

MONTEREY COUNTY RESOURCE MANAGEMENT AGENCY

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GRANT APPLICATION

CALIFORNIA FEDERAL LANDS ACCESS PROGRAM

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California Federal Lands Access Program: Project Proposal Packet Information

Program Information:

The Programming Decisions Committee (PDC) of the California Federal Lands Access Program is currently soliciting Project Applications for California Federal Lands Access Program funds. The PDC anticipates programming between \$60-70 million from 2021-2022, depending on program needs and future funding.

The PDC will evaluate Project Applications submitted and select those to be programmed using the Project Application evaluation criteria developed by the PDC. The selection criteria is reflective of needs in the state of California and Federal Lands Access Program Implementation Guidance. It is important to note that the top ranked project is not guaranteed funding and the approved list of projects will be agreed upon by the PDC. Project approval resides with the PDC. The PDC will select a balanced program made up of some large projects with smaller projects used to maximize funding and address critical access needs within the state of California.

The California Federal Lands Access Program requires a **minimum non-Federal Aid Highway (Title 23) match of 11.47%** based on the total project cost has been met.

For Applicants of non-State agencies located within non-MPO Rural Transportation Planning Areas (RTPA), as identified in the [2014 Caltrans MPO/ RTPA Map](#), the project is eligible for the use of toll credits in lieu of minimum match. Additionally, for non-State Agency Applicants a *FLAP Resolution* is required from the applicant's Governing Body that must include:

- a) Certification that body will provide consistent, sufficient maintenance funding for a period of 20 years or the life of constructed facility, whichever is greater.
- b) Commitment that governing body endorses matching funds identified including the timing of availability
- c) For Non-MPO, RTPA Areas that will be requesting to utilize and indicate your minimum request toll credits in lieu of minimum match

If selected, the Applicant will enter into a Reimbursable Agreement (RA) for the not-to-exceed amount of \$10,000 within **45 days** of notification of selection, for the completion of project scoping by Central Federal Lands to develop an accurate scope, schedule, and budget. This dollar amount will be provided toward the overall match for the project, following award. Please be advised that this may require an approval (Resolution) of RA funds from the governing agency prior to the Project Application deadline. If the PDC and the Applicant agree with the project scope and cost, then a revised RA for the full project matching funds and a Memorandum of Agreement (MOA) will be required within **60 days** from approval of funding. Please note this RA is not eligible for use of toll credits or reimbursement..

Instructions:

Project applications must be received by ~~April 7, 2017~~ **May 12, 2017** to be considered.

All project applications must be submitted using the California Federal Lands Access Program Project Application form. Complete the project application to the best of your ability. It is the responsibility of the entity proposing a project to supply the necessary information to complete the project application. It is understood that data may not be available for all of the project application questions, but the agency may use anecdotal information as a substitute. If possible, please keep this form as a writable PDF form, this makes it easier to review your application. This can be done by saving your form as a PDF and attaching it within an e-mail along with all additional attachments.

1. Complete **Project Application Packet**: Project Application, Signature Forms, Letters of Support, and Resolution (as needed)
2. Attach this Application Checklist as a Cover Page to the complete the Project Application Packet
3. Per the Submittal Instructions (Project Application page 10), e-mail your completed Project Application Packet to cfl.planning@dot.gov

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

Additional information on the Access Program is located at <http://flh.fhwa.dot.gov/programs/flap/ca/>

Project Proposal Packet Checklist:

- 1) Sign and Attach [Applicant Project Endorsement Form](#)
- 2) Sign and Attach [FLMA Support Form](#) from all applicable Federal Land Management Agencies
- 3) Project Map (Must identify project termini, federal lands and federal site(s) the project accesses, is adjacent to or located on)
- 4) Project Photos (Attach 4 - 6 Photos in jpeg, gif, png format)
- 5) [Supplemental Alternative Transportation Worksheet](#) (Non-construction projects only including Planning, Research, Transit)
- 6) Optional- Video link highlighting project:

California Federal Lands Access Program: Proposed Project General Information

GENERAL INFORMATION

Project Points of Contact (POC): All POCs listed will be receive project selection notification from the PDC.

	Applying Agency	Supporting Federal Land Management Agency(s)	
Agency Name:	County of Monterey	U.S Forest Service- Los Padres NF	U.S. Forest Service-Los Padres NF
POC Name:	Benny J. Young	Robert Baird	Debbie Evans
POC Title:	Interim RMA Deputy Director of Public	Forest Supervisor	Roads Program Manager
Address Line 1:	168 W. Alisal, 2nd Floor	6750 Navigator way, Suite 150	6750 Navigator way, Suite 150
Address Line 2:	Salinas, CA 93901	Goleta, CA 93117	Goleta, CA 93117
E-mail:	YoungB@co.monterey.ca.us	rabaird@fs.fed.us	deborahlevans@fs.fed.us
Phone #:	831-755-5103	805-961-5733	805-961-5772
Additional Key Project Stakeholders:			

Project Identification:

Project Title: CARMEL VALLEY ROAD REPAIRS

Federal Lands Access Transportation Facility (FLATF) Name / Number: NOT APPLICABLE

Federal Land Management Agency (FLMA) Accessed:

a. List all FLMA site(s) and/or major destination(s) that are accessed by the identified transportation facility. Provide annual visitation for all those FLMA sites and/or major destinations.

Name(s) of FLMA	Site(s) or Major Destination(s) Accessed	Distance from Project (miles)	Current Annual Visitation
USFS	Los Padres National Forest (Note 1)	0	1,348,000
USFS Los Padres National Forest	Nasson Road Trail (Note 2)	5	329,412
USFS Los Padres National Forest	Carmel River Trail (Note 2)	8	
USFS Los Padres National Forest	Danish Creek Trail (Note 2)	9	
USFS Los Padres National Forest	Rattle Snake Camp Ground (Note 1)	11	

b. Identify source(s) for all annual visitation values listed and if estimate annual visitation values are listed in the instance actual values are unknown or unavailable include the estimating methodology used.

1. Visitor Use Report, Los Padres NF, USDA Forest Service National Visitor Use Monitoring, Pacific Southwest Region (R5), FY 2014. Visitation is estimated through a combination of traffic counts and surveys of exiting visitors. <https://www.fs.fed.us/recreation/programs/nvum/>.
 2. One of 38 sites and/or major destinations accessed by facility. Annual visitor trips = 20 Year ADT x 365 days x 95% visitor traffic = TOTAL. See Attachment 8: Carmel Valley Road Repairs-FLMA Sites and/or Major destinations Accessed by the Transportation Facility.

	Terminus Start	Terminus End
Landmark, Milepost, Cross Roads:	MP 12.5	MP 23.32
Latitude Coordinates: (Decimal Degrees to 6 decimals)	36°28'24.882"N	36°24'6.273"N
Longitude Coordinates: (Decimal Degrees to 6 decimals)	121°43'4.315"W	121°34'57.878"W

**ATTACHMENT 3
FLAP RESOLUTION**

**Signed Resolution
(Attachment A) will
be included with
grant application.**

California Federal Lands Access Program: Proposed Project Background

BACKGROUND DATA

1. Agency with Title to Facility:

County of Monterey

2a) Agency with Maintenance Responsibility

County of Monterey

2b) Describe how the maintenance responsibility is provisioned.

Include existing width of Right-of-Way (ROW) and attach any available ROW documentation and maintenance agreement(s).

Carmel Valley Road is a County owned road maintained by the County of Monterey. The existing width of Right of Way is an average of 30 feet.

3. Project Length:

10.82

Provide length in miles

4. Existing Width:

33

Provide average width in feet

5. Existing Posted Speed Limit:

5

5

6. Existing Bridge Information:

Provide known data for all bridge structures within the project limits.

Refer to the link below for guidance:
<http://www.fhwa.dot.gov/bridge/nbi.cfm>

National Bridge Inventory Structure #	Bridge Length (ft.)	Bridge Width (ft.)	Bridge Area (Sq. Ft)	Bridge Sufficiency Rating	Highway Bridge Program Eligible (Y/N)
44C0078	78	30	2,340	91.4	N

7. Functional Classification:

Check those that apply.

- National Highway System
 Arterial
 Local Road
 Major Collector
 Minor Collector

Refer to the link for guidance: http://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/

8. Traffic Volumes:

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

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

	Current	20-Year Projection	Data Source / Methodology
Average Daily Traffic (ADT)	930	<1500	Attachment 7-AADT Estimate-Count
Seasonal Average Daily Traffic	950	<1500	Attachment 7-AADT Estimate-Count
% ADT as FLMA visitors / users	95	95	Caltrans traffic growth estimates

9. Safety History:

Describe site(s) including the number, rate and type of crash as well as the user type(s) that have occurred within the project limits and the source of this information (reports or anecdotal). If available provide site specific crash data for last three years.

From 01/01/13 - 12/31/16, a total of 8 Collisions were reported within the project limits. The two accidents were classified as follows:
 (3) accidents involving injuries (Inj)
 (5) accidents involving property damage only (PDO).
 Of the 8 accidents, (6) accidents were classified as "Improper Turning Movements" (1) was classified as "DUI Hit " and (1) as "unsafe speed". See Attachment 6: Traffic Collision Rpt. 01/01/13 - 12/31/16 .

10. Projects in Proximity:

Describe other current or previously funded Federal Lands project(s) adjacent to or in proximity to this project.

Arroyo Seco Road, 4R Maintenance-Restoration and Rehabilitation FS FS - Los Padres National Forest 2014 CFLHD, FHWA, Monterey County.

California Federal Lands Access Program: Proposed Project Description

PROPOSED PROJECT

1. Purpose and Need:

Describe the need for the project including but not limited to who the project will serve, conditions requiring relief, and anticipated changes in use due to the proposed project.

Carmel Valley Road is a local Road and major connector to California State Route 1 & Forest Service Road I8502 (Tassajara Road) and Cachagua Road which were heavily used by emergency vehicles and the California Fire to access the base camp and battle the Soberanes Fire. Carmel Valley Road sustained damage during the 2016 Soberanes Fire and the 2016-17 winter storm season. The Project will repair the road surface from M.P 12.5 to M.P 23.32. The Project will improve road safety and extend the service life of the road.

2. Proposed Design Standards:

Project will be designed to the following standards. Check the standard that best applies to this project.

AASHTO State DOT Local Government FLMA

3. Proposed Width (feet):

Proposed width should be in accordance with the proposed design standards.

33

4. Proposed Speed Limit:

5 5

5. Description of Proposed Work*:

a) Provide a description of the anticipated work including which project phase(s) are being proposed and associated major construction work items.

Grind and repave 3 inches of asphalt (HMA) from MP 12.5 to MP 23.32. This work is the major construction work item. The project is not phased.

b) Describe these phase(s) it addresses the identified purpose and need of proposed project.

Project includes engineering and construction to repair Carmel Valley Road which is in a seriously poor state of repair. This road is a major connector to CA State Route 1, Forest Service Road I8502(Tassajara Road), and borders USFS land to the East, providing critical access to USFS land.

c) Describe if the project is a segment of a larger project/route or if this project is/ can be phased. Include any known alternatives that should be reviewed as part of this project.

The project will construct repairs to 10.82 miles of the 42 mile length of Carmel Valley Road that is maintained and owned by the County of Monterey. There are no known alternatives to the project. The project can be phased only if partial funding is available.

*Note: The Programming Decision Committee has final approval for all proposed project phases and reserves the right to reduce scope of work.

6. Key Items of Work: Check all that apply. Refer to link for guidance: <http://contextsensitivesolutions.org/content/reading/types-of-highway/>

New Construction / Reconstruction (4R):

- Earthwork/Grading
- Road base
- Major Drainage (>48")
- Minor Drainage (<48")
- Retaining Walls
- ROW Acquisition
- Utility Relocations

Recycling (3R):

- Existing Asphalt / Base Recycling (Ex: Pulverization)
- Overlay
- Milling
- Minor Widening (< 5 ft.)
- Major Widening (> 5 ft.)

Bridge:

- New / Replacement
- Rehabilitation or Repair

Surfacing:

- Asphalt
- Concrete
- Gravel
- Parking

Safety Improvements:

- Intersection / Traffic Controls
- Guardrail
- Sight Distance Improvements
- Roadside Hazard Improvements

Bicycle / Pedestrian:

- Bicycle and Pedestrian facility
- Bicycle facility (e.g. bike lane)

**Non-Infrastructure:

- Transit
- Planning Study
- Planning-Environmental Linkage (PEL) Study
- Research

**Note: Applications that include non-construction or elements including transit, planning, and/or research, please fill out the supplemental worksheet for alternative transportation that can be found at: <http://flh.fhwa.dot.gov/programs/flap/ca>

California Federal Lands Access Program: Proposed Project Acquisition and Impacts

7. Right of Way Acquisition: All Right-of-way (ROW) property (acquisition costs) to be part of the project costs should be detailed in the project estimate page. All acquisition support costs are non-participating and will be borne by the applicant.

7a) Is ROW acquisition required? (yes /no)

7b) Describe the anticipated ROW acquisition needed to construct project. Include the proposed ROW width (ft) and formalization of all ROW on FLMA lands.

None. ROW acquisition is not needed to construct project.

8. Utility Impacts: All utility relocation costs must be accounted for by the applicant whether borne by the applicant or included as project cost. Utility relocation costs should be detailed in the project cost estimate.

8a) List any known utility conflicts within the project ROW:

8b) Will relocation of utilities be required? (yes /no)

8c) Describe any anticipated utility impacts and proposed relocations.

9. Environmental Impacts / Resource Protection: Identify and describe known or anticipated impacts, positive or negative, to biological, cultural, wetlands or water resources, or any other environmental areas.

<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>

Describe all those impacts identified:

The Project is categorically exempt under 36 CFR 220.6(d)(4) - Repair and maintenance of roads, trails, and landline boundaries. The Project will comply with federal and local regulations.

10. Lead Agency: It is typical for the CFLHD to act as the lead agency for duration of the project, from award through project completion. However, If the applicant plans to have the difference agency act as lead for the project, the applicant must provide justification for this position, previous experience in delivering Federal Aid (Title 23) funded projects and ability to satisfy FHWA project delivery requirements in accordance with with [Caltrans Local Assistance Procedures Manual](#) and [Local Assistance Program Guidelines](#). The final decision for project delivery resides with the PDC. If delivered by another Agency, CFLHD will have Stewardship and Oversight responsibility where all costs and overruns will be borne by the applicant.

The Lead Agency for this Project is the CFLHD.

PROPOSED PROJECT COST ESTIMATE

This page should be used to develop a cost estimate for the project. Applicants are advised to attach a detailed estimate if available as backup to the below information. Project estimates must include all project costs including Preliminary Engineering and Construction Engineering costs, ROW, utility relocation, etc. Determine the cost per mile numbers based on understanding of local costs and the type of work proposed.

1. Major Work Items: costs below includes clearing and grubbing, earthwork drainage improvements, retaining walls, revegetation, permanent signing, and temporary traffic control.

a) New construction or Reconstruction (4R) (Excluding Surfacing)

Range: **\$1,000,000 - \$2,000,000** per mile (Basis: 24 ft. width, 6 in. aggregate base)

\$ Per Unit (mile or sq. ft.)	Unit Length (mile or sq. ft.)	Total Cost (\$ per unit x unit length)
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b) Pavement Recycling (3R) (Excluding Surfacing)

Range: **\$250,000 - \$500,000** per mile (Basis: 24 ft. width, 6in of pulverization)

\$175,000.00	10.82	\$1,893,500.00
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c) Pavement Recycling (3R) with Minor Widening (< 5 ft.) (Excluding Surfacing)

Range: **\$400,000 - \$700,000** per mile (Basis: 24 ft. width, 6 in. pulverization)

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d) Pavement Recycling (3R) with Major Widening (> 5ft.) (Excluding Surfacing)

Range: **\$600,000- \$1,000,000** per mile (Basis: 24 ft. width, 6 in. pulverization)

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e) Other (please specify in box)

Include \$ per mile in "\$ per unit"

\$0.00	0	\$0.00
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2. Surfacing (costs below are not included in costs above):

a) Asphalt Surfacing (includes pavement markings and associated items)*

Range: **\$400,000 - \$600,000** per mile (Basis: 24ft. width, 4 in. of asphalt)

\$325,000.00	10.82	\$3,516,500.00
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b) Gravel Surfacing

Range: **\$200,000 - \$300,000** per mile (Basis: 24ft. width, 4 in. of gravel resurfacing)

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* Asphalt Surfacing items may include prime, tack, fog, etc

3. Additional Work Items:

a) Bridge (New or Replacement)

Range: **\$250 - \$500** per sq. ft. (Basis: Concrete girders with spread footings)

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b) Bridge Rehabilitation / Repair

Cost (Lump Sum):

c) ROW Acquisition

Cost (Lump Sum):

d) Utility Relocation

Cost (Lump Sum):

4. Other Work Items (provide backup data for these lump sum costs):

a) Item 1 Name:	Install culverts	Description:	50 culverts @ \$5000 each	Cost (Lump Sum):	\$250,000.00
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b) Item 2 Name:		Description:		Cost (Lump Sum):	\$0.00
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c) Item 3 Name:		Description:		Cost (Lump Sum):	
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ESTIMATED COST SUBTOTAL OF PROPOSED PROJECT: \$5,660,000.00

California Federal Lands Access Program: Proposed Project Funding

ESTIMATED SUBTOTAL COST OF PROPOSED PROJECT (from previous page): \$5,660,000.00

5. Contingency (required for all projects - for unnafixed 10% of estimated subtotal of proposed project): \$566,000.00

6. Engineering (required for all projects): Determine the % of engineering required based on the anticipated engineering and environmental compliance needed to meet Federal requirements and standards.

a) Preliminary Engineering (% of Construction Cost, ROW & Utility Relocation) % = \$747,120.00
 Range: 7%-15% of Items 1-4 plus contingency (Enter as percentage without symbol - i.e. 7.5 for 7.5%)

b) Construction Engineering (% of Construction Cost, ROW & Utility Relocation) % = \$747,120.00
 Range: 10% - 12% of Items 1-4 plus contingency (Enter as percentage without symbol - i.e. 10.5 for 10.5%)

TOTAL PROJECT COST: \$7,720,240.00

7. Federal Lands Access Program Funds Requested (Cannot exceed 88.53%) : = 88.53 %

8. Project Funds Leveraged: List and provide detail of all non-FLAP match funding sources that will be furnished below.

a) Sources eligible for Minimum Match (11.47%) and/or Overmatch:

Local, State, and/or Other non-federal Sources (Cash match only) :	<input style="width: 100%; text-align: right;" type="text" value="\$885,511.53"/>	=		<u>11.47 %</u>
Right of Way (Acquisition costs only. Supporting costs borne by Applicant) :	<input style="width: 100%;" type="text"/>	=		%
Utility Relocation (Construction costs only. Supporting costs borne by Applicant) :	<input style="width: 100%;" type="text"/>	=		%
Authorized Title 23 (FLTP, TTP, HSIP) and/or Title 49 Sources (Requires Agency approval) :	<input style="width: 100%;" type="text"/>	=		%
Toll Credits (Cannot exceed 11.47% and may only be used by qualifying projects*) :	<input style="width: 100%;" type="text"/>	=		%
<small>* Projects located within non- MPO Rural Transportation Planning Areas (RTPA), identified on Caltrans MPO/RTPA Map.</small>				
Sub-Total (minimum required 11.47%):	<input style="width: 100%; text-align: right;" type="text" value="\$885,511.53"/>	=		<u>11.47 %</u>

b) Sources only eligible for Overmatch:

Other Federal Sources (e.g. Federal-Aid Highway Programs including STPBGP, ATP, HBP)	<input style="width: 100%;" type="text"/>	=		%
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c) Total Matching Contribution: \$885,511.53 = 11.47 % **Total Percent Overmatch:** = _____ %

9. List and provide detail on all match funding source(s) identified above including funding source description, restriction(s), timing availability of funds and associated partnerships.

The County Matching Contribution will be funded by revenue from the County of Monterey Transportation Safety & Investment Plan (Measure X) sales tax approved by voters on November 8, 2016. The Measure X sales tax is expected to raise funding to address transportation needs and leverage grant funding for transportation safety and mobility projects in Monterey County.

10. Summarize any assumptions made regarding the project cost. Describe costs that are outside of the general summary provided in the estimate.

None. All costs are within the general summary provided in the estimate.

1 - Federal Lands Access Improvement

1. Describe how the Federal Lands Access Transportation Facility (FLATF) in this project is connected to the Federal Lands listed on page 1. of the Proposal (FLMA's Accessed).

Carmel Valley Road connects to Tassajara Road and Cachagua Road which provide access to over 38 sites, trails, camps and various popular visitor destinations within the Los Padres National Forest northern division including the Ventana Wilderness, Nasson Road Trailhead, Danish Creek Camp, Carmel River Trail, Rattlesnake Creek Trail and Camp, Big Pine Trail. (See Attachment 4- Project Map and Attachment 8-Carmel Valley Road Repairs FLMA Sites and/or Major Destinations).

2. Describe how access to these Federal Lands will be improved as result of this project. If applicable, include improvements to all transportation mode choices (vehicular, pedestrian, bicycle, transit, emergency, etc.). Also, if applicable, include how the project will improve access management (e.g. reduction in traffic congestion, restrictions, bottlenecks, size/load limits, etc.).

Carmel Valley Road experiences damage, slides, and slip-outs during severe winter storms which can close the road or subject it to traffic control, restricting visitation to key access points to the Los Padres National Forest (See Attachments 5, Photos). This Project will re-pave damaged sections, making them more resilient to storm damage and safer for vehicular traffic and emergency vehicles. The project will restore safe vehicular, pedestrian, bicycle traffic for visitors.

2 - High Use Recreation Site and Economic Generator

1. Describe how the Federal Lands listed on page 1. of the Proposal (FLMA's Accessed) are considered high use recreation site(s).

Carmel Valley Road provides access to an estimated 329,412 annual visitors via Tassajara and Cachagua Road and to over 323 miles of trails, wilderness and recreational sites in the northern division Ventana Wilderness (See See Attachment 8: Carmel Valley Road Repairs-FLMA Sites and/or Major destinations). The Los Padres National Forest is a high-use recreational site with 1,348,000 annual visits. According to the US National Forest, the "Los Padres National Forest, encompassing almost two million acres, is the third largest National Forest in California. It occupies a major portion of the coastal mountain ranges and extends for about 220 miles from the west boundary of Los Angeles County to mid-Monterey County on the north". The Monterey Ranger District includes 10 developed campgrounds which can accommodate a total of 1632 overnight visitors per day, in addition to over 100 remote campgrounds. This district encompasses more than 240,000 acres of wilderness between the Pacific Ocean and Salinas Valley.

2. Describe how the Federal Lands would be considered federal economic generator(s)* for the local and/or regional economy. Explain if/how the local and/or regional community is economically dependent on the access to the federal lands and the proposed transportation facility.

Federal lands, including Los Padres National Forest are key to tourism in Monterey County, particularly eco-tourism, which stretches from the the Pacific Ocean on the west to the Pinnacles National Park on the east. Eco-tourism plays a large role in why people visit Monterey County. There are more than 20 state and federal forests, national monuments or parks spread throughout the County. In terms of employment, tourism was directly responsible for more than 21,000 jobs, or 12.2% of all civilian employment in Monterey County.(Source: Monterey County Comprehensive Economic Development Strategy, Adopted March 2015). The nearby Big Sur area is an important tourism destination, and generates approximately \$200,000 per day in tourist-related commerce. Carmel Valley Road road provides access to an estimated 329,412 visitors per year to over 38 nearby sites and destinations (See Attachment 8). Carmel Valley Road closures impact access for local residents and reduce economic impact generated from visitors.

*Note: Federal economic generator refers to any use of/on Federal lands that results in economy generation for the local community and/or region.

3 - Preservation

1. Describe the condition of the FLATF including surface condition and age of the facility. As applicable, include pavement condition ratings (PCI), bridge sufficiency ratings, etc.

Currently, Carmel Valley Road is nearing the end of its service life and had a pavement condition index (PCI) rating of 42 (poor), prior to sustaining recent damages from the 2016-17 winter storm season. In this condition, the road has less than 15% of remaining useful life. The roadway will undergo emergency repairs to provide a basic level of access, however, long-term and sustainable repairs cannot be currently funded by the County. FLAP assistance is required to bring the facility back into a state of good repair.

2. Describe how the proposed project will improve the condition of the FLATF. Describe if/how the proposed project will improve a deficient rating and/or extend the service life of a structure.

The Project will repave road surface, increasing the PCI score from 42 (poor) to 100, and the extend the service life of the pavement to 20 years.

3. Describe how the proposed project will impact FLATF maintenance and operating costs.

With the implementation of the project, the newly constructed road will not require major maintenance in the first ten years, essentially reducing maintenance and operations costs. Maintenance and operating costs for the County Owned facility will be provided by the County.

4 - Safety

1. Describe all existing safety conditions (e.g. below standard sight distances, roadside hazards, below standard lane and shoulder widths, etc.) and how proposed project countermeasure(s) will address these safety conditions.

Carmel Valley Road is subject to closure and traffic control due to it's poor state of repair, and severe winter storm damage. The road cannot accommodate vehicular traffic due to numerous road hazards including pavement failures, slides, slip-outs, etc. Counter measures include reconstructing the road to address pavement failures and constructing retaining wall structures to stabilize slides and slip-outs will reduce the risk of landslides or slip-outs which present a major safety hazard for vehicular, cyclist, or pedestrian users.

2. Describe how the proposed project will impact safety for the current and proposed user groups (e.g. vehicles, pedestrians, bicyclist, etc.).

The project will restore safe public access (vehicular, pedestrian, bicycle and emergency vehicle) along a 10.82 mile section of Carmel Valley Road. Reconstructing the road to address pavement failures and constructing retaining wall structures to stabilize slides and slip-outs will reduce the risk of these safety hazard risks emergency responders and for vehicular, cyclist, or pedestrian users.

5 - Sustainability and Environmental Quality Benefits

1. Describe if and how the proposed project contributes to the environmental goals and objectives of the local, State, and/or Federal Land Management Agency (e.g. wildlife connectivity, habitat, aquatic organism passage, reduction of noise/water/air/pollution, critical watersheds, environmentally sensitive areas, etc.).

The project will be constructed in accordance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) procedures and regulations, and will obtain all the necessary regulatory permits. The Project will implement mitigation measures as required for the project. All project activity will comply with the Carmel Valley Master Plan and the USDA Forest Service guidelines for Road Maintenance Levels.

6 - Funding and Coordination

1. Describe coordination and/or support from all stakeholders that align with Public Involvement Plan (PIP) as applicable, including FLMA(s) and other project stakeholders. Provide support letters as available.

The County has coordinated with the several Community stakeholders impacted by the closure of Carmel Valley Road including Tassajara Zen Center, Ventana Wilderness Society, and residents impacted by Road failures. Letters of support are attached (see Attachment 9).

2. Describe why the Federal Lands Access Program is the most appropriate funding source for the proposed project as opposed to other funding sources eligible (e.g. Highway Bridge Program (HPB), Highway Safety Improvement Program (HSIP)).

The Federal Lands Access Program is the most appropriate funding source for the proposed Project since Carmel Valley Road is critical in providing access to the Los Padres National Forest. The FLAP funding availability is in line with the project time frame. The Project does not qualify for other grants (i.e. Highway Bridge Program); and other grant sources do not meet the project time line. While the County of Monterey is able to perform emergency short-term repairs to restore roadway access after hazard-related closures, the County cannot fund long-term repairs which would restore the roadway back to a state of good repair, and make it more resilient to damage. FLAP funding is needed to make long term repairs which will reduce closures and make visitor access more consistent.

Submittal Instructions:

1. Save your form as PDF to your computer, with file name similar to:
CALIFORNIA FLAP APP 2017 <PROJECT NAME>
 - a. Check that all fields have been completed and that all your work has saved properly prior to e-mailing your application.
2. Attach all additional files:
 - a. Review the checklist you completed on page 1 and attach all photos, maps project estimates, and forms requiring signatures.
 - b. Maximum total for all files is 15MB. Using a zip application may help reduce file sizes but it is the responsibility of the sending party to ensure their file has successfully transmitted (not getting stuck in the e-mail "outbox").
 - c. **ATTENTION:** *DO NOT USE YOUR PDF SOFTWARE TO ATTACH DOCUMENTS INTO THE PDF DOCUMENT AS ALL YOUR FORM FIELDS WILL BE INVALID. ALL ATTACHED PHOTOS AND FILES SHOULD BE SEPARATE FILES.*
3. Save a copy for your records
4. E-mail your completed form to cfl.planning@dot.gov, using the subject: *CALIFORNIA FLAP APP 2017 <PROJECT NAME>*
5. Check your e-mail's "sent box" to ensure that your file was sent. Larger files may take longer to send.
 - a. You should receive confirmation of receipt of your submission within 3 working days.

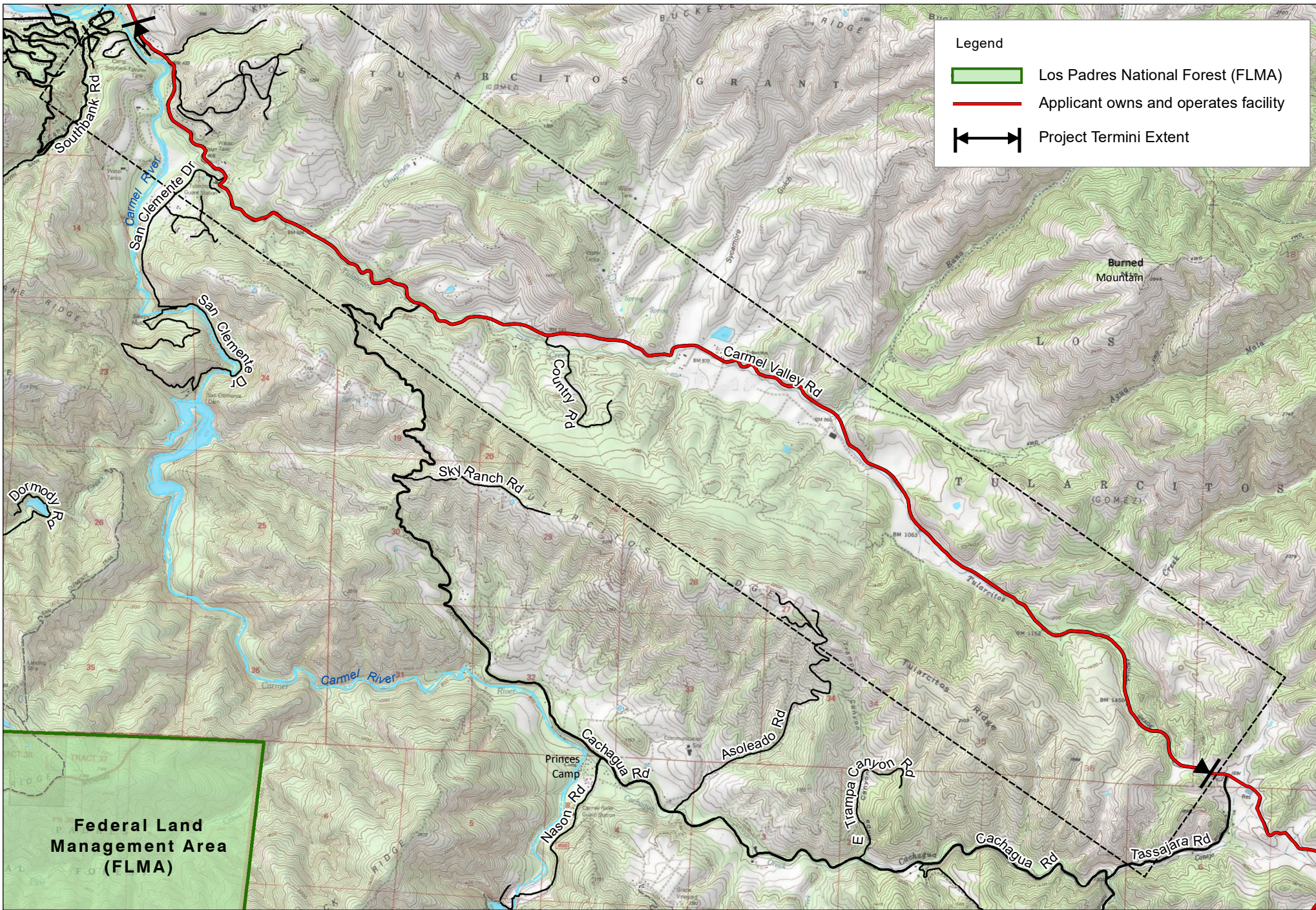
ATTACHMENT 1
PROJECT ENDORSEMENT FORM

ATTACHMENT 2
PROPOSED PROJECT FLMA SUPPORT FORM

**ATTACHMENT 3
FLAP RESOLUTION**

**Signed Resolution
(Attachment A) will
be included with
grant application.**

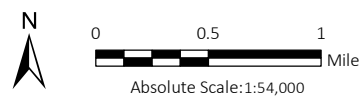
ATTACHMENT 4
PROJECT MAP



Legend

- Los Padres National Forest (FLMA)
- Applicant owns and operates facility
- Project Termini Extent

Project Map - Carmel Valley Rd Repairs



ATTACHMENT 5

PHOTOS



STOP

1

A



4

FIRE
CAMP



5

ATTACHMENT 6
TRAFFIC COLLISION HISTORY REPORT

**Monterey County Dept of Public Works
Traffic Engineering Department**

**Traffic Collision History Report
Midblock Collisions**

3/6/2017
Page 1

**Arterial: CARMEL VALLEY RD
Limit 1: TASSAJARA RD
Limit 2: CACHAGUA RD (S)**

**Total Number of Collisions: 8
Date Range Reported: 1/1/2013 - 12/31/2016**

Report No.	Date Time	Dist/Dir	Location	Type of Collision	Motor Veh. Involved With	DOT1	MPC 1	DOT2	MPC 2	PCF	# Inj	# KId
1307122	7/13/13 4:00	12672' East of	Carmel Valley Rd/Martin Rd (mp23.57)	Hit Object	Fixed Object	East	Ran Off Road			Improper Turning	0	0
1309024	9/4/13 3:10	3168' East of	Carmel Valley Rd/Martin Rd (mp26.57)	Hit Object	Fixed Object	East	Ran Off Road			Improper Turning	0	0
1309203	9/24/13 10:45	40656' West of	Carmel Valley Rd/Arroyo Seco Rd (mp29.83)	Overtuned	Non-Collision	East	Proceeding Straight			Unsafe Speed	1	0
1401112	1/19/14 16:00	16896' East of	Carmel Valley Rd/Tassajara Rd (mp20.12)	Overtuned	Non-Collision	West	Proceeding Straight			Improper Turning	1	0
1411025	11/3/14	2640' East of	Carmel Valley Rd/Martin Rd	Hit Object	Fixed Object	East	Ran Off Road			Improper Turning	0	0
1605299	5/29/16 10:16	45935' East of	Carmel Valley Rd/Tassajara Rd	Overtuned	Non-Collision	East	Making Left Turn			Improper Turning	1	0
1607650	7/3/16 11:30	5280' East of	Carmel Valley Rd/Tassajara Rd	Hit Object	Fixed Object	East	Other Unsafe Turning			Improper Turning	0	0
1609271	9/9/16 0:01	29040' West of	Carmel Valley Rd/Arroyo Seco Rd	Hit Object	Fixed Object	East	Ran Off Road			Driving Under Influence	0	0

**Monterey County Dept of Public Works
Traffic Engineering Department**

**Traffic Collision History Report
Midblock Collisions**

3/6/2017
Page 2

Arterial: CARMEL VALLEY RD
Limit 1: TASSAJARA RD
Limit 2: CACHAGUA RD (S)

Total Number of Collisions: 8
Date Range Reported: 1/1/2013 - 12/31/2016

Report No.	Date Time	Dist/Dir	Location	Type of Collision	Motor Veh. Involved With	DOT1	MPC 1	DOT2	MPC 2	PCF	# Inj	# KId
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Total Number of Collisions: 8 **Segment Length:** 17.09 miles (90,220')

Settings Used For Query

<u>Parameter</u>	<u>Setting</u>
Limit 1	Include Intersection Related
Limit 2	Include Intersection Related
Intermediate Intersections	Include Intersection Related
Sorted By	'Date and Time'

ATTACHMENT 7
ANNUAL AVERAGE DAILY TRAFFIC REPORT

ANNUAL AVERAGE DAILY TRAFFIC

2 0 1 6

**MONTREY COUNTY
DEPARTMENT OF PUBLIC WORKS
TRAFFIC ENGINEERING**



ATTACHMENT 8
FMLA SITES AND MAJOR DESTINATIONS

**Attachment 8: Carmel Valley Road Repairs
FLMA Sites and/or Major Destinations Accessed by the Transportation Facility**

Name of FLMA Site	Site/Major Destination	Distance from Project	Current Annual Visitation (est)
USFS Los Padres National Forest	Arroyo Seco Trailhead	25 mi.	329,412
	Nason Road Trailhead	5 mi.	
	Bluff West Camp	10 mi.	
	Bluff East Camp	10 mi.	
	Carmel River North Camp	11 mi.	
	Carmel River South Camp	11 mi.	
	Sulfur Springs Camp	12 mi.	
	Buckskin Flat Camp	14 mi.	
	Puerto Suelo Camp	20 mi.	
	Big Pines Camp	14 mi.	
	Little Pines Camp	13 mi.	
	Hiding Canyon	16 mi.	
	Round Rock Camp	17 mi.	
	Lone Pine Camp	19 mi.	
	Danish Creek Camp	9 mi.	
	Rattlesnake Camp	11 mi.	
	Arroyo Seco Camp	25 mi.	
	Adobe Camp	29 mi.	
	Tassajara Creek Camp	30 mi.	
	Willow Spring Camp	31 mi.	
	Camp Creek Camp	32 mi.	
	Tan Oak Camp	30 mi.	
	Rocky Creek Camp	27 mi.	
	Hanging Valley Camp	35 mi.	
	Carmel River Trail	8 mi.	
	Rattlesnake Creek Trail	9 mi.	
	Ventana Double Cone Trail	18 mi.	
	Puerto Suelo Trail	15 mi.	
	Big Pine Trail	7 mi.	
	Carmel River Trail	7 mi.	
	Danish Creek Trail	9 mi.	
	Rocky Creek Trail	25 mi.	
Santa Lucia Trail	26 mi.		
Santa Lucia Connector Trail	29 mi.		
Indians Trail	25 mi.		
Pasture Trail	29 mi.		
Marble Peak Trail	28 mi.		
Tony Trail	31 mi.		

Annual visitor trips = 20 Year ADT x 365 days x 95% visitor traffic = TOTAL.

ATTACHMENT 9
LETTERS OF SUPPORT

California Federal Lands Access Program: Proposed Project FLMA Support Form

This form can be signed and submitted electronically or be printed, signed, scanned and submitted electronically.

Letters of support are highly recommended in addition to this signature page.

Support Form - Acknowledgement of Coordination with Federal Land Management Agency (FLMA)

By signing this support form, the FLMA representative certifies that the projects provide access to, is adjacent to, or are located within a Federal recreation site or Federal economic generator.

Please Note: All fields are required.

1. Federal Land Management Agency (FLMA) supporting project: U.S. Forest Service, Los Padres National Forest

2. Name of FLMA representative: ^{for} Robert Baird

3. Title: Forest Supervisor

4. Signature:  5. Date (MM/DD/YYYY):

4	15	17		
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6. E-mail: rabaird@fs.fed.us 7. Telephone: 805-961-5733 ext. _____

8. Address 1: Los Padres National Forest, 6750 Navigator Way, Goleta, CA 93117

9. Address 2: _____

10. Comments on the proposed project:

Project: Carmel Valley Road Repairs. Carmel Valley Road is a local Road and major connector to California State Route 1 & Forest Service Road Forest Service Road 18S02 (Tassajara Road) and Cachagua Road which were heavily used by emergency vehicles and the California Fire to access the base camp and battle the 2016 Soberanes Fire. Carmel Valley Road sustained damage during the 2016 Soberanes Fire and the 2016-17 winter storm season. The project will repair the road surface from M.P 16.2 to M.P 23.32. The Project will improve road safety for vehicular, pedestrian, and bicycle users. The project will help reduce the incidence of road closures, ensure regular visitor access to the Los Padres National Forest, and extend the service life of the road.

11. FLMA Point-of-Contact (POC) Name: Debbie Evans

12. POC Telephone: 805-961-5772 ext. _____ 12. POC e-mail: deborahlevans@fs.fed.us

Morgan Malley, Transportation Planner
Central Federal Lands Highway Division
12300 West Dakota Ave, Ste 380B, Lakewood, CO 80228
Phone: 720-963-3605 | morgan.malley@dot.gov
Additional information on the Access Program is located at:
<http://flh.fhwa.dot.gov/programs/flap/ca/>