$443,189
MC-172	Castroville	Davis St	Axtell St	sidewalk	302	$210,777
MC-173	Castroville	Preston St	Axtell St	sidewalk	281	$196,120
MC-174	Castroville	Preston St	Rico St	sidewalk	327	$228,225
MC-175	Castroville	Davis St	Rico St	sidewalk	290	$202,401
MC-176	Castroville	Axtell St	Davis St	sidewalk	168	$117,253
MC-177	Castroville	Geil St	Seymour St	sidewalk	142	$99,107
MC-178	Castroville	USPS Castroville	McDougall St	sidewalk	161	$112,368
MC-179	Castroville	Rico St	Axtell St	sidewalk	99	$69,096
MC-180	Castroville	Rico St	Haight St	sidewalk	232	$161,921
MC-181	Castroville	Haight St	Seymour St	sidewalk	163	$113,764
MC-182	Castroville	Rico St	Seymour St	sidewalk	217	$151,452
MC-183	Castroville	Geil St	Merritt St	sidewalk	1022	$713,290
MC-184	Castroville	Poole St	Haight St	sidewalk	265	$184,953
MC-185	Castroville	Seymour St	Haight St	sidewalk	356	$248,465



Castroville

Monterey County Active Transportation Plan

Existing Bikeways

- Class I Shared Use Path
- Class II Bike Lane
- Class III Bike Route

Points of Interest

- K-12 School
- Public Library

Proposed Pedestrian Improvements

- Guardrail
- Sidewalk
- Intersection

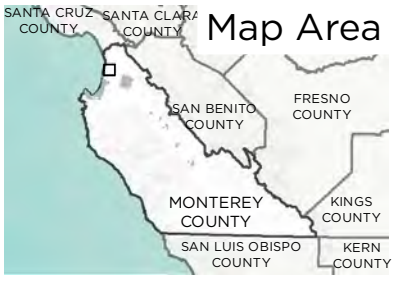
Land Use

- Park/Open Space
- Commercial Area

Proposed Bikeway Improvements

- Class I Shared Use Path
- Class II Bike Lane
- Class III Bike Route
- Fort Ord Rec Trail and Greenway
- Monterey Bay Sanctuary Scenic Trail

>>> Uphill bikeway (Slope > 4%)



Data provided by Monterey County TAMC. Terrain data by ESRI, NOAA.

Map produced October 2017 by Alta Planning + Design.

Summary

This document is a compilation of the comments received from the TAMC Bicycle and Pedestrian Facilities Advisory Committee, the Technical Advisory Committee and the public. Approximately 300 people submitted 430 comments via the public participation Wikimapping tool. Staff collaborated with the Monterey County Health Department to gather input from their Greenfield Leadership and Civic Engagement group. Staff also collaborated with the City of Gonzales to host a South County public workshop for the Plan.

Overall Regional Project Suggestions:

- Fort Ord Regional Trail & Greenway
- Bike path connection between Carmel and Point Lobos State Natural Reserve
- Salinas Valley Riparian Access Greenway (Salinas River Trail)
- Chualar to Gonzales bike path connection
- River Road, Chualar River Road, Gonzales River Road Bike Improvements
- Separate bike path along River Road and Hwy. 68

North County:

Pedestrian Improvements

Castroville:

- Intersection improvements in Castroville at:
  - Merritt St & Haro St
  - Merritt St & Wood St
- Address sidewalk gaps throughout Castroville
- Add guardrail between Hwy 156 & Monterey Bay Sanctuary Scenic Trail
- Address sidewalk gaps in Las Lomas
- Address sidewalk gaps in Oak Hills
- Striping/maintenance improvements on Del Monte Blvd north of Hwy 1

Bicycling Improvements

Prunedale:

- Striping/maintenance improvements along San Juan Road, Elkhorn Rd, San Miguel Canyon Rd & Crazy Horse Canyon Rd

Oak Hills:

- Bike path between Oak Hills and North Monterey County High School

Castroville:

- Monte Rd bike lanes to connect the Monterey Bay Sanctuary Scenic Trail gap between Marina and Castroville
- Bike path between Castroville & Moss Landing via Molera Rd and/or via Hwy 1

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)
Bicycle and Pedestrian Facilities Advisory Committee
Final Minutes of April 4, 2018
Held at the Transportation Agency for Monterey County

at TAMC office 55-B Plaza Cir., Salinas CA 93901

Voting Members	AUG 17	SEP 17	OCT 17	NOV 17	JAN 18	FEB 18	MAR 18	APR 18
Eric Petersen, District 1, Past Chair	P	P	C	P	C	P	P	P
Vacant – District 2	E	E	A	-	A	-	-	-
Vacant – District 3	-	-	N	-	N	-	-	-
Jeff Wriedt, District 4 *(Frank Henderson)*	P	P	C	E	C	P(A)	P	P
Jeff Lindenthal, District 5 (*Geof Tibbitts*)	P	P	E	E	E	P	P	P
D. L. Johnson, Carmel-By-The Sea	P	P	L	P	L	P	P	E
Del Rey Oaks - vacant	-	-	L	-	L	-	-	-
Gonzales - Vacant	-	-	E	-	E	-	-	-
Ernesto Gallardo, Greenfield	-	-	D	-	D	P	E	P
Michael LeBarre, King City	P	P		P		P	E	P
Vacant, Marina,	-	-		-			-	-
Monterey - Vacant,	-	-		-			-	-
Linda Petersen, Pacific Grove *(Jung Hwa Kim)*	-	P		P		P	P(A)	P
Chris Flescher, Salinas, Vice Chair *(Mark Lasnik)*	P	P		P		P	P	P
Sand City - Vacant	-	-		-		-	-	-
Jan Valencia, Seaside *(Ralph Wege)*	P	P		P(A)		P	P(A)	P(A)
Soledad - Vacant	-	-		-		-	-	-
Vacant, MBUAPCD	-	-		-		-	-	-
Lisa Rheinheimer, Monterey Salinas Transit - Chair	P	P		P		P	P	P
Vera Noghera, Velo Club of Monterey *(Alex Capelli)*	P(A)	P(A)		P(A)		P	P	P
Mary Israel, FORA (*Jonathan Brinkmann)*	P	P		P		E	P	P
N. County Recreation & Park District - Vacant	-	-		-		-	-	-
James Serrano, Salinas Public Works	-	-		-		-	-	-
Raul Martinez – County Public Works	P	P		-		P	P	E
Caltrans - District 5	-	-		-		-	-	-
Vacant, AMBAG	-	-		-		-	-	-
Vacant, Pebble Beach Company	-	-		-		-	-	-
Brian Cook, CSUMB *(Matthew McCluney)*	P	P		E		P		E

E – Excused **VC – Video Conference**
P(A) – Alternate **TC – Teleconference**

TRANSPORTATION AGENCY STAFF	AUG 17	SEP 17	OCT 17	NOV 17	JAN 18	FEB 18	MAR 18	APR 18
Debbie Hale, Executive Director				E		E	E	E
Todd Muck, Deputy Executive Director	E	E		E		E	E	E
Ariana Green, Associate Transportation Planner	E	E		P		E	E	P
Virginia Murillo, Transportation Planner	E	E		P		P	P	P
Maria Montiel, Administrative Assistant	P	P		P		P	P	P

OTHERS PRESENT:

Chandra Rapley	Ecology Action	Scott Waltz	FORTAG
Fred Watson	FORTAG		

1. Chair Lisa Rheinheimer called the meeting to order at 6:00 p.m. A quorum was established and self-introductions were made.

2. **PUBLIC COMMENTS**

None this month.

3. **BEGINNING OF CONSENT AGENDA**

M/S/C Wriedt /Gallardo /unanimous

3.1 Approved minutes of the Bicycle and Pedestrian Facilities Advisory Committee meeting of March 7, 2018.

END OF CONSENT AGENDA

4. **SALINAS VALLEY EXPRESS TRANSIT CORRIDOR STUDY**

The Committee received a presentation on the Ford Ord Regional Trail & Greenway project.

Fred Watson and Scott Waltz, presented the Fort Ord Regional Trail & Greenway project, which is a proposed new paved regional active transportation route that will serve as a safe pedestrian and bicycle corridor connecting the cities of Seaside, Marina, Del Rey Oaks, Monterey and unincorporated community residents to California State University Monterey Bay, the Fort Ord National Monument and the Monterey Bay Sanctuary Scenic Trail. FORTAG is included in the Measure X Plan, with $20 million allocated to the project, which has an approximate cost estimate of $40 million.

Virginia Murillo, Transportation Planner, reported that TAMC is the lead agency for environmental review. Ms. Murillo noted that TAMC will begin environmental review of the FORTAG project in the late summer/fall.

Committee member Wege asked about FORTAG and proposed development in Seaside. Ms. Watson said the proposed FORTAG alignment goes through proposed development areas in Seaside.

The Committee had the following questions, comments and suggestions to the Ford Ord Regional Trail & Greenway project:

- What are Scott and Fred's roles in FORTAG? CSUMB professors, and community advocates in their role with FORTAG.
- Who would maintain FORTAG? This is an ongoing discussion. In the short-term, jurisdictions or the Monterey Regional Parks District could maintain FORTAG. Another option could be a special services district.
- What is the grade of FORTAG in the East CSUMB area? State Parks accessibility standards were used to map grades and identify the FORTAG alignment.
- Consider solar lighting at some trail locations, especially at the CSUMB locations
- Consider benches at certain vista point locations
- Consider bike repair stations at certain locations
- Consider separate bike and pedestrian lanes where feasible

You can contact Fred Watson and Scott Waltz at www.FORTAG.org if you have any further comments or suggestions.

5. MONTEREY COUNTY ACTIVE TRANSPORTATION PLAN

The Committee received an update on the 2018 Monterey County Active Transportation Plan; and provided input on the projects for development into conceptual design.

Virginia Murillo, Transportation Planner, reported that the focus of the 2018 Plan update is to meet the State Active Transportation Program Guidelines, incorporate innovative bicycle facility designs, and promote high priority projects. Ms. Murillo noted that the Transportation Agency staff has also refined the project ranking criteria to develop draft ranked project lists for each of the Monterey County jurisdictions. Staff has also conferred with local jurisdictions on potential projects that will be submitted as candidates for the competitive State Active Transportation Program. Based on this input, the following high-priority projects will be developed into conceptual designs. The intent of the conceptual designs is to advance these high-priority projects into projects development and make them more competitive for ATP grant funding. Alta Planning + Design is tasked with developing 15 conceptual designs, which is enough for approximately 1 design per jurisdiction and 2-3 concepts for projects with regional significance.

The committee had the following suggestions on the Monterey County Active Transportation Plan:

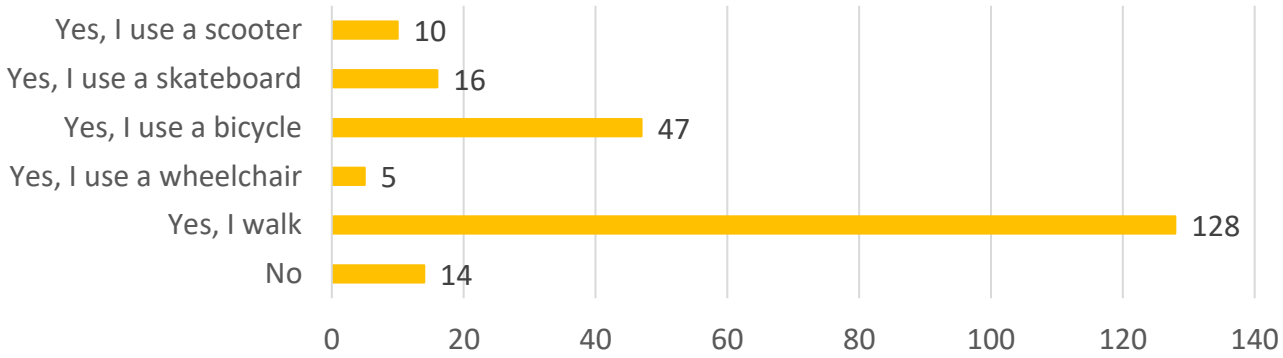
- Consider having the top 3 projects and picking one for a conceptual design
- Consider working with cities on possibly using other funds for leverage

Castroville Community Active Modes of Transportation Survey

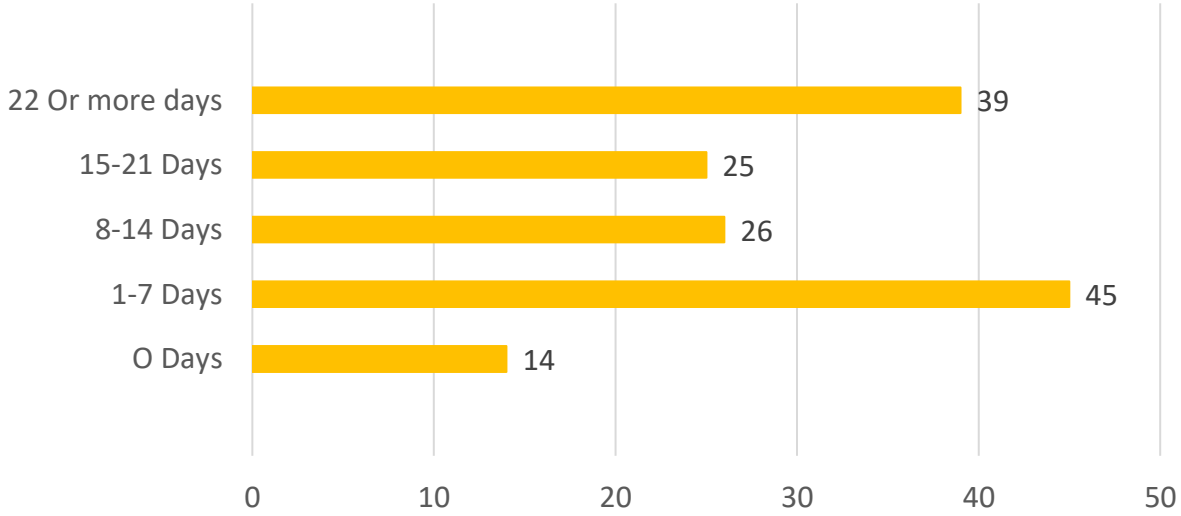
The Castroville Community Active Modes of Transportation Survey *was released electronically to the Castroville community through community partners to families. Monterey County Health Department Staff also conducted in person surveys to listen to community concerns about active transportation opportunities in their community. 176 community members participated in the survey.*

1. Do you walk outside, use a wheelchair, bicycle, skateboard, or a scooter in your community

(Check all that apply)

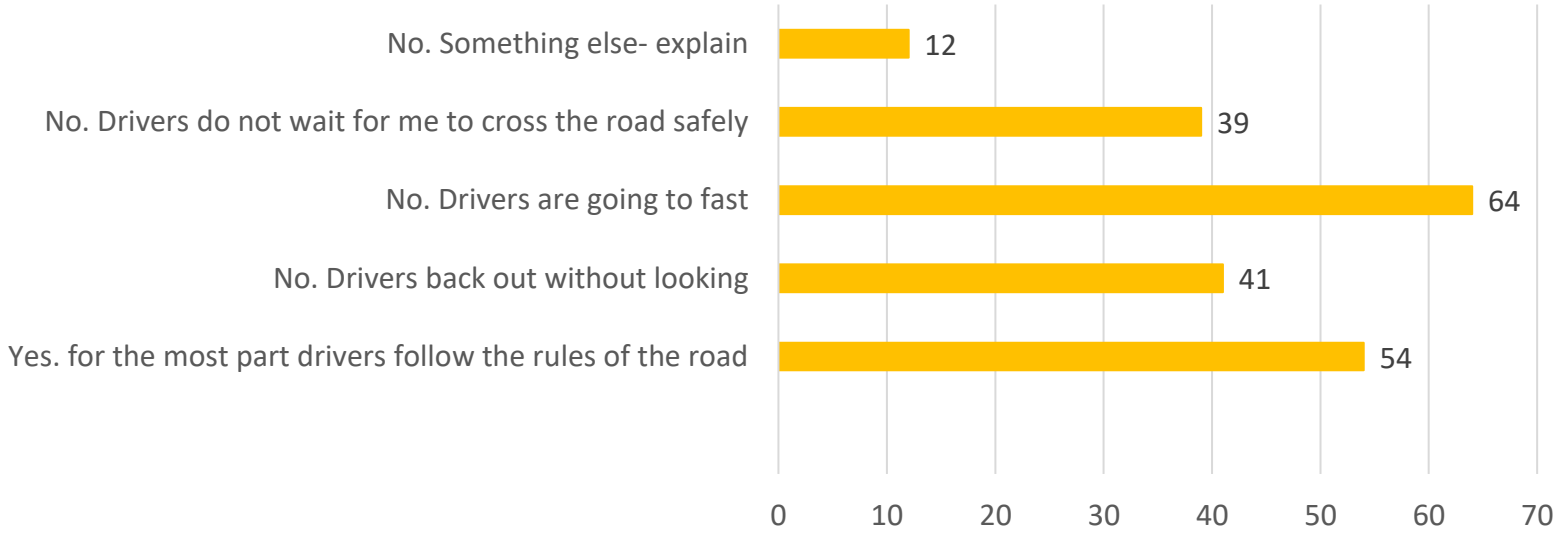


2. Over the last 30 days, how many days did you walk outside, use a wheelchair, bicycle, skateboard, or a scooter in your community?



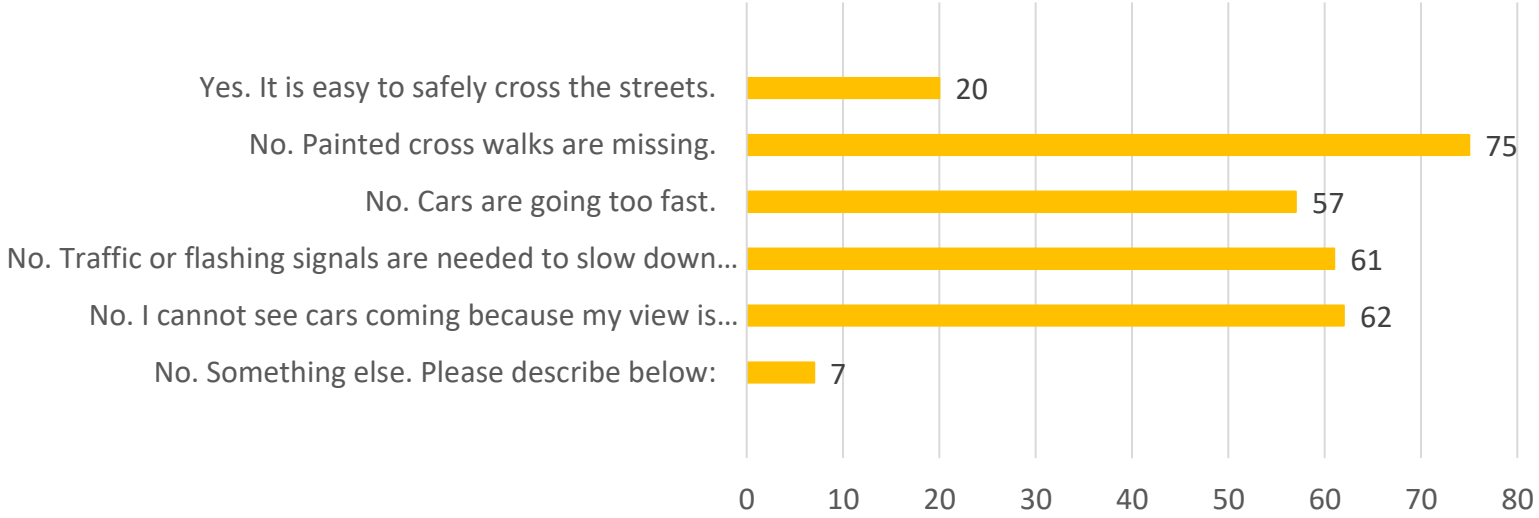
3. Do drivers in this community follow rules of the road?

(Check all that apply)

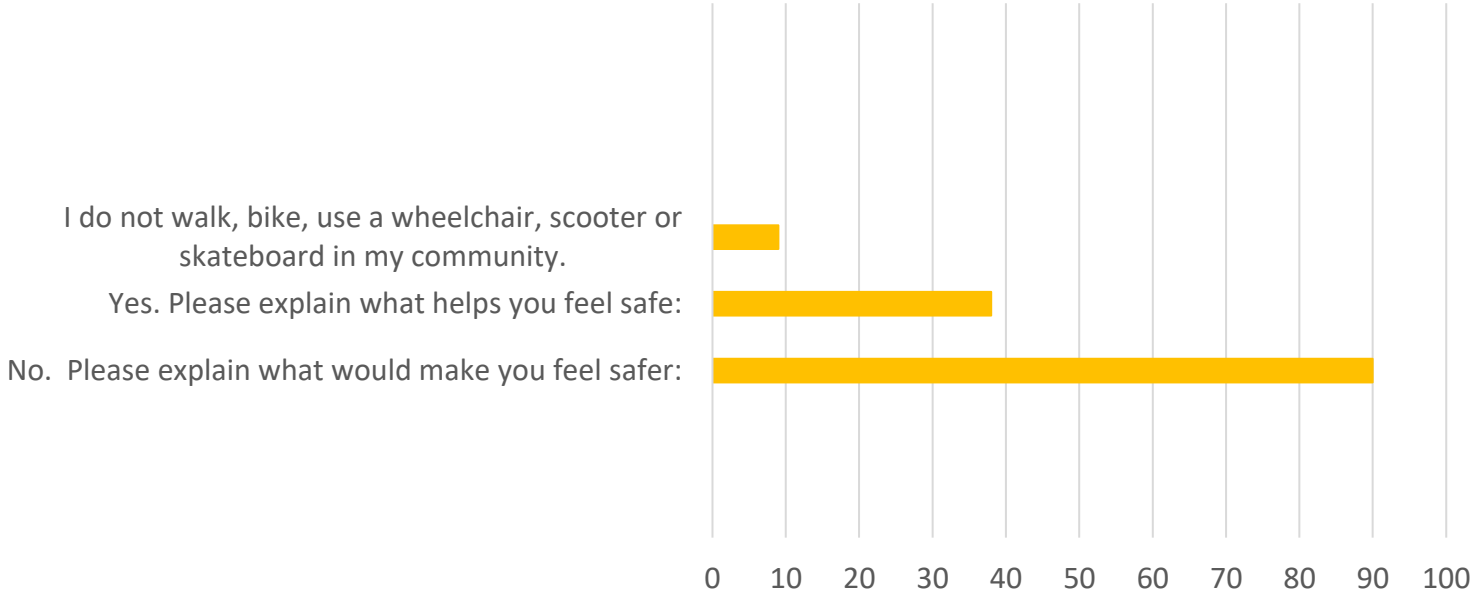


4. Is it easy to safely cross the streets in your community?

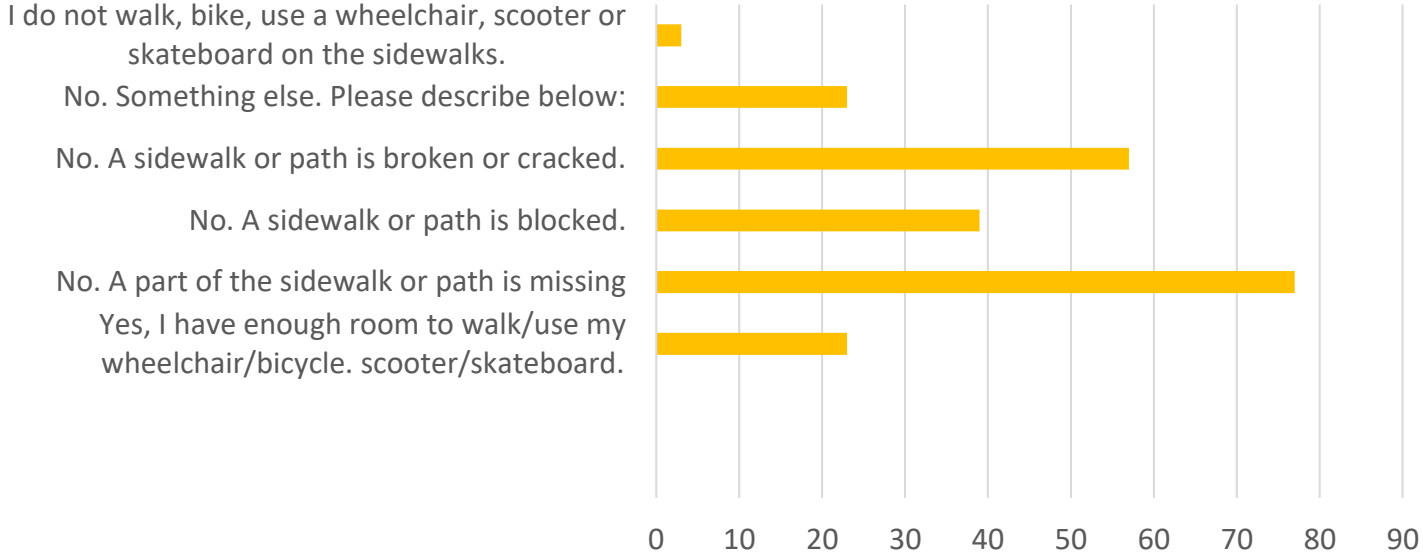
(Check all that apply)



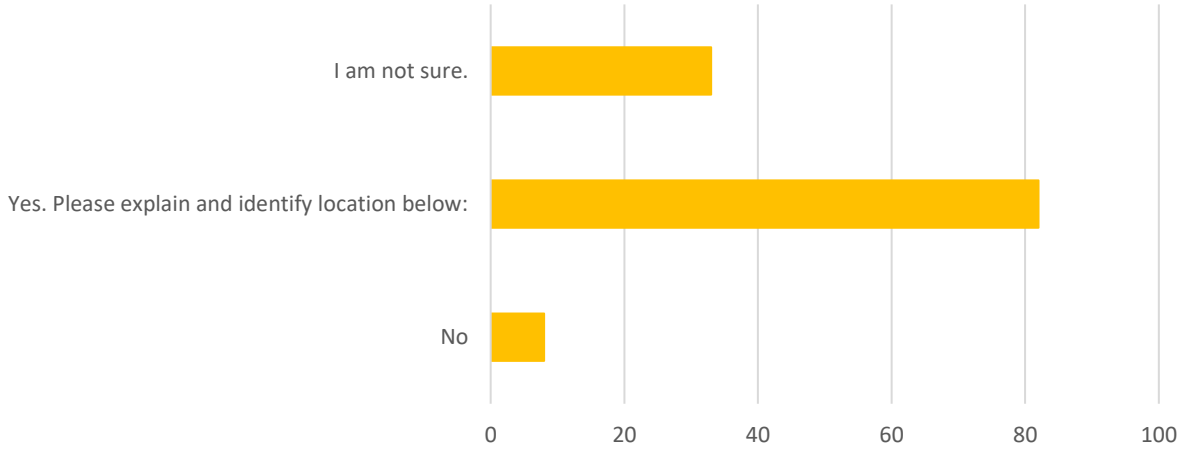
5. Do you feel safe walking, biking, using your wheelchair, scooter, skateboard in your community?



6. Tell us about the sidewalks in this community. Do you have enough room to walk, use your wheelchair, bicycle, scooter, skateboard on the sidewalks?



7. Are there specific areas in town where you would like sidewalks, crosswalks, signs or other bicyclist or pedestrian improvements?



8. Are there any other barriers in this community you would like to tell us about that prevent you from walking, using your wheelchair, bicycling, scooter, skateboard?

Example: unpaved roads, cracked, missing, and/or broken sidewalks, no lighting, missing curb ramps, speeding drivers, trash, or loose dogs. If so, please describe and list the location of problems below:

"Some streets are missing sidewalks in my community"

"Missing sidewalks and no shoulders"

"Speeding drivers"

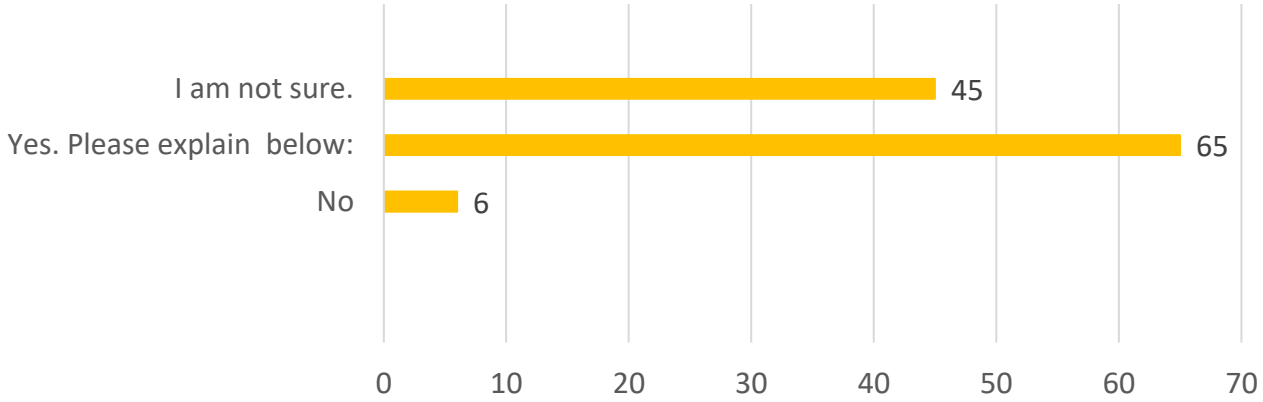
"No sidewalk on my street."

"Si hay crucesque no tienen rampa tienen un pequeño escalón y eso hace que el que anda en silla de ruedas se le dificulte pasar"

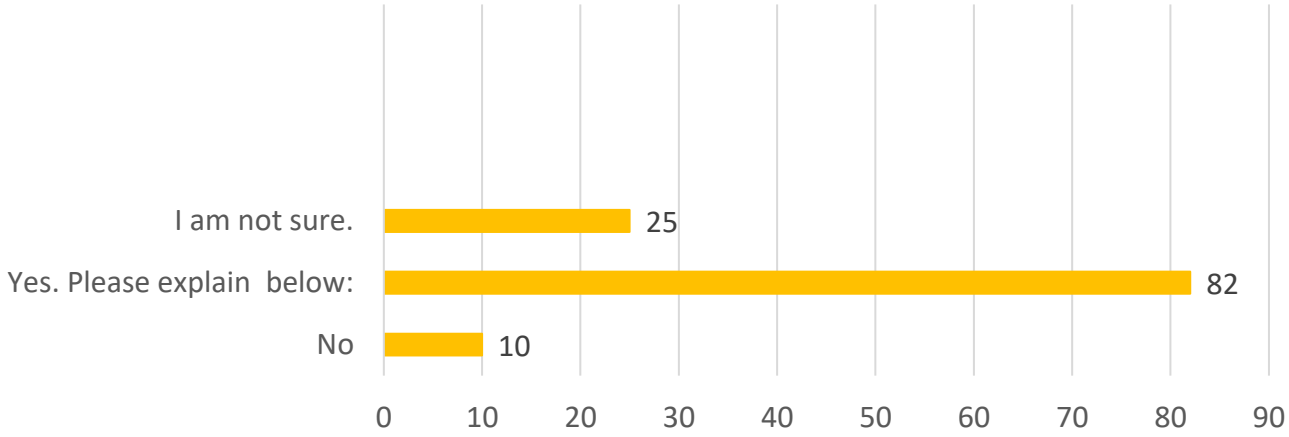
Translation: There are crosswalks that do not have a pedestrian ramp, they have a small step and that makes it hard for people being in a wheelchair difficult to pass

Selected responses from the 2022 survey

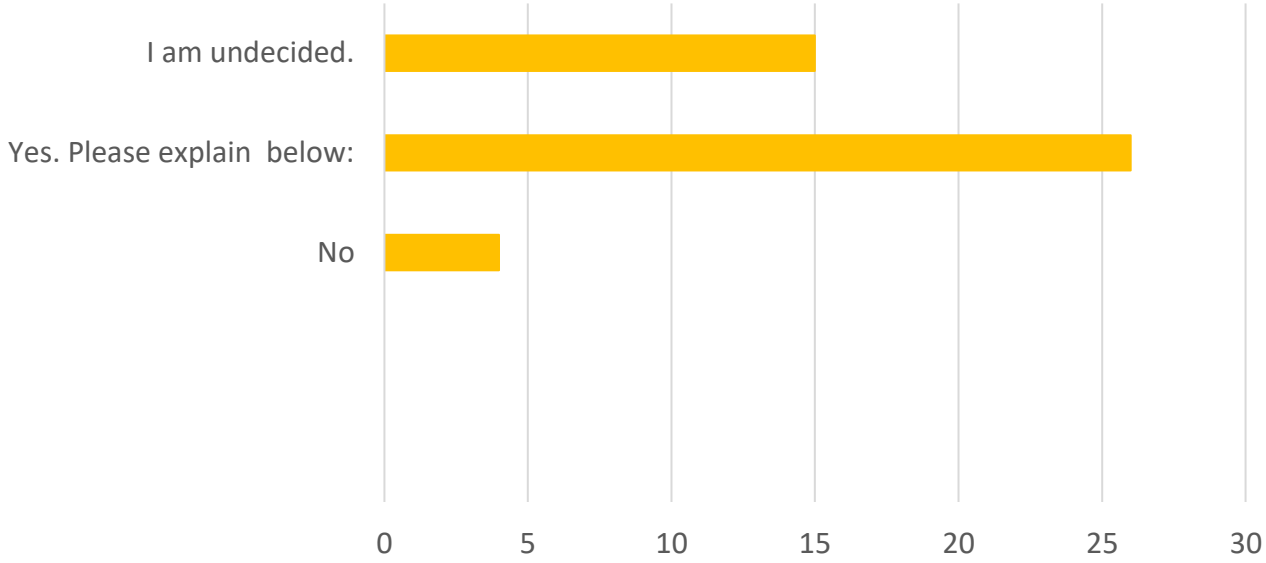
9. Will a project which adds or improves sidewalks on at least one side of the street increase your access to otherwise hard-to-reach areas in your community?



10. Will a project which adds or improves sidewalks on at least one side of the street increase the time you spend walking or using a bicycle, wheelchair, scooter or skateboard in your community?



11. Are there specific areas in town where you would like sidewalks, crosswalks, signs or other bicyclist or pedestrian improvements?



CASTROVILLE
Top 3 Survey Outcome Priorities

- Incomplete Streets
- Lack of Crosswalks in High Traffic Areas
- Educate Motorists

Castroville Community Survey Quotes

- “Corners of sidewalks need to be wheelchair and scooter accessible.”
- “We need safer streets for our children, ourselves, parents and grandparents.”
- “There are many sidewalks, curb and gutters that are missing or cracked, making it difficult to walk and are not child, or senior friendly, nor are there sufficient ADA crossing access to the sidewalks.”
- “Lots of traffic for children to walk to middle school.”
- “Install crosswalks with lights that turn on so its visible for vehicles from a distance.”
- “Motorists blocking sidewalks. Makes us walk around the cars into the streets.”
- “Cars go too fast, it’s not safe to walk outside. Drivers need to follow speed limits.”

Castroville

Community Active Modes of Transportation Survey

The County of Monterey is applying for grant funding from the **Active Transportation Program** to fund sidewalk infrastructure improvements **in Castroville.**
Community input is critical for improving the chances of receiving funding for this project.

Please take a moment to describe active transportation needs in your community in this short survey.

Thank you for your support!

Q1 Do you walk outside, use a wheelchair, bicycle, skateboard, or a scooter in your community?
(Mark all that apply)

- ☐ Yes. I walk
- ☐ Yes. I use a wheelchair
- ☐ Yes. I use a bicycle
- ☐ Yes. I use a skateboard
- ☐ Yes. I use a scooter
- ☐ No. Please provide a reason below:

_____

Q2 Over the last 30 days, how many days did you walk outside, use a wheelchair, bicycle, skateboard, or a scooter in your community?
(Mark all that apply)

- [ ] 0 days
- [ ] 1-7 days
- [ ] 8- 14 days
- [ ] 15- 21 days
- [ ] 22 or more days

Q3 Do drivers in this community follow rules of the road?
(*Mark all that apply*)

- [ ] Yes. For the most part the drivers follow the rules of the road.
- [ ] No. Drivers back out of driveways without looking.
- [ ] No. Drivers are going too fast.
- [ ] No. Drivers do not wait for me to cross the street safely.
- [ ] No. Something else. Please describe below:

_____

Q4 Is it easy to safely cross the streets in your community?
(Mark all that apply)

- ☐ Yes. It is easy to safely cross the streets.
- ☐ No. Painted cross walks are missing.
- ☐ No. Cars are going too fast.
- ☐ No. Traffic or flashing signals are needed to slow down drivers.
- ☐ No. I cannot see cars coming because my view is blocked by parked cars or trees.
- ☐ No. Something else. Please describe below:

_____

Q5 Do you feel safe walking/ biking/using your wheelchair/scooter/skateboard in your community?

- ☐ Yes. Please explain what helps you feel safe:

_____

- ☐ No. Please explain what would make you feel safer:

_____

- ☐ I do not walk, bike, use a wheelchair, scooter or skateboard in my community.

Q6 Tell us about the sidewalks in this community. Do you have enough room to walk/use your wheelchair/bicycle/scooter/skateboard on the sidewalks?
(*Mark all that apply*)

- ☐ Yes, I have enough room to walk/use my wheelchair/bicycle. scooter/skateboard.
- ☐ No. A part of the sidewalk or path is missing.
- ☐ No. A sidewalk or path is blocked.
- ☐ No. A sidewalk or path is broken or cracked.
- ☐ No. Something else. Please describe below:

_____

- ☐ I do not walk, bike, use a wheelchair, scooter or skateboard on the sidewalks.

Q7 Are there specific areas in town where you would like sidewalks/crosswalks/signs or other bicyclist or pedestrian improvements?

- ☐ Yes. Please explain and identify location below:

_____

- ☐ No.
- ☐ I am not sure.

Q8 Are there any other barriers in this community you would like to tell us about that prevent you from walking/using your wheelchair/bicycling/scooter/skateboard? Example: unpaved roads, cracked, missing, and/or broken sidewalks, no lighting, missing curb ramps, speeding drivers, trash, or loose dogs. If so, please describe and list the location of problems below:

_____

_____

_____

Q9 Will a project which adds or improves sidewalks on at least one side of the street increase your access to otherwise hard-to-reach areas in your community?

- ☐ Yes. Please explain below: _____
- ☐ No.
- ☐ I am not sure.

Q10 Will a project which adds or improves sidewalks on at least one side of the street increase the time you spend walking or using a bicycle, wheelchair, scooter or skateboard in your community?

- ☐ Yes. Please explain below: _____
- ☐ No.
- ☐ I am not sure.

Q11 Would you like to have pedestrian and bicycle safety education programs in this community?

- ☐ Yes. Please explain below: _____
- ☐ No.
- ☐ I am undecided.

Thank you for your support!

Castroville

Encuesta de Modos de Transporte Activos de la Comunidad

El Condado de Monterey está solicitando una beca **del Programa de Transporte Activo** para financiar la infraestructura de banquetas **en Castroville.**

El aporte de la comunidad es fundamental para aumentar las posibilidades de recibir fondos para este proyecto.

Tómese un momento para describir las necesidades de transporte activo en su comunidad en esta breve encuesta

¡Gracias por su apoyo!

Q1 ¿Camina afuera, usa una silla de ruedas, bicicleta, patineta o scooter en su comunidad?
(Marque todo lo que corresponda)

- [ ] Sí. Yo camino.
- [ ] Sí. Yo uso silla de ruedas.
- [ ] Sí. Yo uso una bicicleta.
- [ ] Sí. Yo uso una patineta.
- [ ] Sí. Yo uso un scooter.
- [ ] No. Proporcione una razón a continuación: _____

Q2 Durante los últimos 30 días, ¿cuántos días caminó, usó una silla de ruedas, bicicleta, patineta o scooter en su comunidad?
(Marque todo lo que corresponda)

- [ ] 0 días
- [ ] 1-7 días
- [ ] 8- 14 días
- [ ] 15- 21 días
- [ ] 22 o más días

Q3 *¿Los conductores en esta comunidad siguen las reglas de tránsito?*
(Marque todo lo que corresponda)

- [ ] Sí. La mayor parte, los conductores siguen las reglas de tránsito.
- [ ] No. Los conductores salen de las entradas sin mirar.
- [ ] No. Los conductores van demasiado rápido.
- [ ] No. Los conductores no me esperan para cruzar la calle de manera segura.
- [ ] No. Algo más. Por favor describa a continuación:

_____

Q4 ¿Es fácil cruzar las calles de manera segura en su comunidad?
(Marque todo lo que corresponda)

- [ ] Sí. Es fácil cruzar la calle con seguridad.
- [ ] No. Faltan cruces peatonales pintados.
- [ ] No. Los autos van demasiado rápido.
- [ ] No. Se necesitan señales de tráfico o intermitentes para reducir la velocidad de los conductores.
- [ ] No. No puedo ver los autos que vienen porque mi vista está bloqueada por autos estacionados o árboles.
- [ ] No. Algo más. Por favor describa a continuación:
_____

Q5 ¿Se siente seguro caminando/andando en bicicleta/usando su silla de ruedas/scooter/skateboard en su comunidad?

- [ ] Sí. Explique qué le ayuda a sentirse seguro:
_____
- [ ] No. Explique qué lo haría sentir más seguro:
_____
- [ ] No camino, ando en bicicleta, uso silla de ruedas, scooter o patineta en mi comunidad.

Q6 Cuéntenos sobre las banquetas en esta comunidad. ¿Tiene suficiente espacio para caminar/usar su silla de ruedas/bicicleta/scooter/patineta en las banquetas?
(Marque todo lo que corresponda)

- ☐ Si, Tengo suficiente espacio para caminar/usar mi silla de ruedas/bicicleta/scooter/patineta.
- ☐ No. Falta una parte de la banqueta o camino.
- ☐ No. La banqueta o camino está bloqueado.
- ☐ No. La banqueta o camino está está roto o agrietado
- ☐ No. Es algo más. Por favor describa a continuación:

_____

- ☐ No camino, ando en bicicleta, uso silla de ruedas, scooter o patíneta en las banquetas.

Q7 ¿Hay áreas específicas en la ciudad donde le gustaría banquetas/cruces de peatones/señales u otras mejoras para ciclistas o peatones?

- ☐ Si. Por favor identifique y explique la locación:

_____

- ☐ No.
- ☐ No estoy seguro

Q8 ¿Hay otras barreras en esta comunidad que le gustaría contarnos que le impiden caminar/usar su silla de ruedas/bicicleta/scooter/patineta?
Ejemplo: caminos sin pavimentar, aceras agrietadas y/o rotas, falta de iluminación, falta de rampas, conductores que van a exceso de velocidad, basuras o perros sueltos.
Si es así, describa y enumere la ubicación de los problemas a continuación:

_____

_____

_____

Q9 ¿Un proyecto que agrega o mejora las aceras en al menos un lado de la calle aumentará su acceso a áreas de su comunidad que de otro modo serían difíciles de alcanzar?

- [ ] Si. Por favor explique a continuación: _____
- [ ] No.
- [ ] No estoy seguro.

Q10 ¿Un proyecto que agrega o mejora las aceras en al menos un lado de la calle aumentará el tiempo que pasa caminando o usando una bicicleta, silla de ruedas, scooter o patineta en su comunidad?

- [ ] Si.
- [ ] No.
- [ ] No estoy seguro.

Q11 ¿Le gustaría tener programas de educación sobre seguridad para peatones y ciclistas en esta comunidad?

- [ ] Si. Por favor explique a continuación: _____
- [ ] No.
- [ ] Estoy indeciso.

¡Gracias por su apoyo!

Part B: Narrative Questions

Question #5

QUESTION #5
CONTEXT SENSITIVE BIKEWAYS/WALKWAYS and INNOVATIVE PROJECT ELEMENTS (0-5 POINTS)

A. How are the "recognized best" solutions employed in this project appropriate to maximize user comfort and for the local community context?

As you address this question, consider the following:
- The posted speed limits and actual speed;
- The existing and future motorized and non-motorized traffic volume;
- The widths for each facility;
- The amount of physical separation from vehicular traffic;
- The adjacent land use; and
- How the project is advancing a low(er) stress environment on each facility or a low stress network:
    - What is the current stress level? (low, medium, or high?)
    - If the stress level is medium or high, is the project going beyond minimum design standards to maximize comfort for all ages and abilities?
    - What features are included to promote low-stress, comfortable, and safe walking and/or biking conditions?
    - Does the project expand on or create a low-stress network?

(Max of 700 words) **Words Remaining:** 293

The current land use pattern and design elements in Castroville reflect strong agricultural history and are marked by influence of the railroad. Castroville is known as the artichoke capital of the world and is greatly influenced by regional roadways that cross the community. The community is located at the crossroads of three major tourist and commuter highways, 1, 156, and 183. The effect of the regional roadways has resulted in the concentration of the community's commercial uses along Merritt Street (State Highway 183, between Highways 1 and 156).

The project was created to address the concerns of community members facing daily risks of walking or biking along streets of Castroville due to dangers such as sidewalk gaps and high level of vehicular traffic, low visibility of pedestrians and crosswalks. With the input of all the stakeholders involved, Monterey County staff was able to develop a scope of work that will benefit the communities and address the concerns of the unincorporated areas Castroville. Monterey County staff have attended several informal and formal meetings with the residents, partners, and advocate groups to provide the project's design and staff will continue to have informal meetings with the residents to keep them informed on the project's progress, address any concerns and to educate at the completion of infrastructure.

Active transportation studies show that a variety of risk factors influence bike and pedestrian collisions such as number of lanes, width of roads, motor vehicle volume and speeds. It is much more difficult for pedestrians (and even more so for children and the elderly) to cross when they encounter inadequate crossings. There are conflicts created for bicyclists too when motorists and pedestrian conflicts occur due to lack of flow, bicyclists may resort to riding on sidewalks that do not provide adequate separation from pedestrians. Diminished visibility increases the collision risk for both pedestrians and bicyclists. Older pedestrians and bicyclists are also more susceptible to serious and even fatal injuries.

The changes the project proposes go beyond the minimum design standards to maximize potential users of all ages and abilities. ADA ramps are included as a key part of this proposal. This project will impact the environment that is directly influencing the motorists, pedestrians, and bicyclists. With the completed infrastructure more community members, including the elderly and children will be able to safely walk or bike to schools, local businesses, libraries, restaurants and the Bicycle/Pedestrian and Railroad Overcrossing and Pedestrian Bridge along Salinas Street.

B. Innovative Project Elements

Does this project propose any solutions that are new to the region? Were any innovative elements considered, but not selected? Explain why they were not selected. Combined I/NI projects should address both infrastructure and non-infrastructure elements.
(Max of 500 words) **Words Remaining:** 134

Merritt St. (Hwy 183) in Castroville provides regional and local access to automobiles, bikes, and pedestrians across the entire communities. There is not adequate right-of-way to promote a cost effective alternative or a separate path. By closing sidewalks gap closures, we will improve walkability throughout Castroville and promote chronic disease prevention and active transportation options. The sidewalk gap closures will be a vital element of this project. Connected and continuous sidewalks and bicycle facilities will better

accommodate the needs of community members of all ages and mobility abilities. Additionally, another element of the project is the design and construction ADA ramps. The ADA ramps will eliminate some of the barriers that community members with disabilities are currently facing when trying to reach essential destinations. Community members with disabilities will be better able to participate in active transportation options if sidewalks gaps are closed and ADA ramps are accessible. These infrastructure changes will make it is easier for them to reach their desired destinations. Also, the project proposes traffic calming measure on the Merritt St. (Hwy 183)/Wood St intersection with bulb out, which will minimize the pedestrian vehicle conflict zone.

The County selected applicable countermeasures by using the US Department of Transportation, Federal Highway Administration's Pedestrian Safety Guide and Countermeasure Selections System (http://pedbikesafe.org/PEDSAFE/countermeasures.cfm). These improvements are consistent with Monterey County's Castroville Community Plan and the Monterey County Complete Streets Safety Assessment Toolkit that was developed through a grant in collaboration with University of California Berkeley Institute of Transportation Technology.

Two additional innovative elements in the proposed project relate to the non-infrastructure components. They include a community approach to promote civic engagement and sustainability of this work, and safety and physical activity learning opportunities for adults and the elderly. Work will include schools and children, their parents, and the elderly. Activities will take place within the schools and within the community at low-income housing sites to ensure consistency in messaging and learning. Learning opportunities will be provided where families live. What children hear and learn at school during Safe Routes to School programming, will be reinforced if the important adults in the children's lives hear and learn these same messages. which will minimize the pedestrian vehicle conflict zone.

C. NI Evaluation and Sustainability

For projects with non-infrastructure elements, describe how effectiveness of the program will be measured and how the program will be sustained after completion. (Max of 500 words)

Words Remaining: 27

The non-infrastructure elements of this project include Safe Routes to School and community workshop activities for youth, adults, and senior citizens. Through a series of community and school presentations and a Health and Wellness conference, residents will receive the opportunity to adopt positive behaviors that will increase the safety of pedestrians and bicyclists. This will align with Safe Routes to Schools activities and contribute to the sustainability of efforts after project completion through community champions. Seniors are essential members of the community. Thus, the MCHD will conduct two pedestrian presentations for seniors in Castroville. These presentations aim to increase physical activity and safety of seniors as they include pedestrian safety, fall prevention when using wheelchairs and walkers (including preventative maintenance of this equipment), and nutrition.

Additionally, MCHD staff will implementing their enLACE academy, which will provide community members tools for civic engagement and leadership development while encouraging participants to get involved in local decision-making processes to make positive and healthy changes in their communities. MCHD staff will build relationships with residents through the enLACE academy to establish a core group of stakeholders to support future NI activities in Castroville. Additionally, MCHD staff will continue to work with enLACE alumni to develop a training workshop focused on civic engagement and active transportation, which will be presented at a local Health and Wellness Conference hosted by MCHD. Lastly, MCHD will provide a collaboration educational campaign with local stakeholders to engage and educate local truck drivers on how to keep pedestrians, bicyclists, and motorists safe. Castroville is an agricultural-rich area of Monterey County, and as a result, large agricultural semi-trucks regularly pass through this small community. MCHD staff will co-develop a "Safe Roads" marketing campaign with local stakeholders to address traffic safety concerns by residents. Stakeholders will support message development, content, and inform placement of marketing materials.

To identify changes that will need to be improved during implementation of programming, and to ensure the program activities are meeting our goals of educating and increasing safe walking and biking, surveys will be provided to program participants. Surveys will be provided before an activity begins and at completion of the activity. Surveys will measure perceptions and barriers to walking and biking. Travel tally forms will also be completed to identify current walking and biking rates, attitudes and perceptions toward walking and biking. Community reach will be measured as possible by counting flyers, tracking social media reach, and activity participation. Data will be collected and managed by MCHD.

Community members and volunteers will make up part of the planning committee to help organize activities and community members will be involved with the project throughout its duration to build, sustainable changes that will continue to exist long after the life of the grant. These investments will help elevate the quality of life for Castroville residents and contribute towards program sustainability.

Part B: Narrative Questions

Question #6

QUESTION #6
LEVERAGING FUNDS (0-5 POINTS)

Projects submitted by Tribal Governments and/or that are on Tribal Lands will get the full Leveraging points for both Medium and Large Infrastructure Applications.

☐ This project is being submitted by a Tribal Government and/or is on Tribal Lands

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 (Part 6: Project Funding), the following Leveraging amounts are designated for this project. These amounts should match the amounts shown in Part A6: Project Funding.

Non-ATP funding can only be considered "Leveraging" funding if it goes towards ATP eligible costs. If the project includes ineligible costs, the application must confirm the leveraging funding shown below does not include the non-ATP funds for ineligible items.

PA&ED Phase Project Delivery Costs:
Leveraging Funding: $0 Designate the Funding Type: _____

PS&E Phase Project Delivery Costs:
Leveraging Funding: $0 Designate the Funding Type: _____

Right of Way Phase Project Delivery Costs:
Leveraging Funding: $0 Designate the Funding Type: _____

Construction Phase Project Delivery Costs:
Leveraging Funding: $0 Designate the Funding Type: _____

Projects with NON-INFRASTRUCTURE (NI) elements:
Leveraging Funding: $0 Designate the Funding Type: _____

OVERALL TOTALS FOR PROJECT/APPLICATION:

Total Project Costs:	$6,463
Leveraging Funding:	$0
% of Total Project	0.00 %

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

1 Point	At least 1% to 5% of total project cost
2 Points	More than 5% to less than 10% of total project cost
3 Points	At least 10% to 15% of total project cost
4 Points	More than 15% to 20% of the project cost
5 Points	More than 20% of the total project cost

Applicants must attach a signed letter of commitment indicating the amounts and sources of leveraged funds. Applicants may also include other documentation to substantiate leveraging, including meeting minutes from a governing body, a budget sheet, a board or council resolution, etc.

Leverage Justification Attachment
Based on the project funding information provided earlier in the application (Part 6: Project Funding), the following Leveraging amounts are designated for this project. These amounts should match the amounts shown in Part A6: Project Funding.

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

Question #7

QUESTION #7
SCOPE AND PLAN CONSISTENCY (0 - 5 points)

A. The evaluators will consider the following: (5 points max)

- Consistency between the Layouts/maps, Engineer's estimate and Proposed scope
- Compliance with the Engineer’s Checklist and cost effectiveness
- Complete project schedule

B. For combination I/NI projects, the 25-R will be evaluated for:

- How well it reflects the applicant's responses throughout this application
- How well the overall scope meets the Purpose and Goals for the ATP, as defined by the CTC Guidelines
- Compliance with the ATP Non-Infrastructure Program Guidance

Part B: Narrative Questions

Question #8

QUESTION #8
USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR CERTIFIED LOCAL COMMUNITY CONSERVATION CORPS (CALCC) (-5 to 0 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)
- ☐ Applicant is not requesting Construction funds (0 points)

Step 1: The applicant must submit the ATP Corps Consultation Form to both the CCC and CALCC at least ten (10) business days prior to the application submittal to Caltrans. The CCC and CALCC will respond within ten (10) business days from receipt of the information. Links to the ATP Corps Consultation Form, instructions and contact information for submission or questions can be found at:

California Conservation Corps ATP webpage

Or

Certified Local Conservation Corps ATP webpage

The applicant must also attach any email correspondence from the CCC and CALCC 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:

RE_ ATP Consultation Form_ Castroville Community and School Connections Through Active Transportation Project.pdf

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

Re_ ATP Consultation Form_ Castroville Community and School Connections Through Active Transportation Project 2.pd

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 CALCC, or the Tribal Corps and determined the following: (check appropriate box)

- ☐ Applicant intends to utilize the CCC, CALCC, or the Tribal Corps on the following items listed below. (0 points) (Max of 100 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 CALCC ☐ the Tribal Corps (if applicable)

From:	ATP@CCC
To:	Bettencourt, Janie x5184
Cc:	inquiry@atpcommunitycorps.org
Subject:	RE: ATP Consultation Form: Castroville Community and School Connections Through Active Transportation Project
Date:	Tuesday, May 17, 2022 4:25:08 PM
Attachments:	image001.png

[CAUTION: This email originated from outside of the County. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

Hi Janie,

Thank you for reaching out to the California Conservation Corps. Janet Wohlgemuth, the project manager from our CCC Monterey Bay Center has indicated that it's not feasible for the CCC to assist with this project. Please include this email with your application.

Best Regards,

ANTHONY PHAM
Local Corps Grant Coordinator, Bonds & Grants Unit
Emergency and Environmental Programs
Pronouns: He/Him/His

1719 24th Street
Sacramento, CA 95816

P: (916) 341-3231

Anthony.Pham@ccc.ca.gov
ccc.ca.gov

Hard Work, Low Pay,
Miserable Conditions and More

From: Bettencourt, Janie x5184 <BettencourtJ@co.monterey.ca.us>
Sent: Tuesday, May 17, 2022 9:34 AM
To: ATP@CCC <ATP@CCC.CA.GOV>; inquiry@atpcommunitycorps.org
Subject: ATP Consultation Form: Castroville Community and School Connections Through Active Transportation Project

Good afternoon,
Please find the attached ATP Consultation Form for the above referenced project in Castroville, California.
Please let me know if you have any questions or need additional information.
Thank you,

Janie Bettencourt
Management Analyst II

Monterey County Department of Public Works, Facilities, & Parks
1441 Schilling Place, South 2nd Floor
Salinas, CA 93901-4527

Main: (831) 755-4800
Direct: (831) 755-5184
Email: bettencourtj@co.monterey.ca.us

From:	Active Transportation Program
To:	Bettencourt, Janie x5184
Cc:	ATP@CCC
Subject:	Re: ATP Consultation Form: Castroville Community and School Connections Through Active Transportation Project
Date:	Wednesday, May 25, 2022 7:45:00 PM

[CAUTION: This email originated from outside of the County. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

Hello Janie,

Thank you for reaching out to the Local Conservation Corps, LCC. Edgar Echevarria of the San Jose Conservation Corps has indicated that it's not feasible for the LCC to assist with this project. Please include this email with your application as proof that you reached out to the Local Conservation Corps.

Thank you,

On Tue, May 17, 2022 at 9:34 AM Bettencourt, Janie x5184 <BettencourtJ@co.monterey.ca.us> wrote:

> Good afternoon,
>
> Please find the attached ATP Consultation Form for the above referenced project in Castroville, California. Please let me know if you have any questions or need additional information.
>
> Thank you,
>
> Janie Bettencourt
>
> Management Analyst II
>
> Monterey County Department of Public Works, Facilities, & Parks
>
> 1441 Schilling Place, South 2nd Floor
>
> Salinas, CA 93901-4527
>
> Main: (831) 755-4800
>
> Direct: (831) 755-5184
>
> Email: bettencourtj@co.monterey.ca.us

--

Erika Romero | Program Associate
Environmental & Energy Consulting
1121 L Street, Suite 309
Sacramento, CA 95814
916-426-9170 ext. 701
916-720-0331 Direct Fax
inquiry@atpcommunitycorps.org

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Part B: Narrative Questions

Question #9

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

For CTC 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**

Attachment-A-Signature-Page.pdf

Engineer's Checklist (Required for Infrastructure & Combo Projects) **Attachment B**

Attachment-B-Engr-Checklist_CASTROVILLE.pdf

Project Location Map (Required for all applications) **Attachment C**

1 Attachment C Castroville Location Map.pdf

Project Layout/Plans showing existing and proposed conditions **Attachment D**
(Required for all Infrastructure Projects)

12- Project Layout Plans- Attachment D.pdf

Photos of Existing Conditions (Required for all applications) **Attachment E**

13- Photos of Existing Conditions CASTROVILLE- Attachment E.pdf

Project Estimate (Required for all Infrastructure Projects) **Attachment F**

14 Attachment-F-Project-Estimate CASTROVILLE.pdf

Non-Infrastructure Work Plan (Exhibit 25-R) **Attachment G**
(Required for all projects with Non-Infrastructure Elements)

15 Attachment-G-Exhibit-25-R-NI-Work-Plan Castroville.xlsx

Plan Scope of Work (Exhibit 25-Plan) **Attachment H**
(Required for all Plan Projects)

Letters of Support (10 maximum) and Support Documentation **Attachment I**
(Required or recommended for all projects as designated in the instructions) (All letters must be scanned into one document.)

16- LOS and Support Docs Attachment I.pdf

Exhibit 25-F State Funding **Attachment J**

Additional Attachments **Attachment K**
(Additional attachments may be included. They should be organized in a way that allows application reviewers easy identification and review of the information.) (All additional attachments must be scanned into one document.)

Board Report ATP Applications.pdf

DocuSign Envelope ID: 09CBCD14-DD14-4C29-A71F-3FCD6018090B

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: DocuSigned by: Randy Ishii C09779208FE94F3... 6/15/2022 | 11:35 AM PDT

Name: Randy Ishii, MS, PE, TE, PTOE Phone: (831) 755- 4800

Title: Director of Department of Public Works, Facilities, and Parks e-mail: ishiir@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, 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.

Signature: DocuSigned by: C7A30BA59CA8423... 6/15/2022 | 11:35 AM PDT

Name: Elsa Jimenez, MPH Phone: (831) 755-4526

Title: Director of Health e-mail: jimenezem@co.monterey.ca.us

DocuSign Envelope ID: B199C0B1-DCA5-4A02-8E9A-5B87C6E4D136

ATP Engineer's Checklist

Required for all Infrastructure Projects

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.

❖ For more assistance, please refer to the Caltrans ATP PSR equivalent presentation and slides

1. Project Location Map (Attachment C) **Engineer's Initials:** DS ca
   a. The project limits must be clearly depicted in relation to the overall agency boundary
      i. Include the scale of the drawing and a north arrow.

2. Project Layout/Plans showing existing and proposed conditions (Attachment D) **Engineer's Initials:** DS ca
   a. Show project elements at 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 layout/plans.
   b. Show the full scope of the proposed project.
   c. Show all changes to existing motorized/non-motorized lane and shoulder widths. Label the proposed widths.
   d. Show agency's right-of-way (R/W) lines when permanent or temporary R/W impacts will occur. (As appropriate, also show Caltrans', Railroad, and all other government agencies R/W lines.)

   Anticipated Number of R/W Takes Cost Time needed to Acquire
   None _____ $_____ Months

   Anticipated Number of Easements Cost Time needed to Obtain
   None _____ $_____ Months

3. Cross-section(s) showing existing and proposed conditions (Attachment D) **Engineer's Initials:** DS ca

   (Must include a cross-section for each segment where the width of improvements or Right-of-way vary significantly if a typical cross section is provided)

   a. Show and dimension: changes in lane widths, R/W lines, side slopes, etc.
   b. Show both the width and the depth/thickness for any new pavement.

   Note – Separate cross sections for existing and proposed conditions may be needed to clearly show

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the before and after pavement widths/thicknesses.

4. Project Estimate (Attachment F) **Engineer's Initials:** DS ca

   a. The Project Estimate (Attachment F) must be used for all applications that are requesting ATP Infrastructure funds. Attachment F shall be completed 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.
      i. Only items in the "Allowable Lump Sum Items" tab may use Lump Sum as a unit.
   c. All non-participating costs in relation to the ATP funding are clearly identified and accounted for separately from the eligible costs.
   d. Clearly identify and account for all project elements in which the applicant intends to utilize services provided by the CCC, certified community conservation corps, or tribal corps.
   e. ALL project development costs (including non-ATP funds) need to be accounted for in the total project cost.

5. Crash/Safety Data, Collision maps and Countermeasures (Part B, Question 3) **Engineer's Initials:** DS ca

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

6. Project Schedule, Funding, and Programming Request (Part A6) **Engineer's** Initials: DS ca

   a. All applicants with projects over $1M 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 Project Programming Request (PPR) must be consistent with Implementing Agency's expected project milestone dates and available matching funds.

Anticipated Environmental Studies	Cost	Time needed for the study
1. CEQA	$ 37,500	approximately 10 Months
2.	$	Months
3.	$	Months

7. Warrant Studies/Guidance (Attachment K) **Engineer's Initials:** DS ca

   ☒ (Check if not applicable)

   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

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attached to the application in the "Additional Attachments" section (Attachment K).

8. Additional Narration and Documentation (Attachment K) **Engineer's Initials:** DS ca

   a. The text in the "Narrative Questions" in the application must be consistent with and supports the engineering logic and calculations used in the development of the maps, layout/plans, cross sections, schedule and estimate. If non-standard ATP elements are included in the project (i.e. vehicular roadway widening necessary for the construction of the primary ATP elements), attach appropriate documentation demonstrating the engineering decisions and calculations that justify the inclusion of the non-standard elements.

This 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.

Licensed Engineer Information:

Name *(Last, First)*:
Alinio, Chad

Title:
Senior Civil Engineer

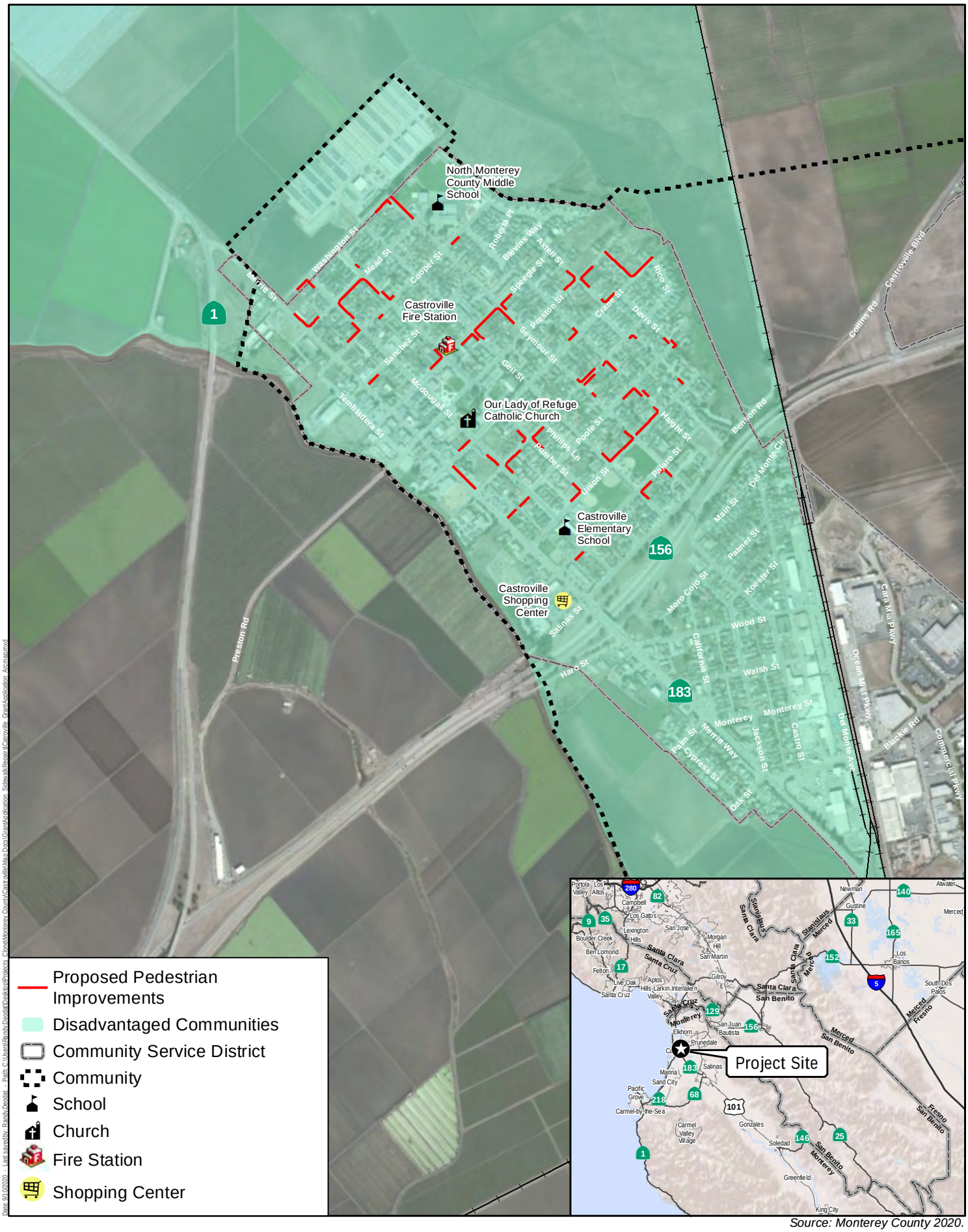
Engineer License Number:
62175

Signature and Date:
DocuSigned by: Chad Alinio 8191142C22444AF... 6/15/2022 | 10:45 AM PDT

Email Address:
aliniocs@co.monterey.ca.us

Phone:
(831) 755-4937

Place the **Engineer's Stamp below:**



Source: Monterey County 2020.

Location Map

Castroville Proposed Pedestrian Improvement Project

KEY NOTES:

1. CONSTRUCT CURB & GUTTER PER DETAIL 1 ON SHEET 2.
2. CONSTRUCT SIDEWALK PER DETAIL 2 ON SHEET 2.
3. CONSTRUCT ADA RAMP [redacted].

* SIDEWALK AND ADA RAMP CONSTRUCTION MAY REQUIRE RETAINING WALL INSTALLATION IN AREAS NOTED.

TYP. STREET SECTIONS
REFER TO SHEETS 3-5

NEW ADA CURB RAMPS
SEE TYUP. DETAILS
NEXT PAGE

PROPOSED CLASS III BIKE LANE

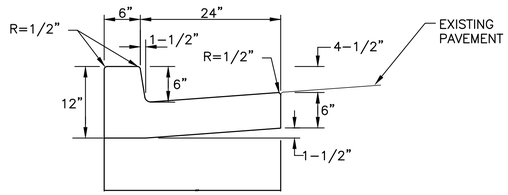
GRAPHIC SCALE:
200 0 200 400
H: 1" = 200'

REVISIONS

NO.	DATE	INITIAL	DESCRIPTION
1			
2			
3			
4			
5			

MONTEREY COUNTY
168 W. ALISAL ST. SALINAS, CA 93901
PROJECT TITLE
CASTROVILLE ATP GRANT APPLICATION
SHEET DESCRIPTION
EXHIBIT 3

DESIGNED BY:	
DATE:	
SCALE:	
PROJECT NO.	150-1003.013
DRAWING NO.	D-01
SHEET	1 OF 2

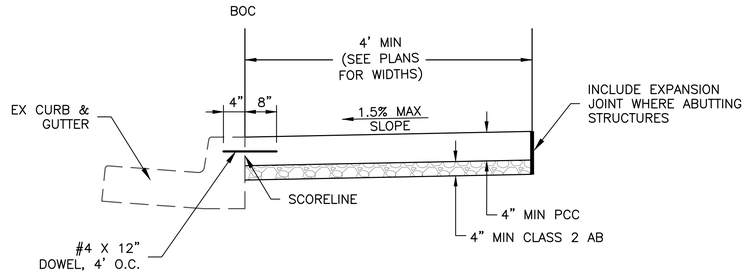


NOTE:

1. PROVIDE 6" DEPTH, CLASS 2 AGGREGATE BASE, 1 ½" AT 95% OF RELATIVE COMPACTION AT OPTIMUM MOSITURE.

1 CURB & GUTTER

NOT TO SCALE

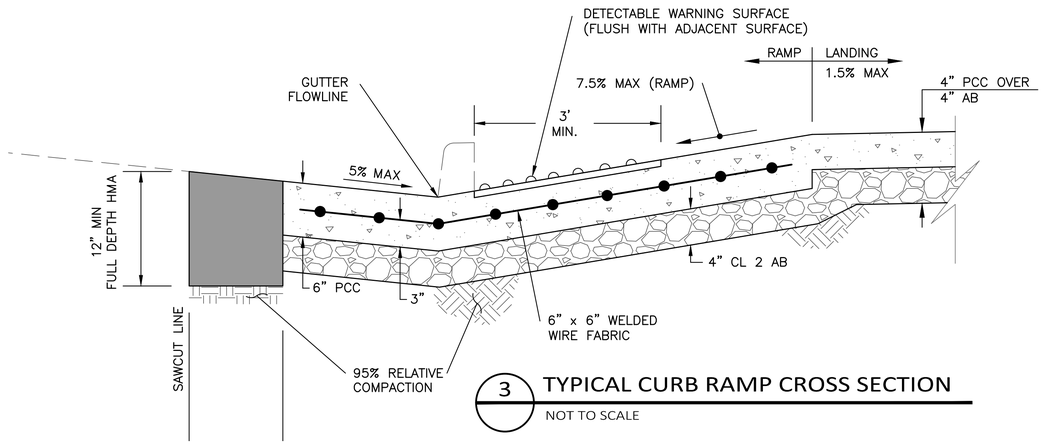


NOTE:

1. PROVIDE 4" COMPACTED SUBGRADE AT 90% OF RELATIVE COMPACTION AT OPTIMUM MOISTURE.

2 SIDEWALK

NOT TO SCALE

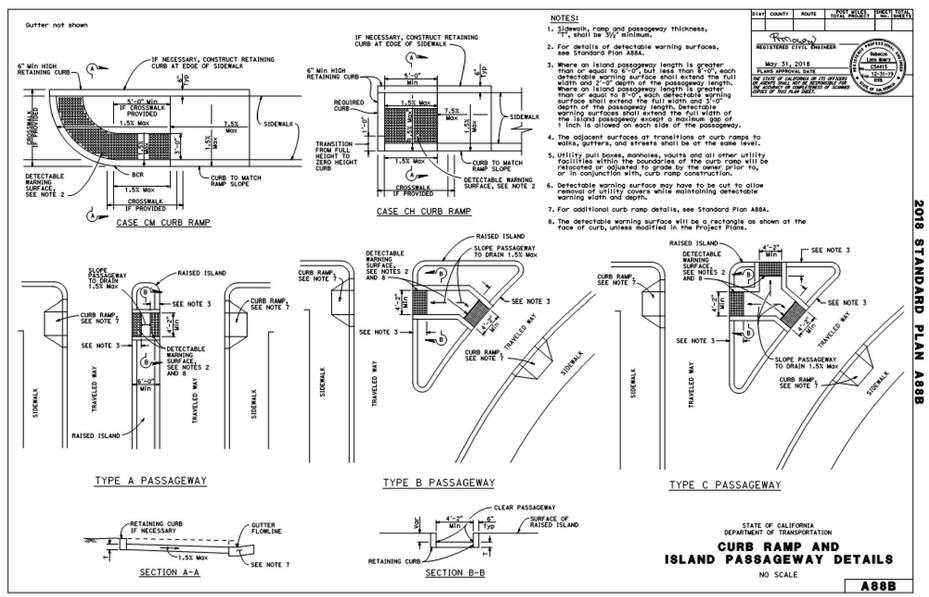


3 TYPICAL CURB RAMP CROSS SECTION

NOT TO SCALE

4 CURB RAMP DETAILS

NOT TO SCALE



5 CURB RAMP DETAILS

NOT TO SCALE

NOTES:

1. IT MAY BE NECESSARY TO ADJUST SOME CURB RAMPS IN THE FIELD AS DIRECTED BY THE ENGINEER. NECESSARY PARAMETERS ARE PROVIDED TO LAYOUT THE CURB RAMPS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT THE CURB RAMPS ARE CONSTRUCTED IN ACCORDANCE WITH ADA REQUIREMENTS. THE CURB RAMPS SHOWN HEREIN ARE DESIGNED BASED ON SLOPES AND DISTANCES OBTAINED IN THE FIELD. NO TOPOGRAPHIC SURVEY IS AVAILABLE.
2. TRANSITIONS FROM RAMPS TO WALKS, GUTTERS OR STREETS SHALL BE FLUSH AND FREE OF ABRUPT CHANGES.
3. THE EDGE OF THE DETECTABLE WARNING SURFACE NEAREST THE STREET SHALL BE BETWEEN 6" AND 8" FROM THE GUTTER FLOW LINE.
4. CURB RAMP THICKNESS SHALL BE 6" PCC OVER 4" AB, 95% COMPACTED, OVER 90% COMPACTED NATIVE SOIL (TOP 6").
5. CURB AND GUTTER THICKNESS SHALL BE 6" PCC OVER 4" AB, 95% COMPACTED, OVER 90% COMPACTED NATIVE SOIL (TOP 6"). GUTTER SHALL MATCH CROSS SECTION OF EXISTING ADJACENT GUTTER, BUT SHALL NOT EXCEED 5% DIRECTLY IN FRONT OF THE RAMP.
6. ALL LANDINGS SHALL BE AT LEAST 4'2"X4'2" IN SIZE WITH SLOPE NO GREATER THAN 1.5% IN ANY DIRECTION.
7. ALL RAMPS AND PATHS OF TRAVEL SHALL BE AT LEAST 4'2" WIDE WITH A CROSS SLOPE NO GREATER THAN 1:50 (2%).
8. CURB RAMPS SHALL HAVE A DETECTABLE WARNING SURFACE THAT EXTENDS THE FULL WIDTH AND 3' DEPTH OF THE RAMP. DETECTABLE WARNING SURFACES SHALL CONFORM TO CALTRANS STANDARD PLAN RSP A88A.
9. MAXIMUM SLOPES OF ADJOINING GUTTERS SHALL NOT EXCEED 2 PERCENT DIRECTLY IN FRONT OF THE RAMP UNLESS OTHERWISE NOTED.
10. FOR OTHER DETAILS AND NOTES NOT SHOWN HERE, SEE CALTRANS STANDARD PLANS RSP A88A AND A88B, LATEST EDITION.
11. AT SOME CURB RAMP LOCATIONS, STREET SIGNS ARE IN CONFLICT WITH THE PROPOSED CURB RAMP AND SHALL BE RELOCATED/RESET AS SHOWN ON THE PLANS.
12. AT SOME CURB RAMP LOCATIONS, MAINTENANCE ACCESS STRUCTURES SUCH AS TRAFFIC SIGNAL BOXES, VALVES, ETC. MAY EXIST. CONTRACTOR TO COORDINATE WITH UTILITY OWNERS TO HAVE THEIR FACILITIES ADJUSTED TO GRADE. THE CONTRACTOR IS RESPONSIBLE TO NOTIFY ALL UTILITY OWNERS TWO (2) WORKING DAYS PRIOR TO ANY EXCAVATION SO THAT LINES CAN BE MARKED.
13. IF SAWCUT LINE IS LESS THAN 2' FROM THE NEAREST SCORE LINE, THE SIDEWALK REMOVAL SHALL BE EXTENDED TO THE SCORE LINE.
14. RETAINING CURB ALONG PROPERTY LINE SHALL BE CONSTRUCTED WITHIN EXISTING SIDEWALK UNLESS SHOWN OTHERWISE TO OBTAIN MINIMUM 4' WIDTH.
15. THE CURB RAMPS SHOWN ON THE PLANS HAVE BEEN DESIGNED USING THE MINIMUM REQUIRED ADA PARAMETERS AS SHOWN ON THE TYPICAL DETAILS. THEREFORE, SLOPES AND DIMENSIONS ARE NOT SHOWN ON THE PLANS FOR EACH INDIVIDUAL CURB RAMP, UNLESS NEEDED FOR CLARIFICATION PURPOSES.
16. GRADE BREAK AT BOTTOM OF RAMP SHALL NOT EXCEED 11%.

COUNTY OF MONTEREY · CALIFORNIA · 1850

REVISIONS			
NO.	DATE	INITIAL	DESCRIPTION
1			
2			
3			
4			
5			
6			

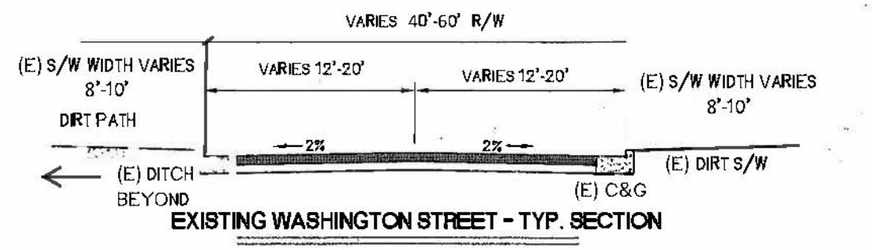
MONTEREY COUNTY
168 W. ALISAL ST. SALINAS, CA 93901

PROJECT TITLE
CASTROVILLE ATP GRANT APPLICATION

SHEET DESCRIPTION
DESIGN DETAIL SHEET

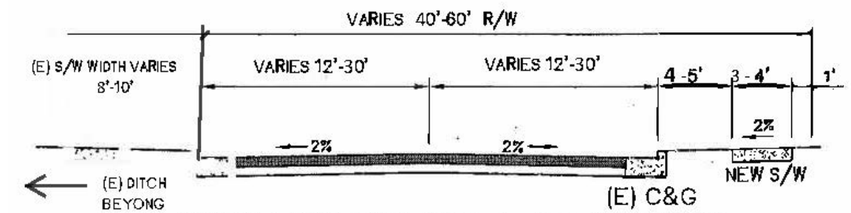
DESIGNED BY:	
DATE:	
SCALE:	
PROJECT NO.	150-1003.013
DRAWING NO.	D-02
SHEET	2 OF 2

WASHINGTON ST- EXISTING CONDITION



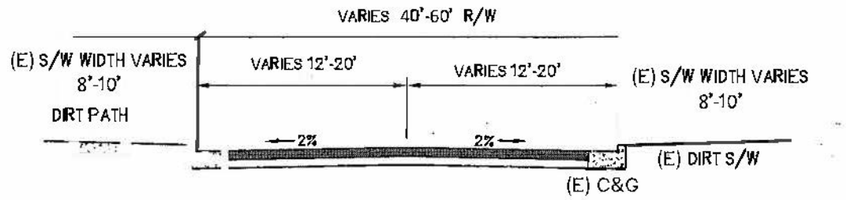
EXISTING WASHINGTON STREET - TYP. SECTION

WASHINGTON ST - PROPOSED



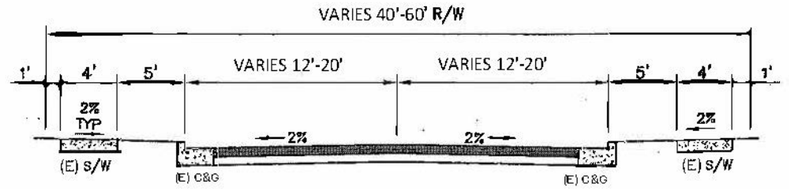
PROPOSED WASHINGTON STREET - TYP. SECTION

SEYMOUR ST- EXISTING CONDITION



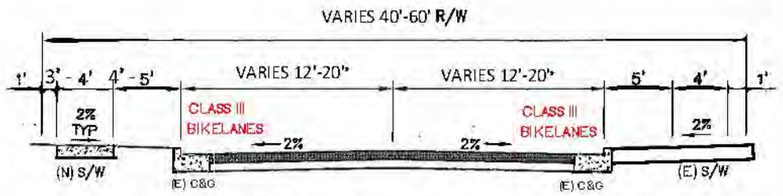
EXISTING SEYMOUR STREET - TYP. SECTION

SEYMOUR ST- EXISTING CONDITION*



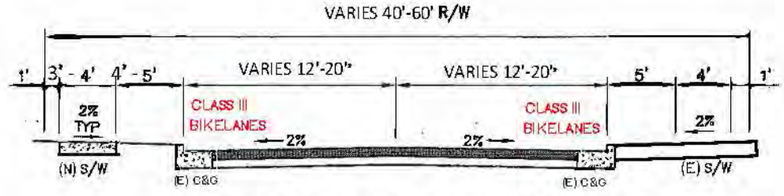
EXISTING SEYMOUR STREET - TYP. SECTION

SEYMOUR ST- PROPOSED



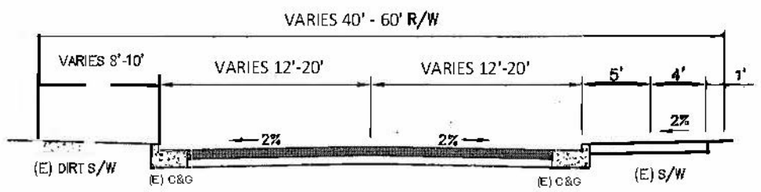
PROPOSED SEYMOUR STREET - TYP. SECTION

SEYMOUR ST- PROPOSED*



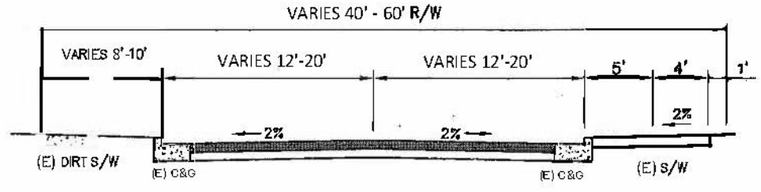
PROPOSED SEYMOUR STREET - TYP. SECTION

MEAD ST- EXISTING CONDITION



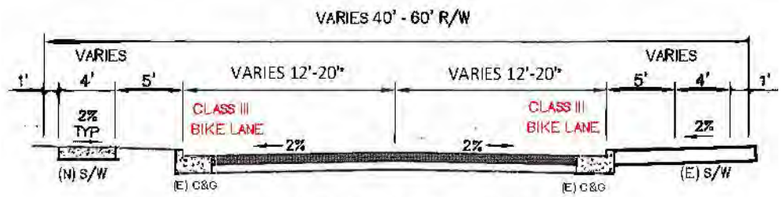
EXISTING MEAK STREET - TYP. SECTION

COOPER ST- EXISTING CONDITION



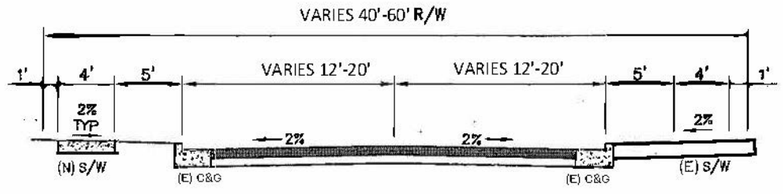
EXISTING COOPER STREET - TYP. SECTION

MEAD- PROPOSED



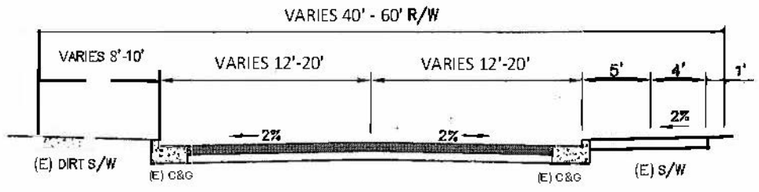
PROPOSED MEAK STREET - TYP. SECTION

COOPER ST- PROPOSED



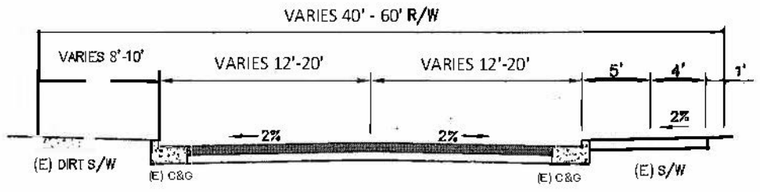
PROPOSED COOPER STREET - TYP. SECTION

SANCHEZ ST- EXISTING CONDITION



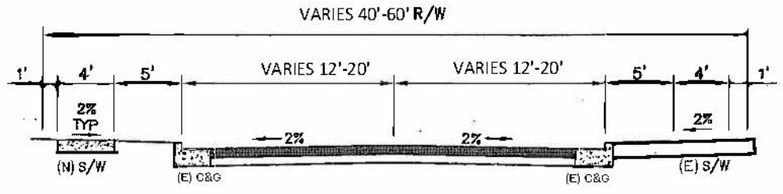
EXISTING SANCHEZ STREET - TYP. SECTION

SPEEGLE ST- EXISTING CONDITION



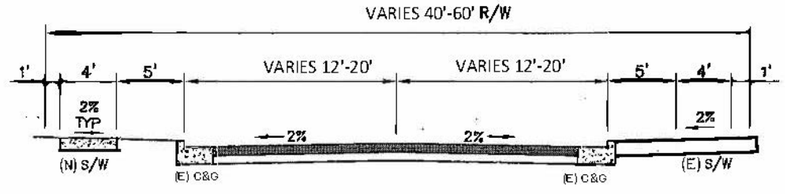
EXISTING SPEEGLE STREET - TYP. SECTION

SANCHEZ ST- PROPOSED



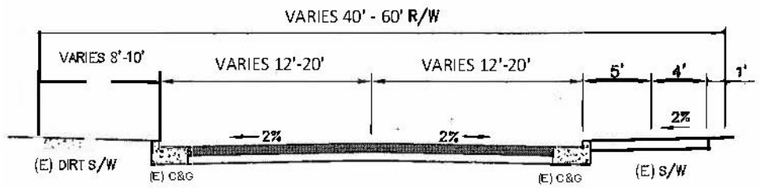
PROPOSED SANCHEZ STREET - TYP. SECTION

SPEEGLE ST- PROPOSED



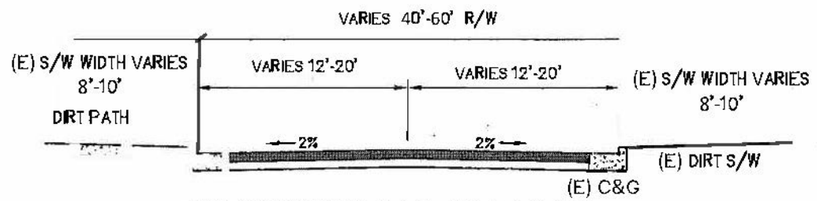
PROPOSED SPEEGLE STREET - TYP. SECTION

PRESTON ST- EXISTING CONDITION



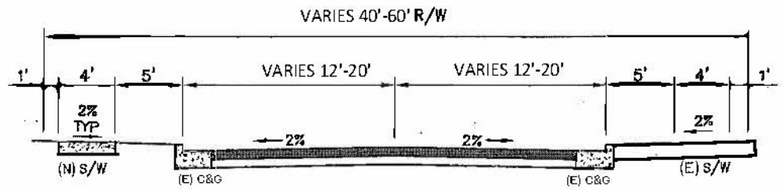
EXISTING PRESTON STREET - TYP. SECTION

UNION ST- EXISTING CONDITION



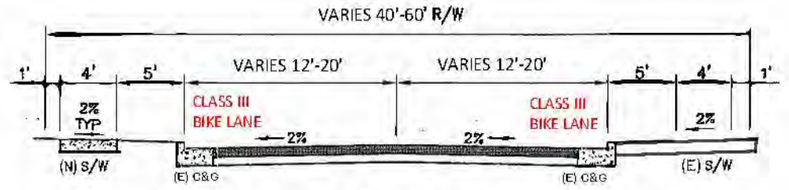
EXISTING UNION STREET - TYP. SECTION

PRESTON- PROPOSED



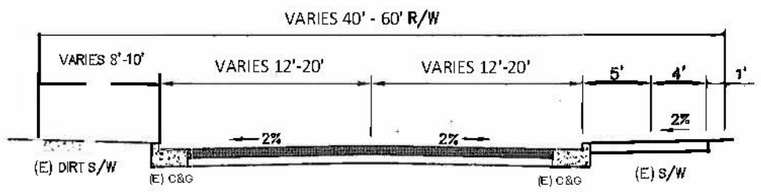
PROPOSED PRESTON STREET - TYP. SECTION

UNION ST- PROPOSED



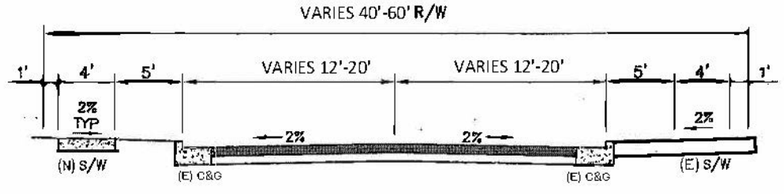
PROPOSED UNION STREET - TYP. SECTION

CRANE ST- EXISTING CONDITION



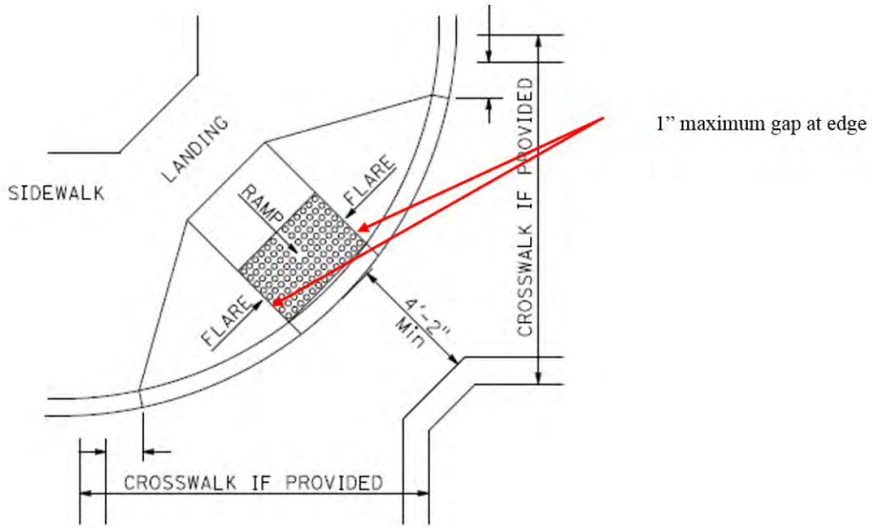
EXISTING CRANE STREET - TYP. SECTION

CRANE ST- PROPOSED



PROPOSED CRANE STREET - TYP. SECTION

ADA CURB RAMP DETAIL



1" maximum gap at edge

Welcome To
CASTROVILLE
ARTICHOKE CENTER OF THE WORLD
MOTELS • RESTAURANTS • SERVICES
ARTICHOKE
FESTIVAL
ROTARY
INTERNATIONAL

Castroville is burdened with commercial truck traffic. The community expressed concern about commercial truck and motorist speed in the community.

Union Street: Proposed improvements include sidewalk, curb and gutter in this area. Class III Bike Lanes will also be added to Union Street to connect the community to key destinations.

Above: McDougal between Rico Street and Crane Street Looking Toward Crane Street:

Proposed improvements include sidewalk, curb and gutter along left side of street.

Left: Seymour Street: Proposed Improvements include curb, gutter, sidewalks, ADA ramps and Class III Bike Lanes.

Union St/Haight St Intersection looking southeast

Union St/Seymour St Intersection looking northwest

These areas have gaps in pedestrian facilities. The proposed project includes curb, gutter, sidewalks and ADA ramps in these areas. Class III Bike Lanes will be added along Union Street to connect the community to key destinations.

Rico St/Pomber St Intersection looking southwest

Rico St/Pomber St Intersection looking southeast

These areas have gaps in pedestrian facilities. The proposed project includes curb, gutter, sidewalks and ADA ramps in these areas.

Rico St/McDougall St Intersection looking southeast

Rico St/McDougall St Intersection looking northeast

These areas have gaps in pedestrian facilities. The proposed project includes curb, gutter, sidewalks and ADA ramps in these areas.

Preston St/Axtell St Intersection looking southeast

Speegle St/Seymour St Intersection looking southeast

The proposed project includes curb, gutter, sidewalks and ADA ramps in these locations.

Speegle St/Geil St Intersection looking southwest

Speegle St/Geil St Intersection looking southeast

These areas have gaps in pedestrian facilities. The proposed project includes curb, gutter, sidewalks and ADA ramps in these areas.

Pajaro St/Seymour St Intersection looking southwest

These areas have gaps in pedestrian facilities. The proposed project includes curb, gutter, sidewalks and ADA ramps in these areas.

Speegle St/Pomber St Intersection looking northwest

Mead St/Pomber St Intersection looking southeast

The proposed project includes curb, gutter, sidewalks and ADA ramps in these locations.

Union St and Pomber St Intersection looking southwest (accross from Castroville Elementary School)

The proposed project includes curb, gutter, sidewalks and ADA ramps in these locations.

Pajaro St between McDougall St and Merritt St looking northeast

The proposed project includes curb, gutter, sidewalks and ADA ramps in these locations.

Union St/Geil St Intersection looking north

The proposed project includes curb, gutter, sidewalks and ADA ramps in these locations. Class III Bike Lanes on Union Street.

Union St/Seymour St Intersection looking northwest

The proposed project includes curb, gutter, sidewalks and ADA ramps in these locations. Class III Bike Lanes on Union Street and Seymour Street.

Detailed Project Estimate and Total Project Costs- Cycle 6

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

Project Information:

Agency:	Monterey County Department of Public Works, Facilities, & Parks	**Date:**	5/13/2022
Project Description:	Commuity and School Connections Through Active Transporation		
Project Location:	Castroville		
Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate:	Chad S Alinio	**License #:**	C62175

Project Estimate and Cost Breakdown:

Project Estimate (for Construction Items Only)						Cost Breakdown					
						ATP Eligible Costs/Items		ATP Ineligible Costs/Items		Corps/CCC to construct	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	$	%	$	%	$
General Overhead-Related Construction Items											
1	Mobilization	1	LS	$159,000.00	$159,000	100%	$159,000				
2	Traffic Control	1	LS	$79,500.00	$79,500	100%	$79,500				
3	Water Pollution Control	1	LS	$15,000.00	$15,000	100%	$15,000				
4	Clearing and Grubbing	1	LS	$15,000.00	$15,000	100%	$15,000				
5	Trench Sheeting, Shoring and Bracing	1	LS	$15,000.00	$15,000	100%	$15,000				
6			LS					100%			
7			LS					100%			
8			LS					100%			
9			LS					100%			
10			LS					100%			
General Construction Items											
11	Minor Concrete Curb & Gutter	5210	LF	$90.00	$468,900	100%	$468,900				
12	Minor Concrete Sidewalk	48750	SF	$37.50	$1,828,125	100%	$1,828,125				
13	Minor Concrete Curb Ramps (Case C)	9250	SF	$45.00	$416,250	100%	$416,250				
14	Remove Existing Storm Drain Catch Basin	1	EA	$3,750.00	$3,750	100%	$3,750				
15	Construct Storm Drain Catch Basin	1	EA	$10,500.00	$10,500	100%	$10,500				
16	Install Minor Retaining Wall	1700	LF	$225.00	$382,500	100%	$382,500				
17	Class III Bike Lanes	15000	LF	$3.50	$52,500	100%	$52,500				
18								100%			
19								100%			
20								100%			
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47								100%			
48								100%			
49								100%			
50								100%			
51								100%			
52								100%			
				Subtotal of Construction Items:	**$3,446,025**		**$3,446,025**				
	Construction Item Contingencies (% of Construction Items):			**30.00%**	$1,033,808		$1,033,808				
	Total (Construction Items & Contingencies) cost:				**$4,479,833**		**$4,479,833**				

Detailed Project Estimate and Total Project Costs- Cycle 6

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

Project Information:

Agency:	Monterey County Department of Public Works, Facilities, & Parks	**Date:**	5/13/2022
Project Description:	Commuity and School Connections Through Active Transporation		
Project Location:	Castroville		
Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate:	Chad S Alinio	**License #:**	C62175

Project Delivery Costs:

Type of Project Cost	Cost $	ATP Eligible Costs	Non-participating Costs		
Preliminary Engineering (PE)					
Environmental Studies and Permits(PA&ED):	$ 37,500	$37,500			
Plans, Specifications and Estimates (PS&E):	$ 450,000	$450,000		"PE" costs / "CON" costs	
Total PE:	**$ 487,500**	**$487,500**		**11%**	**25% Max**
Right of Way (RW)					
Right of Way Engineering:	$ 37,500	$37,500			
Acquisitions and Utilities:					
Total RW:	**$ 37,500**	**$37,500**			
Total Pre-Construction Costs (PE+RW):	**$525,000**	**$525,000**			
Construction Engineering (CE)				"CE" costs / "CON" costs	
Construction Engineering (CE):	$ 450,000	$450,000		**10%**	**15% Max**
Total Construction Costs:	**$4,929,833**	**$4,929,833**			
		ATP Eligible Costs	Non-participating Costs		
Total Project Cost:	**$5,454,833**	**$5,454,833**			

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 item which is partly ineligible for ATP funding or is required for the construction of an ineligible item/element of the project.

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

MONTEREY COUNTY

Monterey County Board of Supervisors

John M. Phillips
Supervisor District 2

Claudia J. Link
Chief of Staff

Jennifer Wulf
Executive Assistant

P.O. Box 787
Castroville, CA 95012
831-755-5022
831-633-0201
District2@co.monterey.ca.us

May 9, 2022

CALTRANS
Division of Local Assistance
Attn: Office of State Programs
1120 N Street, MS-1
Sacramento, CA 95814

Subject: Active Transportation Program Cycle 6

To Whom It May Concern:

As the Supervisor for District 2, I am excited to support this Active Transportation Program Cycle 6 grant application. The proposed project is in the community of Castroville. Two Monterey County Departments will work together under the application name of: **Castroville Community and School Connections Through Active Transportation**. The Departments of Public Works, Facilities and Parks, and Health have developed a proposal which includes both infrastructure and non-infrastructure elements. Through this project the Departments will work closely with the Castroville community residents to address active transportation needs.

Castroville Community and School Connections Through Active Transportation will increase walking and other means of active transportation for students and the community through infrastructure upgrades such as addressing sidewalk gaps, curbs, and gutters. Non-infrastructure will include outreach, engagement, and education through implementation of Safe Routes to School program activities. Planned activities include walk to school days, walking school bus, sidewalk stencil art projects, pedestrian rodeos, school presentations, and community workshops.

Should you need to contact me, you may do so via email at district2@co.monterey.ca.us or by phone (831)755-5022.

Sincerely,

John M. Phillips
Supervisor, 2nd District

North Monterey County Unified School District

8142 Moss Landing Road ♦ Moss Landing, California 95039-9617 ♦ (831) 633-3343ext 1210

May 24, 2022

CALTRANS
Division of Local Assistance, MS-1
Attn: Office of State Programs
P.O. Box 942874
Sacramento, CA 95814

Subject: Active Transportation Program Cycle 6

To Whom It May Concern:

North Monterey County Unified School District is in support of providing safe walking and bicycling routes to school for the students of Castroville. Castroville is a community in Monterey County with limited resources and services. We support Monterey County Department of Public Works, Facilities and Parks, and the Monterey County Health Department to implement the proposed project bringing safe paths of travel for students and their families.

The activities outlined in the **Castroville Community and School Connections Through Active Transportation** proposal will increase pedestrian safety. The project will include infrastructure upgrades such as addressing sidewalk gaps, curbs, and gutters on selected streets in Castroville to increase community and school connections through active transportation.

The non-infrastructure elements of the project will include safe routes to school activities such as walk to school days, walking school bus, sidewalk art activities, pedestrian safety presentations, and community workshops.

We are committed to working together to build safe and active communities.

Sincerely,

Kari Yeater

Kari Yeater
Superintendent
North Monterey County Unified School District

TRANSPORTATION AGENCY FOR MONTEREY COUNTY
55-B PLAZA CIRCLE, SALINAS, CA 93901
(831) 775-0903
TAMCMONTEREY.ORG

TAMC
PLAN • FUND • BUILD

June 3, 2022

CALTRANS
Division of Local Assistance
Attn: Office of State Programs
1120 N Street, MS-1
Sacramento, CA 95814

Subject: **Castroville Community and School Connections Through Active Transportation**

Dear Active Transportation Program Selection Committee:

I am writing on behalf of the Transportation Agency for Monterey County (TAMC) to express support for Monterey County's **Castroville Community and School Connections Through Active Transportation** grant application.

The project is in the unincorporated community of Castroville and will construct curb, gutter, and sidewalks on selected streets. Pedestrian facilities in the project limits are inconsistent and nonstandard in design with narrow sidewalks, steep driveways, and missing or nonstandard curb ramps. These conditions create barriers for people with disabilities and discourage walking.
The project will increase walking and other means of active transportation for students and the community through infrastructure and non-infrastructure programming. Programs will include outreach, engagement, and education through implementation of Safe Routes to School program activities. Planned activities include walk to school days, walking school bus, sidewalk stencil art projects, pedestrian rodeos, school presentations, and community workshops.
The Transportation Agency will partner with and support the County Health Department to provide impactful and sustained safe routes to school programming in Castroville.

The Transportation Agency's adopted Monterey County Regional Transportation Plan identifies transportation needs for Monterey County and sets policy goals and objectives for the future of the transportation system. This active transportation project supports the Regional Transportation goals to:

- "Improve the ability of Monterey County residents to meet most daily needs without having to drive. Improve the convenience and quality of trips, especially for walk, bike, transit, car/vanpool, and freight trips";
- "Design, operate, and manage the transportation system to reduce serious injuries and fatalities, promote active living, and lessen exposure to pollution";
- "Protect and enhance the County's built and natural environment. Act to reduce the transportation system's emission of greenhouse gases"; and
- "Reduce disparities in healthy, safe access to key destinations for transportation-disadvantaged populations. Demonstrate that planned investments do not adversely impact transportation-disadvantaged populations".

The project will help meet the regional transportation goals of developing a safe multimodal transportation system and encourage more active transportation in a historically underserved community.
The Transportation Agency supports this important active transportation project and asks that you approve the grant request.

Thank you for your consideration.

Sincerely,

Todd Muck

Todd A. Muck
Executive Director
Transportation Agency for Monterey County

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COUNTY OF MONTEREY
HEALTH DEPARTMENT
Elsa Mendoza Jimenez, Director of Health
Administration | Animal Services | Behavioral Health | Clinic Services
Emergency Medical Services | Environmental Health | Public Administrator/Public Guardian | Public Health

May 17, 2022

CALTRANS
Division of Local Assistance
Attn: Office of State Programs
1120 N Street, MS 1
Sacramento, CA 95814

Dear Active Transportation Program Selection Committee:

This letter demonstrates Monterey County Health Department's (MCHD) commitment to the work referenced in the application by the Public Works, Facilities and Parks Department to the California Department of Transportation for the ***Castroville Community and School Connections Through Active Transportation*** project.

The overarching goal of the program is to provide sustainability by improving infrastructure that will promote physical activity and active modes of transportation such as biking and walking to and from school within the community of Castroville.

MCHD has been promoting active transportation for over 20 years and we will continue to ensure communities are aware of the benefits of walking and biking. MCHD commits to implementing and supporting Safe Routes to School efforts that will have a positive impact on this community. This will be done by providing outreach, engagement, and education on pedestrian and bicycle safety, offering community workshops and resources on active transportation, and empowering the community to take an active role in their health outcomes by understanding the correlation between active modes of transport and health.

With support from the Active Transportation Program (ATP) Cycle 6 grant we will be able to make a positive impact in the health outcomes of this community. We look forward to partnering with the Department of Public Works, Facilities and Parks on this project.

Sincerely,

DocuSigned by:
Elsa Mendoza Jimenez
C7A30BA59CA8423...
Elsa Mendoza Jimenez, MPH

North Monterey County LULAC

LEAGUE OF UNITED LATIN AMERICAN CITIZENS

P.O. Box 1359, Castroville, CA 95012

President
Diana Jimenez

1st Vice President
Adriana Melgoza

2nd Vice President
Adrian Ayala

Treasurer
Elsa Mendoza-Jimenez

Secretary
Yvette Padilla

Scholarship Chair
Eryka Garcia

Scholarship Vice Chair
Jocelyn Barrera

May 25, 2022

CALTRANS
Division of Local Assistance, MS-1
Attn: Office of State Programs
P.O. Box 942874
Sacramento, CA 95814

Subject: Active Transportation Program Cycle Six

To Whom It May Concern:

League of United Latin American Citizens (LULAC) is the largest Hispanic organization in the United States. North Monterey County LULAC (NMC LULAC) has been part of the Castroville community since 1990. Since then, NMC LULAC has been addressing issues directly impacting the daily lives of this community, advancing economic conditions, educational attainment, political influence, housing, health, and civil rights.

Castroville is an unincorporated community with a population of 7,515. Castroville is often neglected when it comes to resources, especially costly infrastructure improvements and educational activities which would help reduce the number of persons killed and injured in crashes involving pedestrians and bicyclists. On a personal note, my grand-daughter and her friend were recently in a Castroville car accident on a street intersection without stop signs, and with a blind spot created by parked cars.

There are currently sidewalk gaps, and high traffic intersections without crosswalks or 4-way stops throughout Castroville. The activities outlined in the **Castroville Community and School Connections Through Active Transportation** proposal will increase pedestrian safety. The project will include infrastructure upgrades such as addressing sidewalk gaps, curbs, gutters, and crosswalks to increase community and school connections through active transportation. This will also assist our senior and elderly population to have safe streets to walk on.

The non-infrastructure elements of the project will include safe routes to school activities such as walk to school days, walking school bus, sidewalk art activities, pedestrian safety presentations, community workshops, and a leadership academy.

NMC LULAC is in support of providing safe walking routes for the community of Castroville. We are committed to working together to build safe and active communities for Castroville residents and visitors.

Sincerely,

Diana Jimenez

Diana Jimenez,
President, North Monterey County LULAC

MONTEREY COUNTY, CALIFORNIA
SHERIFF'S OFFICE
Keeping the peace since 1850

STEVE BERNAL
Sheriff-Coroner

May 23, 2022

CALTRANS
Division of Local Assistance
Attn: Office of State Programs
1120 N Street, MS-1
Sacramento, CA 95814

Subject: Active Transportation Program Cycle 6

To Whom It May Concern:

Monterey County Sheriff's Office supports this Active Transportation Program Cycle 6 grant application to California Department of Transportation. The proposed project is in the unincorporated community of Castroville. Two Monterey County Departments will work together under the application name of: **Castroville Community and School Connections Through Active Transportation**. The Departments of Public Works, Facilities and Parks, and Health have developed a proposal which includes infrastructure and non-infrastructure. The Departments will work closely with Castroville community residents to address active transportation needs.

Castroville Community and School Connections Through Active Transportation will increase walking and other means of active transportation for students and the community through infrastructure upgrades such as addressing sidewalk gaps, curbs, and gutters. Non-infrastructure will include outreach, engagement, and education through implementation of Safe Routes to School program activities. Planned activities include walk to school days, walking school bus, sidewalk stencil art projects, pedestrian rodeos, school presentations, and community workshops.

Sincerely,

Steve Bernal
Sheriff-Coroner

June 3, 2022

CALTRANS
Division of Local Assistance
Attn: Office of State Programs
1120 N Street, MS-1
Sacramento, CA 95814

Subject: **Castroville Community and School Connections Through Active Transportation**

Dear Active Transportation Program Selection Committee:

I am writing on behalf of Ecology Action to express our strong support for Monterey County's **Castroville Community and School Connections Through Active Transportation** grant application.

The project will create infrastructure improvements in the Castroville region, an area that is in much need of improved bike and pedestrian facilities. Not only will the application support physical improvements in the region but also support the implementation of non-infrastructure behavioral change programing to students.

Ecology Action is an environmental non-profit working to reduce greenhouse gas emissions at scale by reducing energy use in buildings and transportation. We have worked collaboratively with the Transportation Agency of Monterey County and Public Health to address community needs and environmental problems. Ecology Action is aligned and in support of this proposal. Our expertise in active transportation programs benefit the Monterey Bay region and utilize behavior change best practice to implement our decades long programs which include Safe Routes to School education and encouragement programs.

Ecology Action heartily supports this important active transportation project to this disadvantaged community and asks that you approve the grant request. Thank you for your consideration of this project.

Respectfully,

Jim Murphy
Executive Director

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Introduced: 5/27/2022

Current Status: RMA Public Works - Consent

Version: 1

Matter Type: General Agenda Item

a. Approve the proposed projects list to submit to the California Department of Transportation (Caltrans) as candidate projects for Cycle 6 Statewide Active Transportation Program (ATP); and
b. Authorize the Director of Monterey County Public Works, Facilities, & Parks (PWFP), or designee, to act as the agent for the County in processing all documentation to secure these funds.

RECOMMENDATION:
It is recommended that the Board of Supervisors:
a. Approve the proposed projects list to submit to the California Department of Transportation (Caltrans) as candidate projects for Cycle 6 Statewide Active Transportation Program (ATP); and
b. Authorize the Director of Monterey County Public Works, Facilities, & Parks (PWFP), or designee, to act as the agent for the County in processing all documentation to secure these funds.

SUMMARY:
The Statewide Active Transportation Program (ATP) was created by Senate Bill 99 and Assembly Bill 101 and signed into law on September 26, 2013. The ATP is a competitive grant program that combines various elements from the Transportation Enhancements, Recreational Trails Program, and the Safe Routes to School programs into one program. The ATP is funded from various Federal and State funds appropriated in the annual Budget Act. ATP program includes the following goals:

- Increase the proportion of trips accomplished by biking and walking.
- Increase the safety and mobility of non-motorized users.
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to Senate Bill 375 (Chapter 728, Statues of 2008) and Senate Bill 391 (Chapter 585, Statues of 2009).
- Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding.
- Ensure that disadvantaged communities fully share in the benefits of the program.
- Provide a broad spectrum of projects to benefit many types of active transportation users.

Caltrans issued the call for projects for statewide ATP funding on March 16, 2022. PWFP has partnered with Monterey County Health Department (MCHD) to develop ATP grant applications for the following projects:

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Chualar Community and School Connections Through Active Transportation Project: This project consists of the construction of approximately 6600 lineal feet of curb and gutter, and 39, 600 square feet of sidewalk, installation of corresponding pavement marking and signage to close gaps in pedestrian facilities to increase safe community and school connections. Through the subject application, the County is requesting the full amount of the project costs of approximately $6.3 million in ATP grant funds.

San Ardo Community and School Connections Through Active Transportation Project: This project consists of the construction of approximately 1.03 miles of curb, gutter, and sidewalk on one side of selected streets, installation of corresponding pavement marking and signage, and two (2) sets of pedestrian activated beacons. Through the subject application, the County is requesting the full amount of the project costs up to $3.5 million in ATP grant funds.

Castroville Community and School Connections Through Active Transportation Project: This project consists of the construction of approximately 2.25 miles of curb, gutter, and sidewalk on selected streets in the community of Castroville, including the installation of corresponding pavement marking, signage, and pedestrian crossing enhancements. Through the subject application, the County is requesting the full amount of the project costs of approximately $6.6 million in ATP grant funds. To enhance application competitiveness, a portion of the Castroville Street Improvement Project, an approved project funded by Measure X, may be used as leverage and will not have any fiscal impact.

Additionally, PWFP will develop ATP applications for the following projects:

Carmel Valley Road Safety Improvement Project: This project consists of widening a 3/4-mile segment of Carmel Valley Road (from the entrance to Los Laureles Lodge to the intersection of Panetta Road) to accommodate a Class II Bike Lane and expand the shoulder. Through the subject application, the County is requesting the full amount of the project costs of approximately $900,000 in ATP grant funds.

Esquiline Road Pedestrian and Bicycle Safety Improvement Project: This project consists of widening a segment of Esquiline Road to accommodate pedestrians and bicycle users. The County Bridge to be widened is along a tight curve with a large hill along the west side of the bridge. The sight distance is limited due to the hill and tight curve radius of the roadway. Through the subject application, the County is requesting the full amount of the project costs of approximately $5.3 million in ATP grant funds.

The grant applications will be reviewed and scored by Caltrans to assess which projects will receive funding. Additional points may be granted in the scoring of these applications to projects where the agency is willing to provide matching funds, although it is not required by the program. The application deadline is June 15, 2022.

Maps of the Proposed Projects are included for reference in Attachment A. If the proposed projects are selected to receive grant funding, staff will return to the Board for approval to accept the grant award(s) and approve the project(s). Programming Federal and State transportation funds will support construction jobs, enhance public safety, as well as provide needed improvements for economic

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development, business retention, quality of life, and mobility throughout the County.

OTHER AGENCY INVOLVEMENT:
PWFP coordinated with the Transportation Agency of Monterey County (TAMC), project consultants, and the Monterey County Health Department to develop the grant applications.

FINANCING:
A local cash match is not required. Applying for ATP grant funding will not have a fiscal impact other than staff time.

BOARD OF SUPERVISORS STRATEGIC INITIATIVES:
The recommended action supports the Board of Supervisors Strategic Initiatives for Administration, Health & Human Services, Infrastructure, and Public Safety by proactively seeking grant funding to enhance the County's ability to facilitate infrastructure projects and offer improved facilities and safe public recreation experiences to the community.

X Economic Development
___ Administration
___ Health & Human Services
X Infrastructure
X Public Safety

Prepared by: Janie Bettencourt, Management Analyst II, (831) 755-5184
Reviewed by: Chad Alinio, PE, Senior Civil Engineer (831) 755-4937
Approved by: Randell Ishii, MS, PE, TE, PTOE, Director of Public Works, Facilities, & Parks

DocuSigned by:
Randell Ishii
C09779208FE94F3...

Attachments:
Attachment A- ATP Cycle 6 Proposed Projects
(Attachments are on file with the Clerk of the Board)

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SIGNATURE PAGE

COUNTY OF MONTEREY
DEPARTMENT OF PUBLIC WORKS, FACILITIES, & PARKS

RFP #10911
RELEASE DATE: September 21, 2023

RFP TITLE: Professional Engineering Services for ATP Projects in the Communities of Chualar, San Ardo and Castroville.

PROPOSALS ARE DUE AT THE DEPARTMENT OF PUBLIC WORKS, FACILITIES, & PARKS BY 3:00 P.M., PST, ON THURSDAY, NOVEMBER 9, 2023

MAILING ADDRESS:
COUNTY OF MONTEREY
DEPARTMENT OF PUBLIC WORKS, FACILITIES, & PARKS
1441 SCHILLING PLACE, SOUTH 2nd FLOOR
SALINAS, CA 93901-4527

QUESTIONS ABOUT THIS RFP SHOULD BE DIRECTED TO:
Isabelo Dela Merced, Assistant Engineer
Email: Delamercedi@co.monterey.ca.us, Phone: (831) 755-4746

CONTRACTOR MUST INCLUDE THE FOLLOWING IN EACH PROPOSAL:

☐ ALL REQUIRED CONTENT AS DEFINED PER SECTION 8.0 HEREIN

This Signature Page must be included with your submittal to validate your proposal.
Proposals submitted without this page will be deemed non-responsive.

☐ **CHECK HERE IF YOU HAVE ANY EXCEPTIONS TO THIS SOLICITATION.**

CONTRACTOR MUST COMPLETE THE FOLLOWING TO VALIDATE PROPOSAL
I hereby agree to furnish the articles and/or services stipulated in my proposal at the price quoted, subject to the instructions and conditions in the RFP. I further attest that I am an official officer representing my firm and authorized with signatory authority to present this proposal package.

Company Name: _____ Date: _____

Signature: _____ Printed Name/Title: _____

Street Address: _____

City: _____ State: _____ Zip: _____

Phone: ( ) _____ Email: _____

License No. (If applicable): _____

License Classification (If applicable): _____