



ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Application Form for Part A

Parts B & C must be completed using a separate document

PROJECT unique APPLICATION NO.:

05-Monterey County Resource Management Agency Department of Public Works-1

Auto populated

Total ATP Funds Requested:

\$ 5,895

(in 1000s)

Auto populated

Important: Applicants must follow the CTC Guidelines and Chapter 22 of the Local Assistance Program Guidelines, and include attachments and signatures as required in those documents. Ineligible project elements may result in a lower score/ranking or a lower level of ATP funding. Incomplete applications may be disqualified.

Applicants are expected to use the corresponding “step-by-step” Application Instructions and Guidance to complete the application (3 Parts):

Part A: General Project Information

Part B: Narrative Questions

Part C: Application Attachments

Application Part A: General Project Information

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

IMPLEMENTING AGENCY'S NAME:

Monterey County Resource Management Agency Department of Public Works

IMPLEMENTING AGENCY'S ADDRESS

CITY

ZIP CODE

168 W. Alisal Street, 2nd Floor

Salinas

CA

93901

IMPLEMENTING AGENCY'S CONTACT PERSON:

Ryan Chapman, P.E., T.E.

CONTACT PERSON'S TITLE:

Traffic Engineer

CONTACT PERSON'S PHONE NUMBER:

831-755-4800

CONTACT PERSON'S EMAIL ADDRESS :

chapmanr@co.monterey.ca.us



Project Partnering Agency: Entities that are unable to apply for Active Transportation Program funds or that are unable to enter into a Master Agreement with the State must partner with an eligible applicant that can implement the project. **In addition, entities that are unfamiliar with the requirements to administer a Federal-Aid Highway Program project may partner with an eligible applicant that can implement the project.**

If another entity (Partnering Agency) agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement (e.g., letter of intent) must be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the first request for allocation. For these projects, the Project Partnering Agency's information shall be provided below.

(The Grant Writer's or Preparer's information should not be provided)

PROJECT PARTNERING AGENCY'S NAME:

PROJECT PARTNERING AGENCY'S ADDRESS

CITY

ZIP CODE

<input type="text"/>	<input type="text"/>	CA	<input type="text"/>
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PROJECT PARTNERING AGENCY'S CONTACT PERSON:

CONTACT PERSON'S TITLE:

CONTACT PERSON'S PHONE NUMBER:

CONTACT PERSON'S EMAIL ADDRESS :

MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans?

☒ Yes ☐ No

Implementing Agency's Federal Caltrans MS number

05-5944R

Implementing Agency's State Caltrans MS 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 NAME: (To be used in the CTC project list)

Monterey Bay Sanctuary Scenic Trail (MBSST) - Moss Landing Segment Class I Bicycle/Pedestrian Path and Bridge Project

Application Number: out of **Applications**

PROJECT DESCRIPTION: (Max of 250 Characters)

The Project is approximately 4,466ft (0.85-mile) consisting of the construction of a 10 foot paved bicycle path with 2 foot wide decomposed granite shoulders on either side of the path and a 12 foot wide 386 foot long pedestrian/bicycle bridge.

PROJECT LOCATION: (Max of 250 Characters)

North Monterey County in the Community of Moss Landing extending from the North Harbor (northwest side of the existing State Highway 1 Bridge) to Moss Landing Road.



Will any infrastructure-improvements permanently or temporarily encroach on the State right-of-way? ☒ Yes ☐ No

If yes, see the application instructions for more details on the required coordination and documentation.

Project Coordinates: (latitude/longitude in decimal format) Lat. 36.804074 /long. -121.783839

Congressional District(s):

State Senate District(s):

State Assembly District(s):

Caltrans District(s):

County:

MPO:

RTPA:

MPO UZA Population:

ADDITIONAL PROJECT GENERAL DETAILS: (Must be consistent with Part B of Application)

ESTIMATION OF ACTIVE TRANSPORTATION USERS

Existing Counts:	Pedestrians	<u>1</u>	Bicyclists	<u>2</u>
One Year Projection:	Pedestrians	<u>102</u>	Bicyclists	<u>102</u>
Five Year Projection:	Pedestrians	<u>110</u>	Bicyclists	<u>110</u>

BICYCLE AND/OR PEDESTRIAN INFRASTRUCTURE (Check all that apply)

Bicycle:	Class I	<input checked="" type="checkbox"/>	Class II	<input type="checkbox"/>	Class III	<input type="checkbox"/>	Other	<u>Bridge</u>
Pedestrian:	Sidewalk	<input type="checkbox"/>	Crossing	<input type="checkbox"/>	Other	<u>Bridge</u>		
Multiuse Trails/Paths:	Meets "Class I" Design Standards	<input checked="" type="checkbox"/>	Other	<u>Bridge</u>				

DISADVANTAGED COMMUNITIES

Project contributes toward the Disadvantaged Communities funding requirement: the project must clearly demonstrate a direct, meaningful, and assured benefit to a community that meets any of the following criteria: ☒ Yes ☐ No

If yes, which criterion does the project meet in regards to the Disadvantaged Community (mark all that apply):

Household Income	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	CalEnviroScreen	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Student Meals	<input type="checkbox"/> Yes	<input type="checkbox"/> No	Local Criteria	<input type="checkbox"/> Yes	<input type="checkbox"/> No

Is the majority of the project physically located within the limits of a Disadvantaged Community: ☒ Yes ☐ No

CORPS

Does the agency intend to utilize the Corps: ☒ Yes ☐ No

**PROJECT TYPE** (Check only one: I, NI or I/NI)**Infrastructure (I)** ☒**OR Non-Infrastructure (NI)** ☐**OR Combination (N/NI)** ☐

“Plan” applications to show as NI only

Development of a Plan in a Disadvantaged Community: ☐ Yes ☒ No

If Yes, check all Plan types that apply:

☐ **Bicycle Plan**☐ **Pedestrian Plan**☐ **Safe Routes to School Plan**☐ **Active Transportation Plan****Indicate any of the following plans that your agency currently has:** (Check all that apply)Bicycle Plan ☒Pedestrian Plan ☐Safe Routes to School Plan ☐Active Transportation Plan ☐**PROJECT SUB-TYPE** (check all Project Sub-Types that apply):☒ **Bicycle Transportation** % of Project 50.0 % (ped + bike must = 100%)☒ **Pedestrian Transportation** % of Project 50.0 %☐ **Safe Routes to School** (Also fill out Bicycle and Pedestrian Sub-Type information above)**How many schools does the project impact/serve:** _____

If the project involves more than one school: 1) Insert “Multiple Schools” in the School Name, School Address, and distance from school; 2) Fill in the student information based on the total project; and 3) Include an attachment to the application which clearly summarizes the following school information and the school official signature and person to contact for each school.

School name: _____

School address: _____

District name: _____

District address: _____

Co.-Dist.-School Code: _____

School type (K-8 or 9-12 or Both) ☐

Project improvements maximum distance from school _____ mile

Total student enrollment: _____

% of students that currently walk or bike to school% _____ %

Approx. # of students living along route proposed for improvement: _____

Percentage of students eligible for free or reduced meal programs ** _____ %

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

A map must be attached to the application which clearly shows the limits of: 1) the student enrollment area,

2) the students considered to be along the walking route being improved, 3) the project improvements.



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

Trails Projects constructing multi-purpose trails and are generally eligible in the Active Transportation Program. If the applicant believes all or part of their project meets the federal requirements of the Recreational Trails Program they are encouraged to seek a determination from the California Department of Parks and Recreation on the eligibility of their project to complete for this funding. This is optional but recommended because some trails projects may compete well under this funding program.

For all trails projects:

Do you feel a portion of your project is eligible for federal Recreational Trail funding? ☐ Yes ☒ No

If yes, estimate the total projects costs that are eligible for the Recreational Trail funding: _____

If yes, estimate the % of the total project costs that serve "transportation" uses? _____ %

Applicants intending to pursue "Recreational Trails Program funding" **must submit** the required information to the California Department of Parks and Recreation prior to the ATP application submissions deadline. (See the Application Instructions for details)

PROJECT STATUS and EXPECTED DELIVERY SCHEDULE

Applicants need to enter **either** the date the milestone was completed (for all milestones already complete prior to submitting the application) **or** the date the applicant anticipates completing the milestone. Applicants should enter "N/A" for all CTC Allocations that will not be requested as part of the project. Per CTC Guidelines, all project applications must be submitted with the expectation of receiving partially federally funded and therefore the schedule below must account for the extra time needed for federal project delivery requirements and approvals. *See the application instructions for more details.*

The agency is responsible for meeting all CTC delivery requirements or their ATP funding will be forfeited.

For projects consisting of entirely non-infrastructure elements are not required to complete all standard infrastructure project milestones listed below. Non-infrastructure projects only have to provide dates for the milestones identified with a " *" and can provide "N/A" for the rest.

MILESTONE:	DATE COMPLETED	OR	EXPECTED DATE
CTC - PA&ED Allocation:	N/A		N/A
* CEQA Environmental Clearance:			6/2/15
* NEPA Environmental Clearance:	1/16/15		
CTC - PS&E Allocation:	N/A		N/A
CTC - Right of Way Allocation:	N/A		N/A
* Right of Way Clearance & Permits:			6/30/16
Final/Stamped PS&E package:			1/31/19
* CTC - Construction Allocation:			1/31/19
* Construction Complete:			10/31/19
* Submittal of "Final Report"			10/30/20

**PROJECT FUNDING** (in 1000s)

Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged.

See the Application instructions for more details and requirements relating to ATP funding.

ATP funds being requested for this application/project by project delivery phase:

ATP funds for PA&D: _____

ATP funds for PS&E: _____

ATP funds for Right of Way: _____

ATP funds for Construction: _____ \$5,895

ATP funds for Non-Infrastructure: _____ *(All NI funding is allocated in a project's Construction Phase)*

Total ATP funds being requested for this application/project: _____ \$5,895

Local funds leveraging or matching the ATP funds: _____

For local funding to be considered Leveraging/Matching it must be for ATP eligible activities and costs.

Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

Additional Local funds that are 'non-participating' for ATP: _____ \$4,339

These are local funds required for the overall project, but not for ATP eligible activities and costs. They are not considered leverage/match.

TOTAL PROJECT FUNDS: _____ 10,234

ATP - FUNDING TYPE REQUESTED:

Per the CTC Guidelines, All ATP projects must be eligible to receive federal funding. Most ATP projects will receive federal funding, however some projects may be granted State only funding (SOF) for all or part of the project.

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

If "Yes", provide a brief explanation. (Max of 250 characters) Applicants requesting SOF must also attach an "Exhibit 22-f"

ATP PROJECT PROGRAMMING REQUEST (PPR): In addition to the project funding information provided in Part A of the application, all applicants must complete the ATP Project Programming Request form and include it as Attachment B. More information and guidance on the completion and submittal of this form is located in the Application Instructions Document under Part C - Attachment B.



ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Part B: Narrative Questions

(Application Screening/Scoring)

Project unique application No.: 05-Monterey County Resource Management Agency Department of Public Works-1

Implementing Agency's Name: Monterey County Resource Management Agency Department of Public Works

Important:

- *Applicants must ensure all data in Part B of the application is fully consistent with Part A and C.*
- *Applicants must follow all instructions and guidance to have a chance at receiving full points for the narrative question and to avoid flaws in the application which could result in disqualification.*

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Part B: Narrative Questions **Detailed Instructions for: 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:

The current cost estimate for this Project is \$10.2 million. The County has secured \$4.3 million in Local, State, and Federal grant funds and is requesting the difference of \$5.9 million in ATP grant funds to fully fund the Project. Toll Credits will be used as a match for the ATP funds (or the construction phase is \$6.7 which is partially funded and all other costs have been paid). The proposed Project does not contain any elements that are directly or indirectly related to past or future environmental mitigation resulting from a separate development or capital improvement Project.

2. Consistency with Regional Plan.

The Project is consistent with the goals and objectives of the 2014 Regional Transportation Plan (RTP) prepared by the Transportation Agency for Monterey County (TAMC), which is Monterey County's regional transportation agency. Page 49 of the RTP states that "The Regional Transportation Plan includes policies for maximizing the transportation system to promote walking and bicycle travel, including development of bicycle and pedestrian facilities, safety programs and promotional events, improved access and safety provisions, and improved linkages to bikeways and recreational trail system." See Attachment I – Screening Criteria 2. The RTP is also accessible at the following link:

<http://www.tamcmonterey.org/programs/rtp/pdf/2014_rtp/0-2014-Monterey-County-RTP.pdf>



The Project ranks ninth in Table 4-1: Bicycle & Pedestrian Facilities Master Plan – Top Ranked Projects, page 53 of the RTP. Two of the nine top ranked projects that fall in the County’s jurisdiction, Blanco Road and Davis Road, have been completed except for the Castroville Bicycle Path and Railroad Crossing Project which is fully funded and construction will begin in 2016. Additionally, page 54 of the RTP describes the Project as “One of the most important planned regional bicycle facilities in Monterey County...” See Attachment I – Screening Criteria 2. <http://www.tamcmonterey.org/programs/rtp/pdf/2014_rtp/0-2014-Monterey-County-RTP.pdf>

The Project is consistent with the goals and policies of the 2010 Monterey County General Plan, adopted October 26, 2010, Chapter 2.0 – Circulation Element, Bicycle Transportation, Goal C-9, Promote a Safe, Convenient Bicycle Transportation System Integrated as Part of the Public Roadway System, pages 11-12. See Attachment I - Screening Criteria 2. The 2010 Monterey County General Plan is also available at the following link:
<http://www.co.monterey.ca.us/planning/gpu/gpu_2007/2010_mo_co_general_plan_adopted_102610/Elements_Area-Master_Plans/02-Circulation%20Element_10-26-2010.pdf>

It is also consistent with the goals and policies of the 2011 Transportation Agency for Monterey County Bicycle and Pedestrian Master Plan (Plan) prepared by TAMC and adopted by the Board of Supervisors on July 16, 2013. The Plan supports bicycling and walking in Monterey County as stated in Section 1.2. Vision, Goals, Objectives and Policies, Page 1-2. This Project is included as one of the Plan’s objectives in Section 1.2.3 Objectives, Objective 2, Page 1-3. See Attachment I – Screening Criteria 2. The Plan is also available at the following link:
<http://www.tamcmonterey.org/programs/bikeped/pdf/TAMC_BPMP_December_2011.pdf>



Part B: Narrative Questions

Detailed Instructions for: Question #1

QUESTION #1

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. (0-30 POINTS)

A. Describe the following:

-Current and projected types and numbers/rates of users. (12 points max.)

Currently, bicycle and pedestrian activity is very low as there are inadequate facilities to support biking and walking. The nature of the Project will create a safe and scenic experience for users that will exponentially increase bicycle and pedestrian activity in the area creating a shift in transportation mode along this corridor.

Manual Counts below were taken on April 8, 2014 and April 10, 2014.

Table 1	Count Results for 2014					
Location	Date	Time	Bikes	Peds	Others	Overall Total
Dolan Road at State Highway 1	4/8/14	7:00AM – 9:00AM	1	1	0	2
Dolan Road at State Highway 1	4/10/14	4:00PM – 6:00PM	1	0	0	1

(Source: County of Monterey 2014 Bicycle Count Report) See attached relevant page in Attachment I.

Usership for the Project is difficult to estimate since the closest parallel route is State Highway 1 with an Annual Average Daily Traffic (AADT) of 37,000 trips, the vast majority of these trips being interregional trips between Santa Cruz County and the Monterey Peninsula. If the typical assumption that 5% of the adjacent facility is used than the estimated daily usership for the trail would be 1,850 users. This value is high and a more representative road to consider would be Moss Landing Road.



Moss Landing Road also runs parallel to the proposed trail through the community but primarily provides local access to the Moss Landing Community. Since the traffic on this road includes more short trips that are more likely to be performed using modes other than automobile it is reasonable to assume that 5% of the ADT for Moss Landing Road would be a good base usership rate for the Project.

The methodology used for a 5-year timeframe was using ATP Benefit Cost Tool, the inputs of a two-hour count total for bicyclists and pedestrians from Table 1, and the AADT for Moss Landing Road of 2,046 (Source: Monterey County Department of Public Works, Traffic Engineering, see attached data in Attachment I). The anticipated number of daily bike and pedestrian trips is 102. To calculate a user rate 5 years after construction it was assumed that 5% of current vehicular ADT was grown out at 2% per year. According to this methodology, the 5-year estimate of daily users will be 110. See attached ATP Benefit Cost Tool calculations for the Project in Attachment I-1A.

- B. Describe how the project links or connects, or encourages use of existing routes (for non-infrastructure applications) 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 via: (12 points max.)**
- a. creation of new routes**
 - b. removal of barrier to mobility**
 - c. closure of gaps**
 - d. other improvements to routes**
 - e. educates or encourages use of existing routes**

Schools

It is home to the Moss Landing Marine Laboratories (MLML), a multi-purpose campus research facility which administers the Master of Science in Marine Science program for the California State University providing the skills and training to students so they can become successful scientists, teachers, and resource managers. MLML has a population of 200 consisting of researchers, graduate students, and staff (Source: page 10, National Ocean



Economics Program, The Value of Marine Institutions: An Economic Survey of Marine Research and Education Institutions in Monterey and Santa Cruz Counties, Nathaniel Miller).
<<http://www.mbari.org/education/internship/07interns/papers/InternPapers/NMiller.pdf>>

Transit Facility

The Project complements the Monterey-Salinas Transit (MST) services in the community of Moss Landing, since MST has equipped their buses and bus stops with bicycle racks. Currently, MST offers bus services from Watsonville to Marina via Line 27 and 28, which runs through this Project providing a bus stop at State Highway 1 and Dolan Road. This type of connection with transit modes will encourage the use of the trail as a commuter route and serve the recreational needs of local residents, bicyclists, and visitors, including migrant laborers that work in the area. All buses are equipped with bicycle racks.

Employment Centers

Moss Landings' employment center includes heavy industry, marine research, a small craft harbor, and commercial uses.

- Moss Landing Power Plant (Dynegy) is the largest industrial use in Moss Landing and supplies electrical power to the entire Central Coast Region with 76 full time employees (Source: U.S. EPA's Risk Management System database (RMP)).

<http://www.rtknet.org/db/rmp/rmp.php?facility_id=100000174036&database=rmp&detail=3&dtype=T>

- Monterey Bay Aquarium Research Institute (MBARI) and the Moss Landing Marine Laboratory (MLML) form the anchor of marine research activities in Moss Landing and together with facilities at the University of California Santa Cruz and on the Monterey Peninsula make the Monterey Bay Area a world leader in marine research. MBARI employs approximately 220 scientists, engineers, and operations and administrative staff. (Source: Page 11, National Ocean Economics Program, The Value of Marine Institutions: An



Economic Survey of Marine Research and Education Institutions in Monterey and Santa Cruz Counties, Nathaniel Miller and Wikipedia).

<<http://www.mbari.org/education/internship/07interns/papers/InternPapers/NMiller.pdf>
http://en.wikipedia.org/wiki/Monterey_Bay_Aquarium_Research_Institute>

- Moss Landing Harbor provides 600+ berths for research vessels, fishing boats, and a variety of smaller yachts and boats. <<http://www.mosslandingharbor.dst.ca.us/>>
- Moss Landing is also host to a vibrant aquaculture industry that produces high quality seafood and surrounding agricultural lands produce a variety of row crops, including lettuce and strawberries for the region and nation.
- Moss Landing has a large business park, which depends on seawater and coastal proximity for its enterprise. The business park is currently entertaining a proposal to establish a pilot bio-fuel production facility that will test the feasibility of using seawater to grow algae and produce biofuel.

State Tail System/Points of Interest and Park

The Project is a link in the larger chain of trail segments connecting Santa Cruz and Monterey counties with the rest of the California Coast Trail. The California Coast Trail is an environmental project adopted by the California Coastal Conservancy designed to connect the entire coast of California by forming an extensive trail which upon completion will span 1,200 miles from Oregon to Mexico.

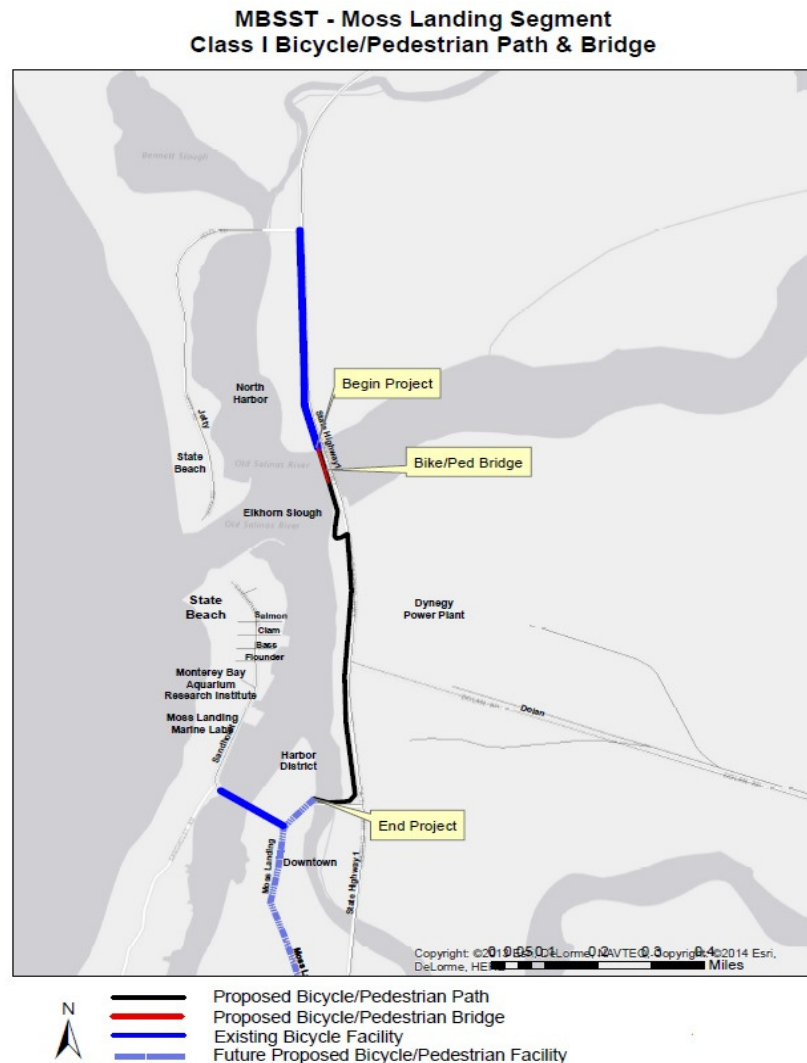
Moss Landing is located adjacent to Elkhorn Slough, which has been designated as a State Scenic Waterway and hosts eco-tourists year round who come for kayaking, bird watching, and environmental education.



Moss Landing is also home to two state beaches—Zmudsky State Beach Park and Salinas River State Beach.

The trail will also promote the Coastal Commissions goal of increasing access to California's coasts by creating a dedicated non-motorized path through Moss Landing to the Elkhorn Slough.

A full scale map, of the map below, identifying the destinations that will be served by this Project as explained above is included in Attachment D.





- C. Referencing the answers to A and B above, describe how the proposed project represents one of the Implementing Agencies (and/or project Partnering Agency's) highest unfunded non-motorized active transportation priorities. (6 points max.)**

The Project ranks ninth in the 2011 Transportation Agency for Monterey County Bicycle and Pedestrian Master Plan (Plan). Of the projects in the County's jurisdiction two of the top priority projects have been completed and the Castroville Bicycle Path and Railroad Crossing Project, which is fully funded, will begin construction in 2016. The Plan addresses the planning, design, funding, and implementation for a variety of bicycle and pedestrian infrastructure projects and programs. The Plan was developed in coordination with the Transportation Agency for Monterey County (TAMC) and the Bicycle and Pedestrian Facilities Advisory Committee (BPC). The Plan was approved by the TAMC Board as well as the County of Monterey Board of Supervisors. Both approvals included a Public comment period.

<http://www.tamcmonterey.org/programs/bikeped/pdf/TAMC_BPMP_December_2011.pdf>



Part B: Narrative Questions

Detailed Instructions for: Question #2

QUESTION #2

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

There has been no collision history for bicycle/pedestrian within the past five years, but currently the only alternative for bicycle and pedestrian traffic in this area is along the shoulders of State Highway 1. State Highway 1 has a 55 mile per hour speed limit with an AADT of 31,000 south of Dolan Road and 37,000 north of Dolan Road (Source: 2013 Traffic Volumes on California State Highways, Caltrans, see Attachment I) . This Project eliminates the potential for significant vehicle, bicycle, and or pedestrian injuries or fatalities.

Crash data from a State Highway 1(a parallel route) was used. Between January 1, 2008 and December 31, 2012 there were a total of twenty-one (21) collisions along the Project corridor. There is no collision history for bicycle/pedestrian types. Table 3 summarizes the results.

Table 3						
Location	Number of Collisions	Fatalities	Severe Injury	Injury – Other Visible	Injury – Complaint of Pain	Property Damage (only)
State Highway 1	21	0	1	3	17	0

(Source: Crossroads Collision Data and the Transportation Injury Mapping System (TIMS). See attached TIMS – Collision Details in Attachment I)

- B. Describe how the project/program/plan will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities; including but not limited to the following possible areas: (15 points max.)**
- Reduces speed or volume of motor vehicles in the proximity of non-motorized users.
 - Improves sight distance and visibility between motorized and non-motorized users.



- Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users.
- Improves compliance with local traffic laws for both motorized and non-motorized users.
- Addresses inadequate traffic control devices.
- Eliminates or reduces behaviors that lead to collisions involving non-motorized users.
- Addresses inadequate or unsafe traffic control devices, bicycle facilities, trails, crosswalks and/or sidewalks.

As shown in the pictures below, commuters and recreational bicyclists and pedestrians currently ride and walk on State Highway 1, a high speed, high volume facility. While there are shoulders on the road it is not designated as a class II facility and bikes are expected to share the road with motor vehicle traffic. The traffic volumes, speeds, and geometrics along State Highway 1 do not safely accommodate bicyclists.



View to the southwest towards Moss Landing Harbor and Monterey Bay from the north end of SR-1 Bridge crossing Elkhorn Slough.



View looking north from the knoll towards the Elkhorn Slough Crossing.

Countermeasure considered for the Project is R37 – Install Sidewalk/Pathway (to avoid walking along roadway) from Caltrans' Local Highway Safety Improvement Program and Local Roadway Safety Manual found at the following link:

http://www.dot.ca.gov/hq/LocalPrograms/HSIP/prepare_now.htm.

This countermeasure will improve safety, accessibility, network connectivity, and eliminate impediments to through bicycle and pedestrian travel, thus reducing conflict with motor vehicles. The Project will create a shift in transportation mode along this corridor increasing walking and biking by providing a separate safe, convenient, and scenic facility. (See Attachment D - Destinations Map).



Reduces Speed or Volume of Motor Vehicles in Proximity of Non-motorized Users

State Highway 1 has a 55 mile per hour (MPH) speed limit and a 2013 Annual Average Daily Traffic (AADT) of 31,000 south of Dolan Road and 37,000 north of Dolan Road in this section of the Project (Source: 2013 Traffic Volumes on California State Highways, Caltrans, Page 6) <http://traffic-counts.dot.ca.gov/docs/2013_aadt_volumes.pdf>. The Project will provide a separate continuous, convenient, and safe facility for bicycle and pedestrian traffic.

Improves Sight Distance and Visibility

Sight distance and visibility of bicyclist and pedestrians along State Highway 1 is improved by providing a separate facility for bicycle/pedestrian use.

Eliminates Conflict Points

By creating this path and providing non-motorized users an alternative to State Highway 1, potential conflicts at State Highway 1 and Moss Landing Road (N & S) will be eliminated and any new intersections that are created with the path will have significantly lower approach speeds.

Improves Compliance with Local Traffic Laws

This section of State Highway 1 is designated as part of the “Pacific Coast Route.” Bicyclist are not prohibited from using State Highway 1, however the potential for a severe vehicle bicycle collision will be prevented with the construction of the Project.

Eliminates Behaviors that Lead to Collisions or Accidents

In the past five years there was no collision history for bicycle/pedestrian but there were a total of twenty-one (21) vehicle collisions along the Project corridor. A separated bicycle/pedestrian path and bridge will eliminate the potential for potential future collisions between vehicles, bicyclist and or pedestrians.



Addresses Inadequate or Unsafe Bicycle Facilities, Trails, Crosswalks, or Sidewalks

The Project has no bicycle facilities in the Project area. Construction of a Class I bicycle path and bridge from the existing bicycle path at the north end of State Highway 1, over the Elkhorn Slough to Moss Landing Road will provide a bicycle/pedestrian facility where none exist. This Project will offer an opportunity to provide unmatched recreational and non-motorized transportation opportunities.

Part B: Narrative Questions
Detailed Instructions for: Question #3

QUESTION #3

PUBLIC PARTICIPATION and PLANNING (0-15 POINTS)

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

- A. Who: Describe who was engaged in the identification and development of this project/program/plan (for plans: who will be engaged). (5 points max)**

The Project is a segment of a collaborate effort between public agencies, non-profit organizations and the public to construct a trail that would span Monterey Bay from Lovers Point in Pacific Grove to Wilder Ranch in Santa Cruz. The Monterey Bay Sanctuary Scenic Trail (MBSST) Master Plan was developed to articulate this vision and provide documentation for the proposed trail and was adopted in 2007 by the Transportation Agency for Monterey County (TAMC).

During the planning process for the MBSST Master Plan, key Project stakeholders (private and public property owners, and other special interest groups with direct social or economic ties to the Project area), were identified and asked to contribute to the planning effort by participating in public meetings, individual meetings and design workshops.

Resource Management Agency – Public Works Department (RMA-PW) held two community meetings at the Moss Landing Harbor District Board Room. The meetings were noticed on



the County's website and through mailings of flyers. The first meeting was held on March 4, 2015 at 6:30 p.m. and had a total of 16 participants, two staff members, and four consultant members. The second meeting was held on April 23, 2015 at 6:30 p.m. and had a total of 10 participants, two staff members, and three consultant members. See attached sign in sheets and flyers in Attachment I.

B. How: Describe how stakeholders were engaged (or will be for a plan). (4 points max)

- A technical advisory committee was included in the planning process by the Transportation Agency for Monterey County (TAMC).
- A Steering Committee was created by the Association of Monterey Bay Area Governments (AMBAG) to gather input from State, regional and local agencies. Steering Committee Meetings were held on April 11, 2005 and May 11, 2006.
- The Project ranks ninth for the County of Monterey in the 2011 Transportation Agency for Monterey County Bicycle and Pedestrian Master Plan (Plan). The Plan addresses the planning, design, funding, and implementation for a variety of bicycle and pedestrian infrastructure projects and programs. The Plan was developed in coordination with TAMC and the BPC. The Plan was approved by the TAMC Board as well as the County of Monterey Board of Supervisors. Both approvals included a Public comment period.
- On November 7, 2012, the Project was presented to the Bicycle Pedestrian Committee (BPC) for a status update. See attached agenda in Attachment I.
- On August 22, 2013, the Project was presented to the Agricultural Advisory Committee (AAC) Land Use AAC LUC. See attached agenda in Attachment I.
- On March 4, 2015, the first of up to four community meetings was held at the Moss Landing Harbor District Board Room by the County of Monterey to



receive input on the design and aesthetics of the trail and bridge. See attached flyer in Attachment I.

- On April 23, 2015, the second community meeting was held at the Moss Landing Harbor District Board Room by the County of Monterey to present aesthetic treatment preferences determined from the March 4, 2015 meeting, present preliminary mock-ups of five interpretative signs, and receive any additional input on the trail and bridge. See attached flyer in Attachment I.
 - On April 17, 2014, County staff and Project Consultant met with the Coastal Commission in Santa Cruz to review the Project and address the Coastal Commission's concerns with the trail alignment, bike/ped bridge, fencing, and sea level rise.
- C. What: Describe the feedback received during the stakeholder engagement process and describe how the public participation and planning process has improved the project's overall effectiveness at meeting the purpose and goals of the ATP. (5 points max)**
- The ranking criteria used to establish the priority list in the Plan included gap closure, local connections, regional connections, multimodal connections, employment connections, activity center connections, and safety.
 - Based on the input recorded during the public meetings, a list of recommendations will be provided for color/style of benches, color/texture of concrete roadside barriers, color of bridge design, color/style rail design and color/style of end treatments for the Project. Additionally, final specifications for aesthetic features and interpretive signs/panels will be developed.



- D. Describe how stakeholders will continue to be engaged in the implementation of the project/program/plan. (1 points max)

Final recommendations for the design and aesthetics of the trail and bridge were made at the April 23, 2015 public meeting by the community members. The County will post the recommendations on the County's website. Additionally, a community meeting will be held, if necessary, and announcements of the Project's progress will be posted on the County's website to keep the community informed.

Part B: Narrative Questions

Detailed Instructions for: Question #4

QUESTION #4

IMPROVED PUBLIC HEALTH (0-10 points)

- NOTE: Applicants applying for the disadvantaged community set aside must respond to the below questions with health data specific to the disadvantaged communities. Failure to do so will result in lost points.

- A. Describe the health status of the targeted users of the project/program/plan. (3 points max)

The RMA – PW coordinated with Krista Hanni, MS, PhD, Program Manager from the County of Monterey Health Department, Planning, Evaluation, and Policy (PEP). Since Moss Landing, a disadvantaged community in Census Tract 146.01, is located in the unincorporated area of North Monterey County, health data was only available at the county level. The following health data was collected from PEP:

Overweight/obese adults (measured by body mass index)

	Percent											
	2001		2003		2005		2007		2009		2011-12	
	OW	OB	OW	OB	OW	OB	OW	OB	OW	OB	OW	OB
Monterey County	36.7	25.3	33.1	24.7	35.4	25.6	35.7	26.6	43.4	20.4	37.2	25.1

OW=overweight, OB=obese

Source: California Health Interview Survey, 2013.



Grade 5 students in the Healthy Fitness Zone

	Percent				
	2007-08	2008-09	2009-10	2010-11	2011-12
Grade 5 Total	50.0	47.2	48.5	38.3	40.6

Note: Healthy Fitness Zone is the minimum levels of fitness that offer protection against the diseases that result from sedentary living.

Source: Fitness Gram Performance Standards, California Department of Education, 2013.

Grade 7 students in the Healthy Fitness Zone

	Percent				
	2007-08	2008-09	2009-10	2010-11	2011-12
Grade 7 Total	50.3	53.0	52.9	47.8	49.0

Note: Healthy Fitness Zone is the minimum levels of fitness that offer protection against the diseases that result from sedentary living.

Source: Fitness Gram Performance Standards, California Department of Education, 2013.

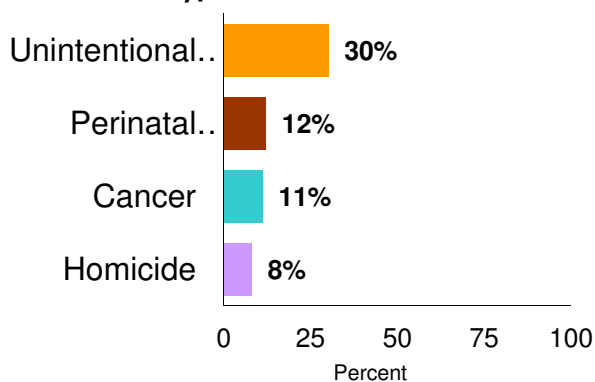
Grade 9 students in the Healthy Fitness Zone

	Percent				
	2007-08	2008-09	2009-10	2010-11	2011-12
Grade 9 Total	54.3	59.3	62.8	55.4	55.9

Note: Healthy Fitness Zone is the minimum levels of fitness that offer protection against the diseases that result from sedentary living.

Source: Fitness Gram Performance Standards, California Department of Education, 2013.

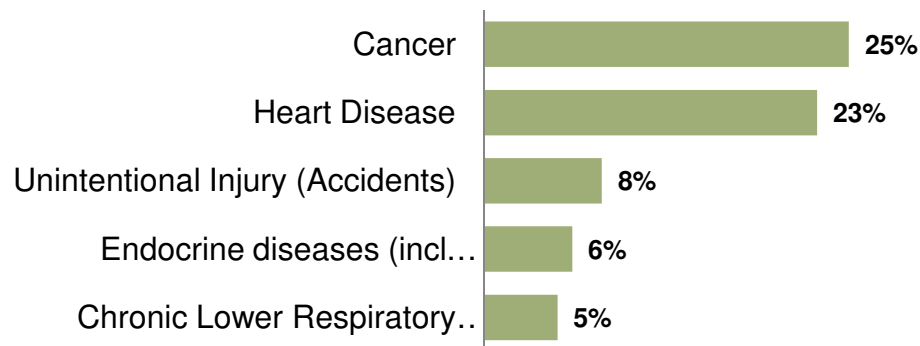
Leading causes of premature death as a percentage of years of potential life lost prior to age 75, North County, 2010



Sources: California Department of Public Health, Health Information and Research Section, Death Statistical Master File 1999-2010, Fetal Death Statistical Master File 1999-2010, Birth Statistical Master File 1999-2010; statistical analyses performed by Monterey County Health Department, Planning, Evaluation, and Policy Unit.



Five leading causes of mortality in North County region, 2010



Note: As these data represent the five leading causes of death, the percentages do not total 100%.

Sources: California Department of Public Health, Health Information and Research Section, Death Statistical Master File 1999-2010; statistical analyses performed by Monterey County Health Department, Surveillance and Epidemiology Unit.

Ever diagnosed with high blood pressure

	Percent					
	2001	2003	2005	2007	2009	2011-12
Monterey County	22.3	20.7	21.3	26.1	30.6	28.1

Source: California Health Interview Survey, 2013.

Ever diagnosed with heart disease

	Percent					
	2001	2003	2005	2007	2009	2011-12
Monterey County	6.2	8.2	6.2	7.0	6.3	7.5

Source: California Health Interview Survey, 2013.

Ever diagnosed with diabetes

	Percent				
	2003	2005	2007	2009	2011-12
Monterey County	6.0	8.1	8.4	11.0	9.7

Source: California Health Interview Survey, 2013.

**Ever diagnosed with asthma**

	Percent					
	2001	2003	2005	2007	2009	2011-12
Monterey County	9.3	13.5	10.2	11.5	10.1	10.6

Source: California Health Interview Survey, 2013.

Residents living at up to 200% of the federal poverty level

Poverty levels	Number	Percent
	2009-2013	
Below 50%	196	11.6
50%-125%	701	41.4
126%-150%	56	3.3
151%-185%	688	40.5
186%-200%	54	3.2
TOTAL	1,695	100

Source: US Census Bureau, American Community Survey, Census Tract 146.01, 2009-2013.

B. Describe how you expect your project/proposal/plan to enhance public health. (7 points max.)

Health in All Policies (HiAP) recognizes that the health of Californians is largely determined by the physical, social, economic and service environments in which we live, learn, work and play (California Department of Public Health, *Health in All Policies Report to the Strategic Growth Council*, 12/3/2010). HiAP is a collaborative approach to improve population health by incorporating health considerations into decision making in all sectors and policy areas. HiAP is the framework used in Monterey County to address *health inequities* and focuses on identifying the root causes of poor health. This Project is an example of HiAP in Monterey County in that it will improve public health by encouraging more people to bike or walk to and from work, school, shopping, and recreational activities by providing a safe, convenient, and continuous bicycle/pedestrian facility. Additionally, the Project will reduce greenhouse emissions therefore providing a better quality of life. It is expected that this HiAP approach,



along with the work by our partner agencies, will positively affect the health outcome indicators listed below in the long term in our Project area.

The Project will improve public health by providing a safe, convenient, and continuous bicycle/pedestrian facility which will encourage more bicyclists to ride their bicycles and more pedestrians to walk to and from work, school, shopping, and recreational activities. Getting more people to bike or walk is great exercise it has many health benefits, it reduces greenhouse emissions, and it provides a better quality of life.

Due to the scenic nature of Moss Landing, this trail will provide a pleasant place to exercise therefore increasing the level of physical activity in a community. Exercising helps reduce physical and mental health risks. By reducing these risks, blood pressure, cholesterol levels and weight are controlled, depression is prevented, and strength and endurance is built up.



Part B: Narrative Questions

Detailed Instructions for: Question #5

QUESTION #5

BENEFIT TO DISADVANTAGED COMMUNITIES (0-10 points)

A. Identification of disadvantaged communities: (0 points – SCREENING ONLY)

To receive disadvantaged communities points, projects/programs/plans must be located within a disadvantaged community (as defined by one of the four options below) AND/OR provide a direct, meaningful, and assured benefit to individuals from a disadvantaged community.

1. The median household income of the census tract(s) is 80% of the statewide median household income
2. Census tract(s) is in the top 25% of overall scores from CalEnviroScreen 2.0
3. At least 75% of public school students in the project area are eligible for the Free or Reduced Priced Meals Program under the National School Lunch Program
4. Alternative criteria for identifying disadvantage communities (see below)

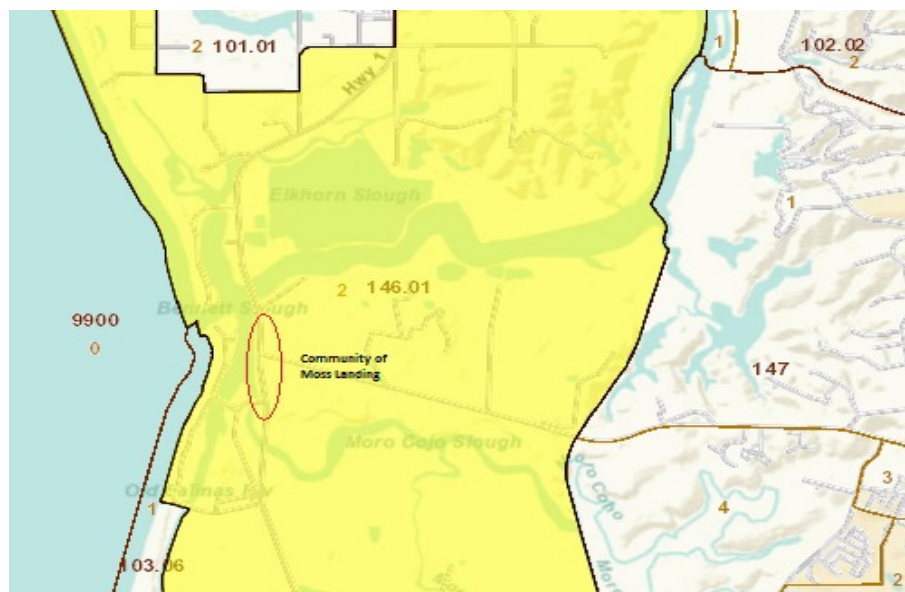
Provide a map showing the boundaries of the proposed project/program/plan and the geographic boundaries of the disadvantaged community that the project/program/plan is located within and/or benefiting.

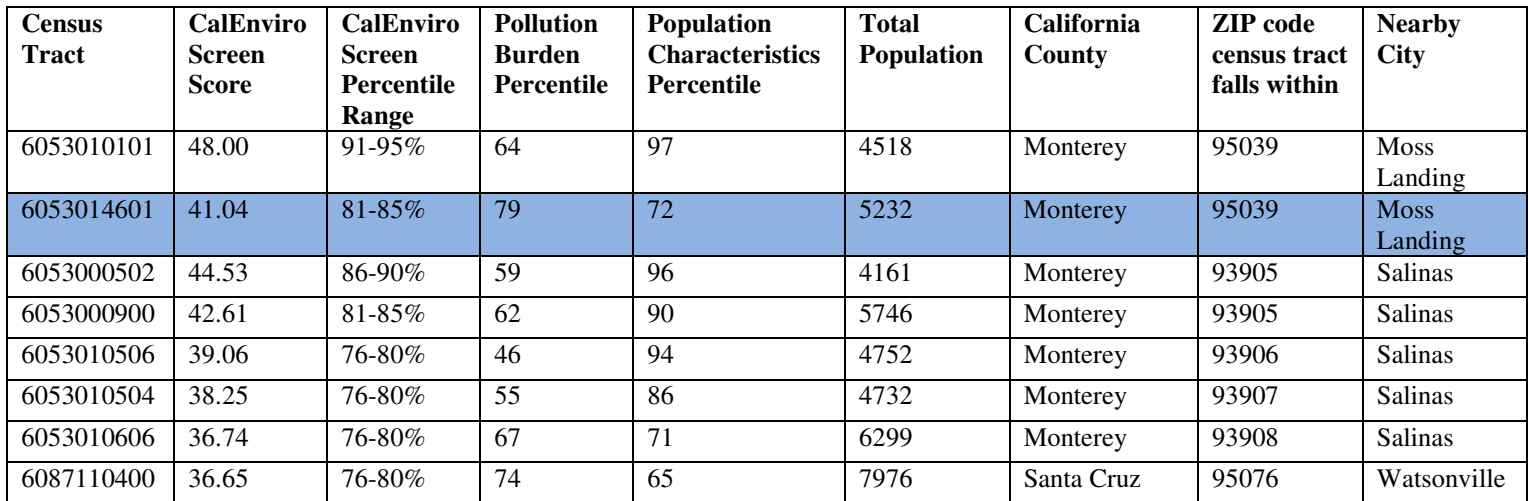
Option 1: Median household income, by census tract for the community(ies) benefited by the project:

\$28,750

- Provide all census tract numbers **146.01(Block 2039, Block Group 2)**
- Provide the median income for each census track listed **\$28,750**
- Provide the population for each census track listed **5232**

See Map Below:





Option 2: California Communities Environmental Health Screening Tool 2.0 (CalEnviroScreen) score for the community benefited by the project: **41.04**

- See map below:**





B. For proposals located within disadvantage community: (5 points max)

What percent of the funds requested will be expended in the disadvantaged community? 100%

Explain how this percent was calculated.

100 % of the Project falls within the disadvantaged community of Moss Landing. According to the California Communities Environmental Health Screening Tool (CalEnviroScreen), Moss Landing falls within the top 25% disadvantaged communities and has a score of 41.04.

C. Describe how the project/program/plan provides (for plans: will provide) a direct, meaningful, and assured benefit to members of the disadvantaged community. (5 points max)

Define what direct, meaningful, and assured benefit means for your proposed project/program/plan, how this benefit will be achieved, and who will receive this benefit.

The Project is located within the disadvantaged rural community of Moss Landing California. 100% of the Project falls within the disadvantaged community of Moss Landing. According to the California Communities Environmental Health Screening Tool (CalEnviroScreen), Moss Landing falls within the top 25% disadvantaged communities and has a score of 41.04.

The only alternative for bicycle and pedestrian traffic in this area, at this time, is along the shoulders of State Highway 1. State Highway 1 has high traffic volumes of over 35,000 and high speeds of 55 miles per hour.

The Project will provide safe access to north and south Moss Landing by offering an alternative mode of transportation instead of driving along State Highway 1. The Project is approximately 4,466 ft (0.85-mile) extending from the North Harbor (northwest side of the existing State Highway 1 Bridge) to Moss Landing Road. It consists of constructing a 10 foot paved bicycle path with 2 foot wide decomposed granite shoulders on either side of the path and a 12 foot wide 386 foot long bicycle/pedestrian bridge over the Elkhorn Slough.

Additionally, the Project will improve public health by providing a safe, convenient, and continuous bicycle/pedestrian facility which will encourage more bicyclists to ride their

05-Monterey County Resource Management Agency Department of Public Works-1

ATP - Cycle 2 - **Part B & C** - 2015



bicycles and more pedestrians to walk to and from work, shopping, and recreational activities.



Part B: Narrative Questions

Detailed Instructions for: Question #6

QUESTION #6**COST EFFECTIVENESS (0-5 POINTS)**

- A. Describe the alternatives that were considered and how the ATP-related benefits vs. project-costs varied between them. Explain why the final proposed alternative is considered to have the highest Benefit to Cost Ratio (B/C) with respect to the ATP purpose of “increased use of active modes of transportation”. (3 points max.)**

The total benefit of the Project was calculated looking at Collision Reduction Factor R37, see below, for bicyclist and pedestrians to travel along State Highway 1 (a high traffic volume and highway speeds facility). The only alternative for bicycle and pedestrian traffic in this area is along the shoulders of State Highway 1. The Project will create a separate path and bridge thus reducing the potential for serious bicycle and pedestrian injuries or fatalities.

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

	Affects Crash Type	CRF (%)	Service Life (years)
R37 - Install Sidewalk/pathway (to avoid walking along roadway)	Peds & Bike	80.00 %	20

Source: Caltrans' Local Highway Safety Improvement Program, Local Roadway Safety Manual
http://www.dot.ca.gov/hq/LocalPrograms/HSIP/prepare_now.htm

- B. Use the ATP Benefit/Cost Tool, provided by Caltrans Planning Division, to calculate the ratio of the benefits of the project relative to both the total project cost and ATP funds requested. The Tool is located on the CTC's website at: <http://www.dot.ca.gov/hq/tpp/offices/eab/atp.html>. After calculating the B/C ratios for the project, provide constructive feedback on the tool (2 points max.)**

$$\left(\frac{\text{Benefit}}{\text{Total Project Cost}} \text{ and } \frac{\text{Benefit}}{\text{Funds Requested}} \right).$$

Below are the benefit/cost ratios relative to both the total Project cost and funds requested.

$$0.14/10,232,000 = 0\% \quad \text{and} \quad 0.14/5,900,000 = 0\%$$

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ATP - Cycle 2 - **Part B & C** - 2015



The County used the ATP Benefit/Cost Tool, provided by Caltrans Planning Division, to calculate the ratio of the benefits. The ratio for funds requested was calculated using estimated build-out bicycle and pedestrian traffic volumes and existing collision data from the parallel section of State Highway 1. This resulted in a benefit/cost ratio of 0.14 percent.

Funds Requested	\$5,895,000.00
Net Present Cost of Funds Requested	\$5,668,269.23
Benefit Cost Ratio	0.14

The tool is difficult to use for new infrastructure projects since there is no established collision data or a way to estimate usership.



Part B: Narrative Questions

Detailed Instructions for: Question #7

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

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

The County has secured \$4.3 million in Local, State, and Federal grant funds or 42 percent (42%) of the total Project cost. The following describes the funding sources secured for the Project.

SAFETEA-LU: Demo Funds	\$4,062,000
Local Funds	<u>\$ 277,000</u>
Total	\$4,339,000

The following describes the costs for past milestones and estimated costs for future milestones.

Design/Environmental	\$2,250,000	Secured Funding - Past milestone
Right-of-Way/Utilities	\$ 296,000	Secured Funding - Past milestone
Construction Management	\$1,011,000	Secured Funding - Future milestone
Construction	<u>\$6,677,000</u>	Partially Secured Funding – Future milestone
Total	\$10,234,000	



Part B: Narrative Questions

Detailed Instructions for: Question #8

QUESTION #8

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

- Step 1: Is this an application requesting funds for a Plan (Bike, Pedestrian, SRTS, or ATP Plan)?
- Yes (If this application is for a Plan, there is no need to submit information to the corps and there will be no penalty to applicant: 0 points)
- ☒ No (If this application is NOT for a Plan, proceed to Step #2)
- Step 2: The applicant must submit the following information via email concurrently to **both** the CCC **AND** certified community conservation corps prior to application submittal to Caltrans. The CCC and certified community conservation corps will respond within five (5) business days from receipt of the information.
- Project Title
 - Project Description
 - Detailed Estimate
 - Project Schedule
 - Project Map
 - Preliminary Plan

California Conservation Corps representative:

Name: Wei Hsieh

Email: atp@ccc.ca.gov

Phone: (916) 341-3154

Community Conservation Corps representative:

Name: Danielle Lynch

Email: inquiry@atpcommunitycorps.org

Phone: (916) 426-9170

- Step 3: The applicant has coordinated with Wei Hsieh with the CCC **AND** Danielle Lynch with the certified community conservation corps and determined the following (check appropriate box):

Neither corps can participate in the project (0 points)

- ☒ Applicant intends to utilize the CCC or a certified community conservation corps on the following items listed below (0 points).

Landscaping will be done by the California Conservation Corps. (CCC). See attached emails in Attachment I.

Applicant has contacted the corps but intends not to use the corps on a project in which either corps has indicated it can participate (-5 points)

Applicant has not coordinated with both corps (-5 points)

The CCC and certified community conservation corps will provide a list to Caltrans of all projects submitted to them and indicating which projects they are available to participate on. The applicant must also attach any email correspondence from the CCC and certified community conservation corps to the application verifying communication/participation.



Part B: Narrative Questions

Detailed Instructions for: Question #9

QUESTION #9**APPLICANT'S PERFORMANCE ON PAST GRANTS AND DELIVERABILITY OF PROJECTS****(0 to-10 points OR disqualification)**

- A. Applicant:** Provide short explanation of the Implementing Agency's project delivery history for all projects that include project funding through Caltrans Local Assistance administered programs (ATP, Safe Routes to School, BTA, HSIP, etc.) for the last five (5) years.

The County has extensive experience managing federal grants and has been successful in delivering all projects that included funding through Caltrans Local Assistance administered programs. Following is a list of projects that the County received within the last five (5) years:

Grant Source	Project Name	Award Amount	Match Amount	Award Date	Completion Date
Active Transportation Program (ATP)	Castroville Bicycle/Pedestrian path and Railroad Crossing Project	\$ 913,000	\$ -	August 20, 2014	Construction expected to be completed in spring of 2017
Highway Safety Improvement Program (HSIP)	River Road Pavement Delineation Project	\$ 477,900	\$ 53,200	October 20, 2012	Construction expected to be completed in October 2015
Highway Safety Improvement Program (HSIP)	Castroville Boulevard Delineation Project	\$ 732,500	\$ 81,600	October 20, 2012	May, 2015
Transportation Enhancement (TE)	Davis Road Class II Bicycle Lane Project	\$ 3,135,000	\$ -	May, 2010	October, 2014
Transportation Enhancement (TE)	Blanco Road Class II Bicycle Lane Project	\$ 200,000	\$ -	May, 2010	June, 2012
Totals		\$ 5,458,400	\$ 134,800		

- B. Caltrans response only:**

Caltrans to recommend score for deliverability of scope, cost, and schedule based on the overall application.



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
ATP - PROJECT PROGRAMMING REQUEST (ATP-PPR) Required for all applications	Attachment B
Engineer’s Checklist Required for Infrastructure Projects	Attachment C
Project Location Map Required for all applications	Attachment D
Project Map/Plans showing existing and proposed conditions Required for Infrastructure Projects (optional for ‘Non-Infrastructure’ and ‘Plan’ Projects)	Attachment E
Photos of Existing Conditions Required for all applications	Attachment F
Project Estimate Required for Infrastructure Projects	Attachment G
Non-Infrastructure Work Plan (Form 22-R) (N/A) Required for all projects with Non-Infrastructure Elements	Attachment H
Narrative Questions backup information Required for all applications Label attachments separately with “H-#” based on the # of the Narrative Question	Attachment I
Letters of Support Required or Recommended for all projects (as designated in the instructions)	Attachment J
Additional Attachments Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.	Attachment K




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: <u></u>	Date: <u>May 28, 2015</u>
Name: <u>Robert K. Murdoch, P.E.</u>	Phone: <u>831-755-4800</u>
Title: <u>Director of Public Works</u>	e-mail: <u>murdochr@co.monterey.ca.us</u>

For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board

(For use only when appropriate)

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

Signature: <u>N/A</u>	Date: _____
Name: _____	Phone: _____
Title: _____	e-mail: _____

For Safe Routes to School projects and/or projects presented as benefiting a school: School or School District Official

(For use only when appropriate)

The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature: <u>N/A</u>	Date: _____
Name: _____	Phone: _____
Title: _____	e-mail: _____

For projects with encroachments on the State right-of-way: Caltrans District Traffic Operations Office Approval*

(For use only when appropriate)

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

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

Signature: <u>See attached Letter of Acknowledgement</u>	Date: _____
Name: _____	Phone: _____
Title: _____	e-mail: _____

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

DEPARTMENT OF TRANSPORTATION

50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3281
FAX (805) 549-3329
TTY 711
<http://www.dot.ca.gov/dist05/>



*Serious drought
Help save water!*

May 19, 2015

Ogarita Carranza
Management Analyst II
County of Monterey Resource Management Agency
Department of Public Works
168 West Alisal Street 2nd Floor
Salinas, CA 93901-2438

Dear Ms. Carranza,

This letter is acknowledgement of the Active Transportation Program Cycle 2 (ATP) Grant Application process for the "Monterey Bay Sanctuary Scenic Trail (MBSST) - Moss Landing Segment Class I Bicycle/Pedestrian Path and Bridge Project" to construct multimodal facilities along Highway 1. We appreciate your efforts to improve connectivity for bicycles and pedestrians along this portion of the state highway system.

Based on preliminary reviews of the general project scope received by District 5 Traffic Operations, the improvement concept is acceptable. An Encroachment Permit will be required for all work within the state highway right of way. Please be aware that in addition to the subsequent reviews and the approval process required for work within state highway right of way, a Maintenance Agreement is required to be executed prior to the issuance of an Encroachment Permit.

Sincerely,

A handwritten signature in blue ink, appearing to read "Sara von Schwind", written over a blue circular stamp or seal.

Sara von Schwind
Interim Deputy District Director
Maintenance and Operations

Attachment A

ATP PROJECT PROGRAMMING REQUEST

Date: 5/15/2015

Project Information:**Project Title:** Monterey Bay Sanctuary Scenic Trail - Moss Landing Segment

District	County	Route	EA	Project ID	PPNO
05	MON	VAR			

Funding Information:**DO NOT FILL IN ANY SHADED AREAS**

Proposed Total Project Cost (\$1,000s)									Notes:
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									
PS&E									
R/W									
CON						5,899		5,899	
TOTAL						5,899		5,899	

ATP Funds	Infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON						5,223		5,223	
TOTAL						5,223		5,223	

ATP Funds	Non-infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Plan Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Previous Cycle								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Future Cycles								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP PROJECT PROGRAMMING REQUEST

Date: 5/15/2015

Project Information:**Project Title:** Monterey Bay Sanctuary Scenic Trail - Moss Landing Segment

District	County	Route	EA	Project ID	PPNO
05	MON	VAR			

Funding Information:**DO NOT FILL IN ANY SHADED AREAS**

Fund No. 2:	Future Source for Matching - Toll Credits								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									State
PS&E									Notes:
R/W									
CON						676		676	
TOTAL						676		676	

Fund No. 3:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Fund No. 4:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									Notes:
PS&E									
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Fund No. 6:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Fund No. 7:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Engineer's Checklist for Infrastructure Projects

Required for "Infrastructure" applications ONLY

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

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

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

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

The following checklist is to be completed by the engineer in "responsible charge" of defining the projects 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 until the final application and application attachments are complete and ready for submission to Caltrans.

1. Vicinity map /Location map

Engineer's Initials: 

- a. The project limits must be clearly depicted in relationship to the overall agency boundary

2. Project layout-plan/map showing existing and proposed conditions must:

Engineer's Initials: 

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

3. Typical cross-section(s) showing existing and proposed conditions.

Engineer's Initials: 

(Include cross-section for each controlling configuration that varies significantly from the typical)

- a. Show and dimension: changes in lane widths, ROW lines, side slopes, etc.

4. Detailed Engineer's Estimate

Engineer's Initials: 

- a. Estimate is reasonable and complete.
- b. Each of the main project elements are broken out into separate construction items. The costs for each item are based on calculated quantities and appropriate corresponding unit costs
- c. All non-participating costs in relation to the ATP funding are clearly identified and accounted for separately from the eligible costs.
- d. All project elements the applicant intends to utilize the CCC (or a certified community conservation corps) on need to be clearly identified and accounted for
- e. All project development costs to be funded by the ATP need to be accounted for in the total project cost

5. Crash/Safety Data, Collision maps and Countermeasures:Engineer's Initials: My

- a. Confirmation that crash data shown occurred within influence area of proposed improvements.

6. Project Schedule and Requested programming of ATP fundingEngineer's Initials: My

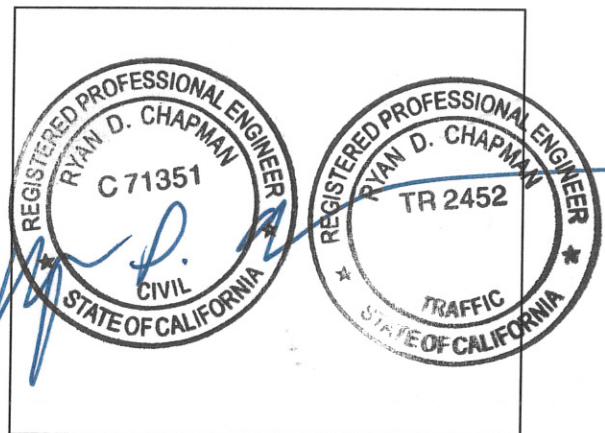
- a. All applicants must anticipate receiving federal ATP funding for the project and therefore the project schedules and programming included in the application must account for all applicable requirements and timeframes.
- b. "Completed Dates" for project Milestone Dates shown in the application have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

7. Warrant studies/guidance (Check if not applicable)Engineer's Initials: My☒ N/A

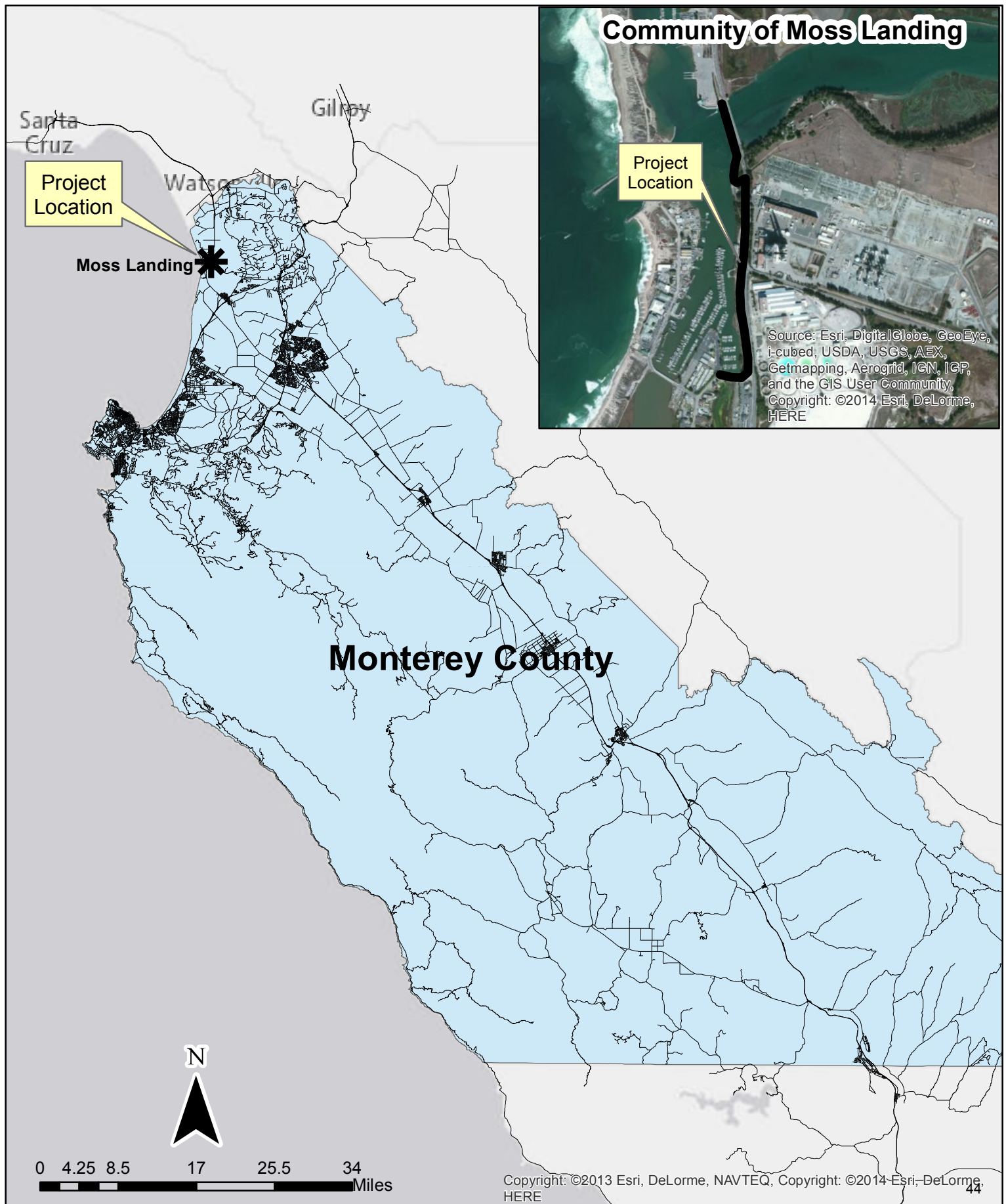
- a. For new Signals – Warrant 4, 5 or 7 must be met (CA MUTCD): Signal warrants must be documented as having been met based on the CA MUTCD

8. Additional narration and documentation:Engineer's Initials: My

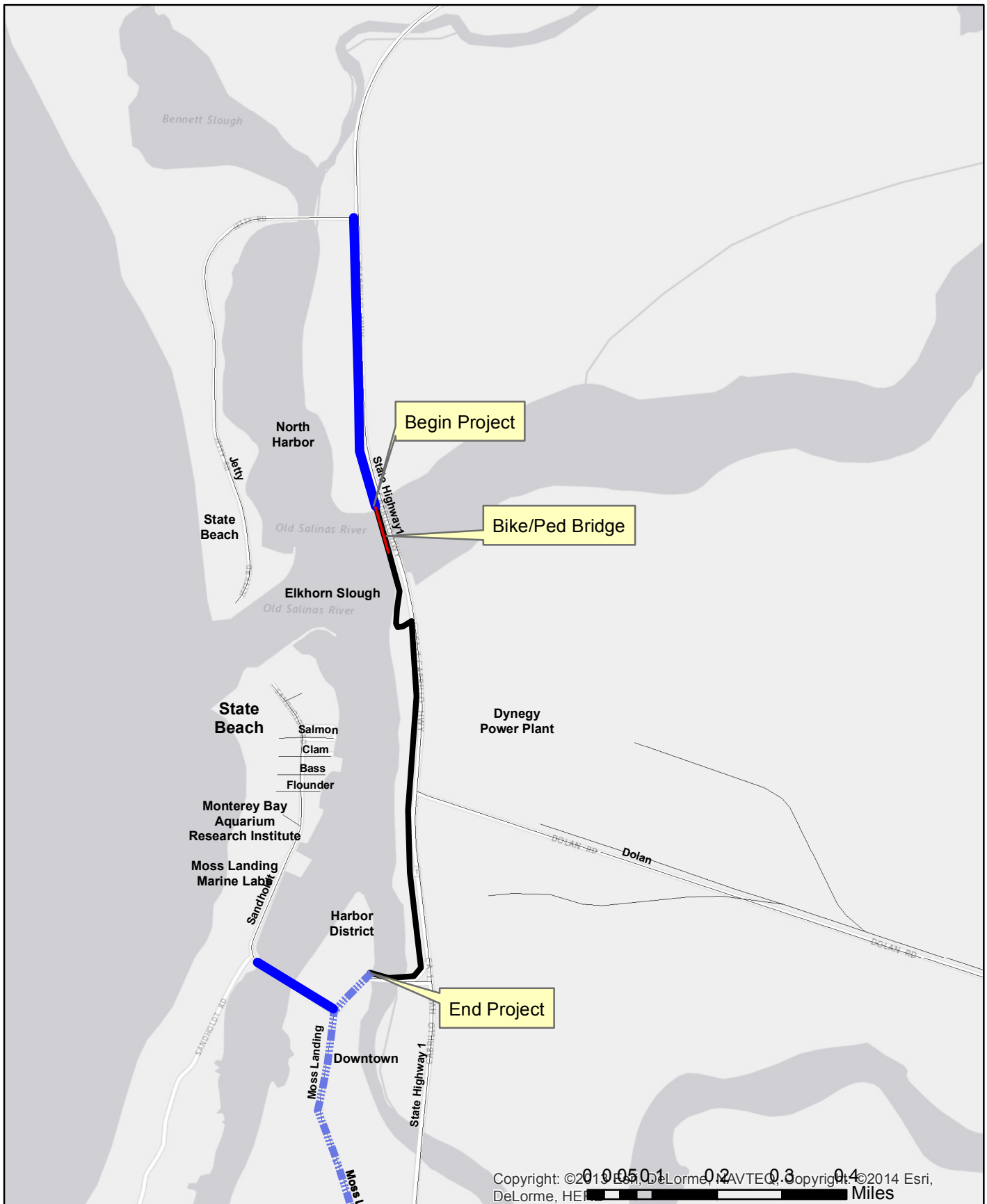
- a. The text in the "Narrative Questions" in the application is consistent with and supports the engineering logic and calculations used in the development of the plans/maps and estimate
- b. When needed to clarify non-standard ATP project elements (i.e. vehicular roadway widening necessary for the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

Licensed Engineer:**Engineer's Stamp:**Name (Last, First): Chapman, RyanTitle: Traffic EngineerEngineer License Number: C 71351, TR 2452Signature: My D. [Signature]Date: 5/28/15Email: chapmanr@co.monterey.ca.usPhone: (831) 796-3009

MBSST - Moss Landing Segment Class I Bicycle/Pedestrian Path & Bridge Location Map



MBSST - Moss Landing Segment Class I Bicycle/Pedestrian Path & Bridge



- Proposed Bicycle/Pedestrian Path
- Proposed Bicycle/Pedestrian Bridge
- Existing Bicycle Facility
- Future Proposed Bicycle/Pedestrian Facility

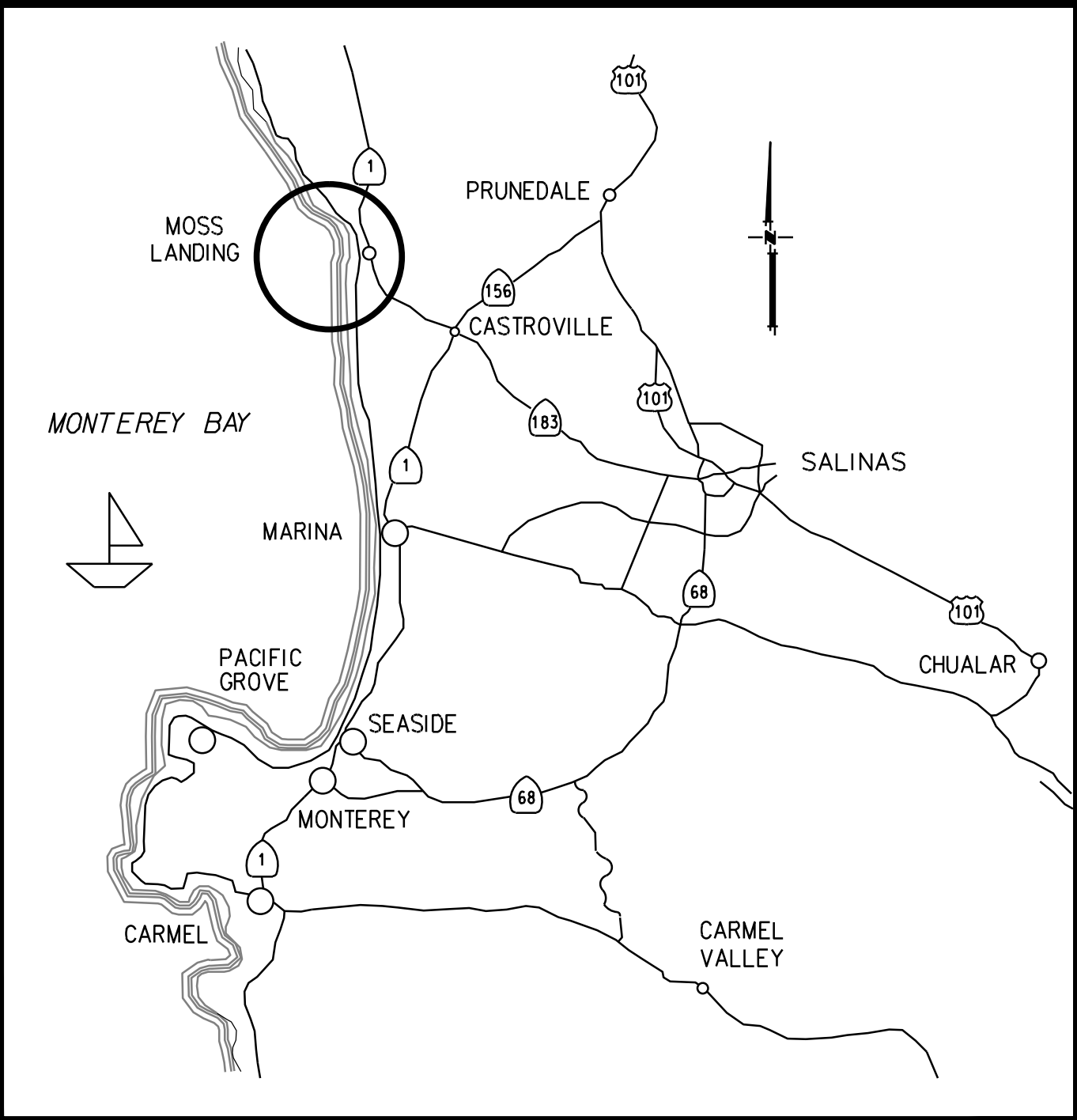


COUNTY OF MONTEREY
MONTEREY BAY SANCTUARY SCENIC TRAIL
MOSS LANDING SEGMENT

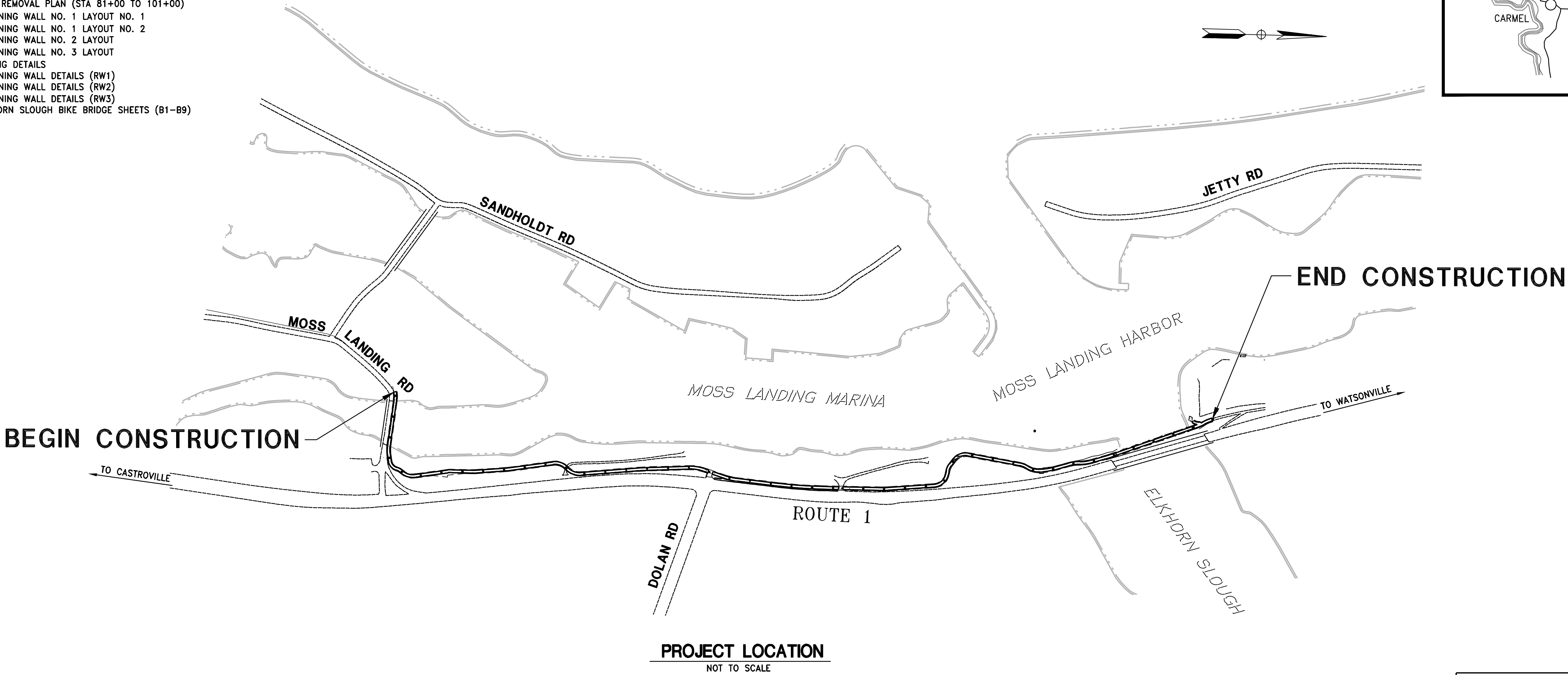
To be supplemented by Caltrans Standard Plans dated May 2006
Federal Aid Project No. HPLU-5944 (085)
Monterey County Project No. 866865

SHEET INDEX

- 1. TITLE SHEET
- 2. TYPICAL CROSS SECTIONS
- 3. TYPICAL CROSS SECTIONS
- 4. TYPICAL CROSS SECTIONS
- 5. PLAN AND PROFILE (STA 55+82.08 TO 60+50.00)
- 6. PLAN AND PROFILE (STA 60+50.00 TO 70+50.00)
- 7. PLAN AND PROFILE (STA 70+50.00 TO 81+00.00)
- 8. PLAN AND PROFILE (STA 81+00.00 TO 92+25.00)
- 9. PLAN AND PROFILE (STA 92+25.00 TO 101+00.00)
- 10. CONSTRUCTION DETAILS
- 11. SIGNING AND STRIPING PLAN (STA 55+82.08 TO 81+00.00)
- 12. SIGNING AND STRIPING PLAN (STA 81+00.00 TO 101+00.00)
- 13. TREE REMOVAL PLAN (STA 55+82.08 TO 81+00)
- 14. TREE REMOVAL PLAN (STA 81+00 TO 101+00)
- 15. RETAINING WALL NO. 1 LAYOUT NO. 1
- 16. RETAINING WALL NO. 1 LAYOUT NO. 2
- 17. RETAINING WALL NO. 2 LAYOUT
- 18. RETAINING WALL NO. 3 LAYOUT
- 19. RAILING DETAILS
- 20. RETAINING WALL DETAILS (RW1)
- 21. RETAINING WALL DETAILS (RW2)
- 22. RETAINING WALL DETAILS (RW3)
- 23-31. ELKHORN SLOUGH BIKE BRIDGE SHEETS (B1-B9)



VICINITY MAP
NOT TO SCALE



APPROVED BY: _____
COUNTY OF MONTEREY DIRECTOR OF PUBLIC WORKS DATE _____

SUBMITTED BY: KEITH J. HALLSTEN, P.E.	
DESIGN BY: LUCAS J. FUSON, P.E.	CHKD BY: K.J.H.
DRAWN BY: LUCAS J. FUSON, P.E.	CHKD BY: K.J.H.
SPECIFICATIONS WRITTEN BY: KEITH J. HALLSTEN, P.E.	CHKD BY:
APPROVAL RECOMMENDED BY: ALI HEMMATI, P.E.	



PRELIMINARY

NO.	DATE	REVISION	APPROVED
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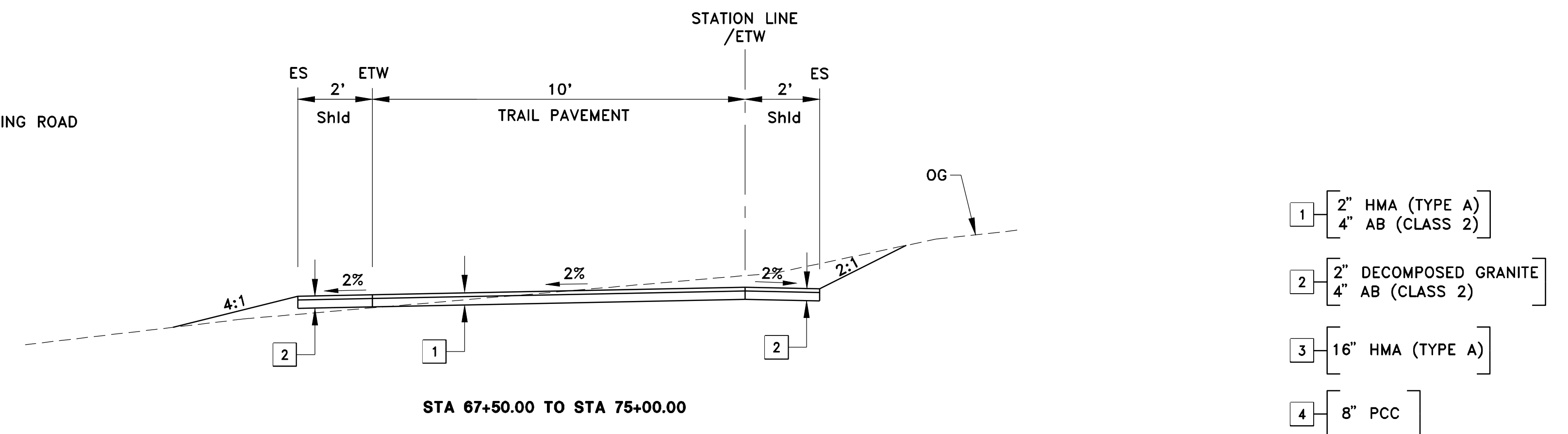
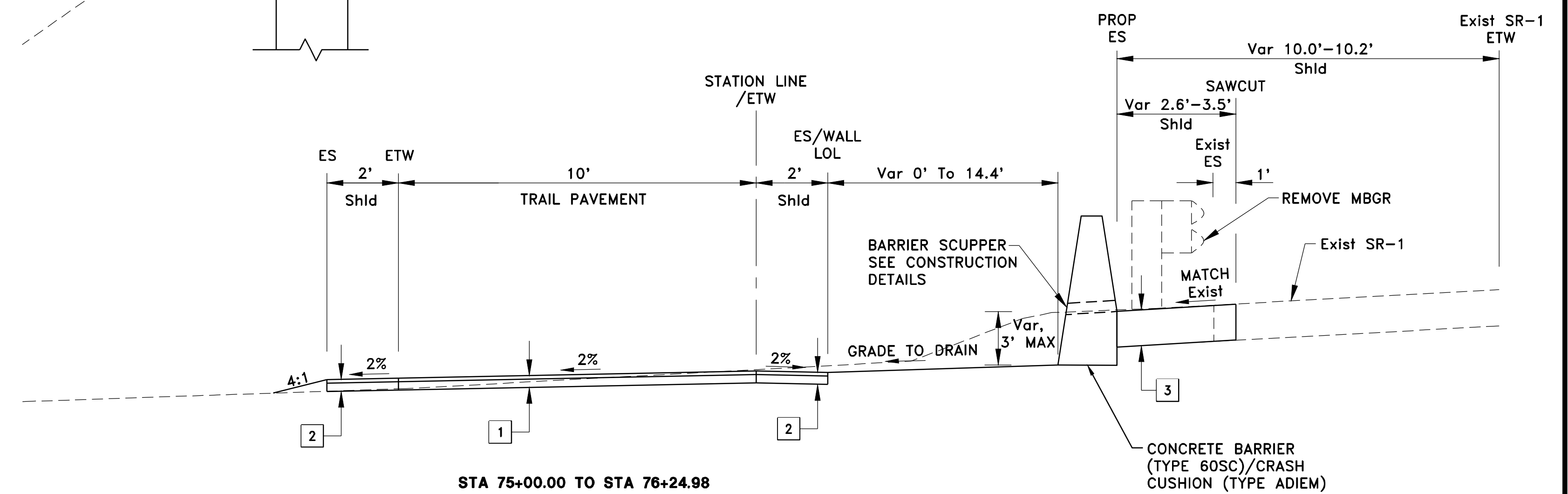
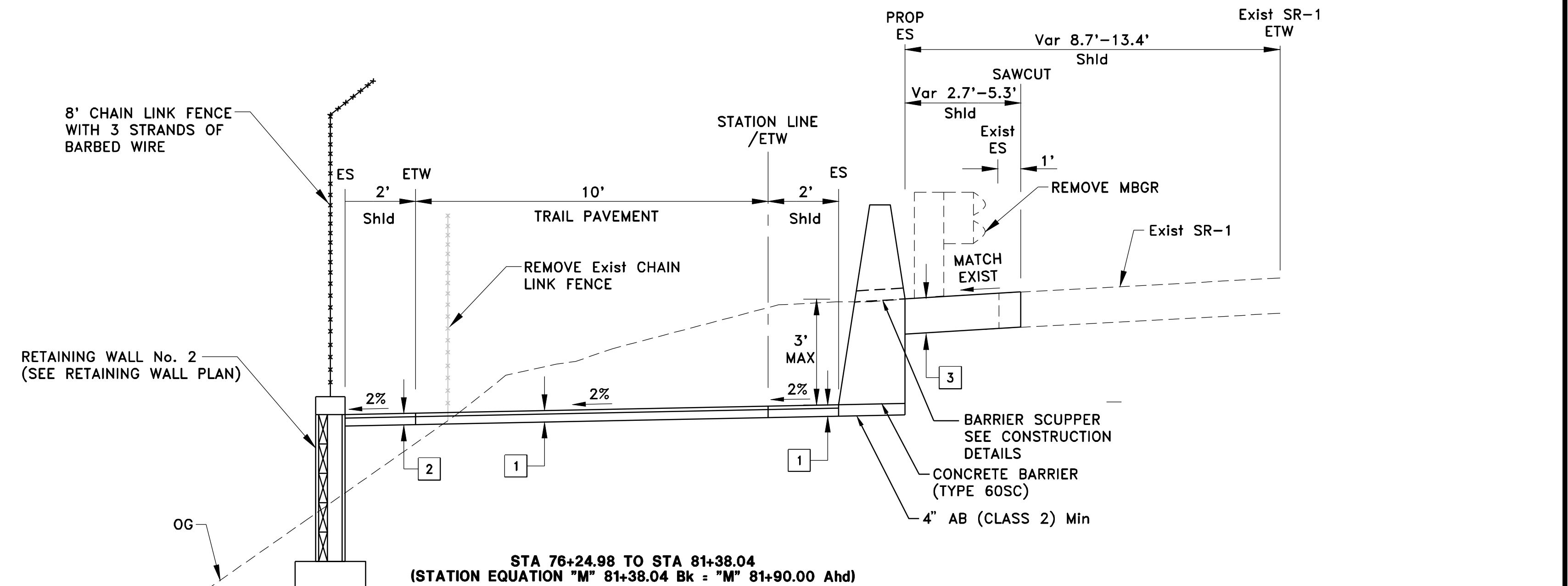
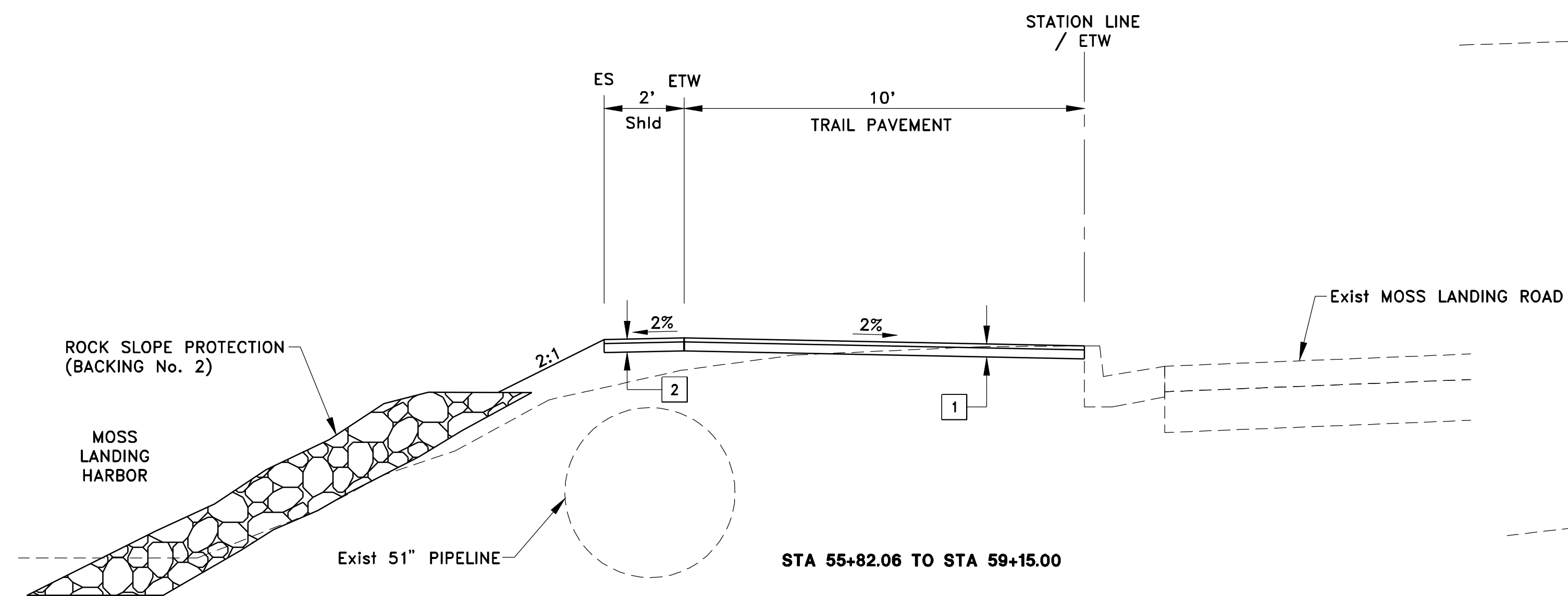
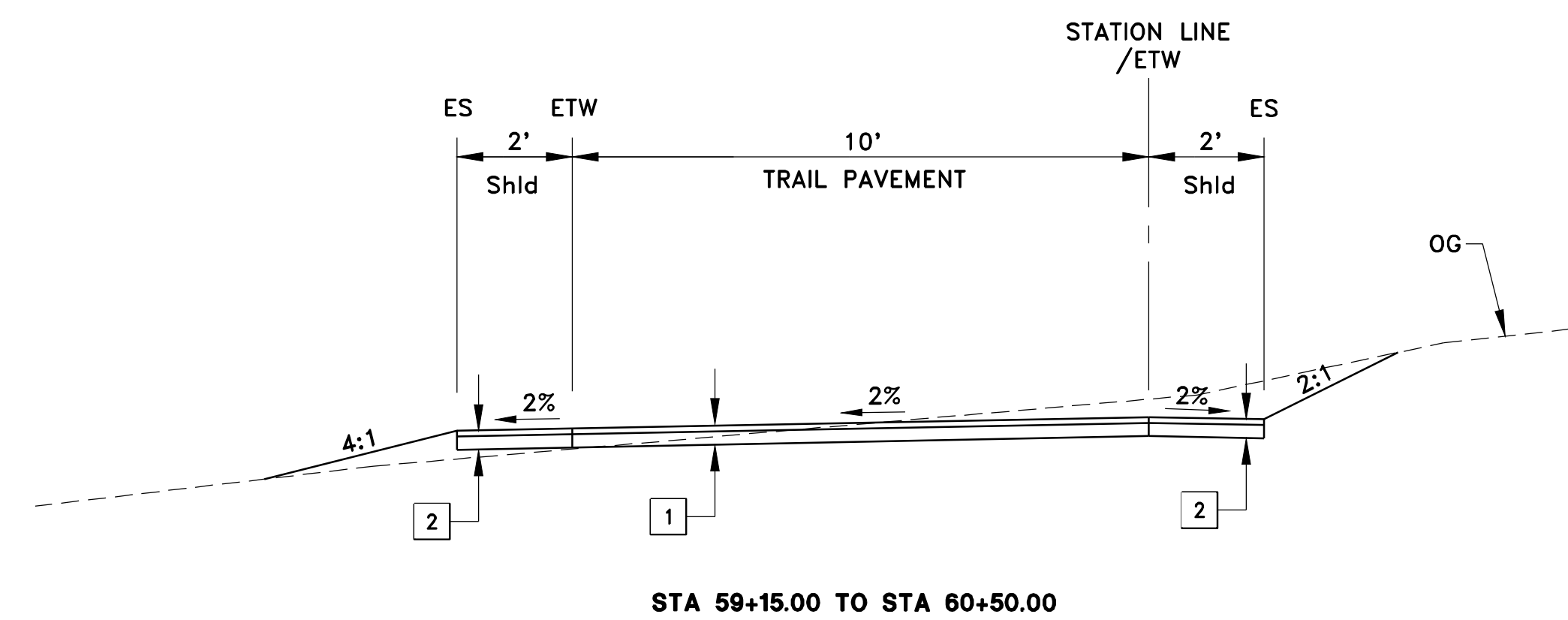
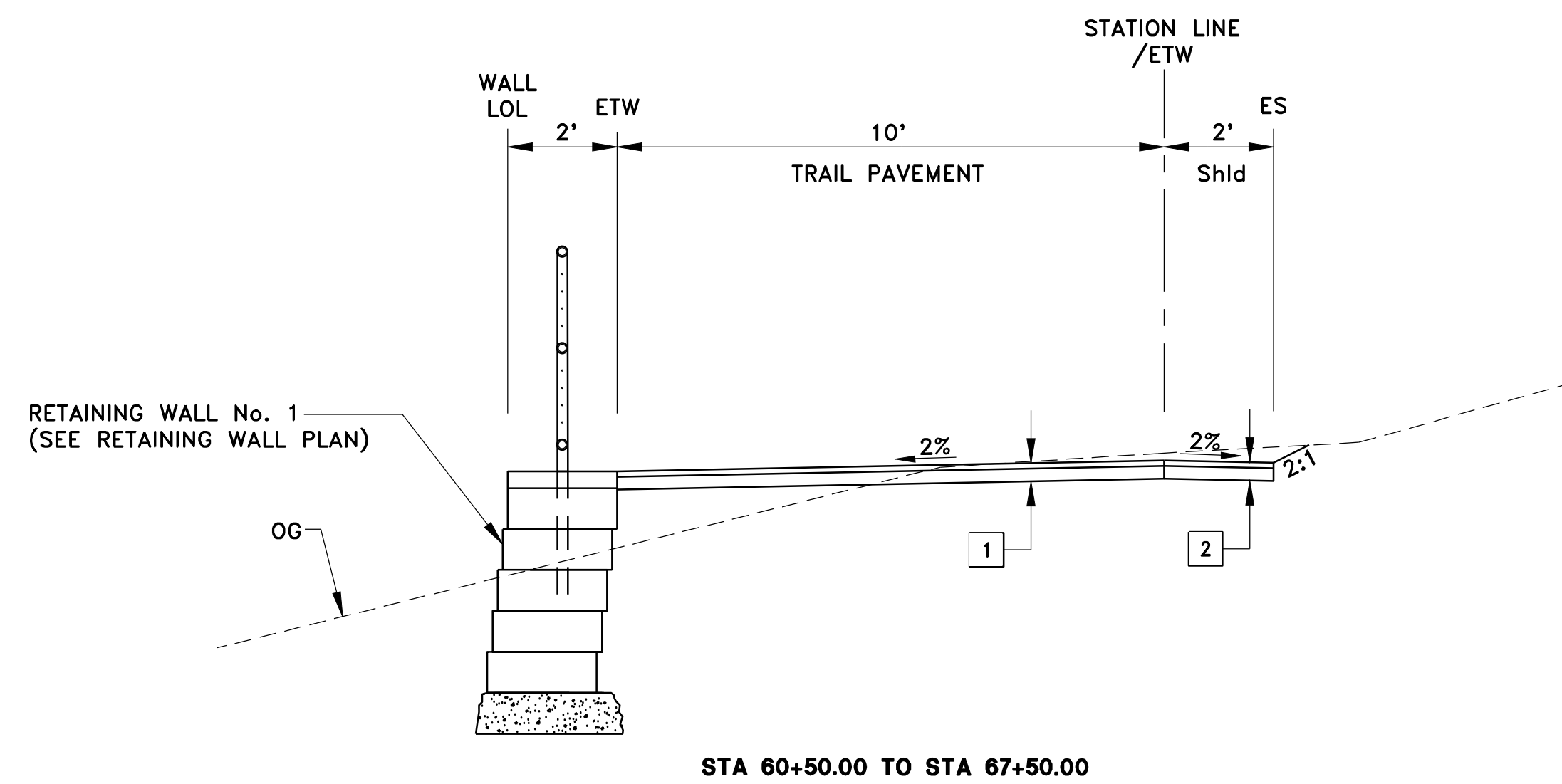


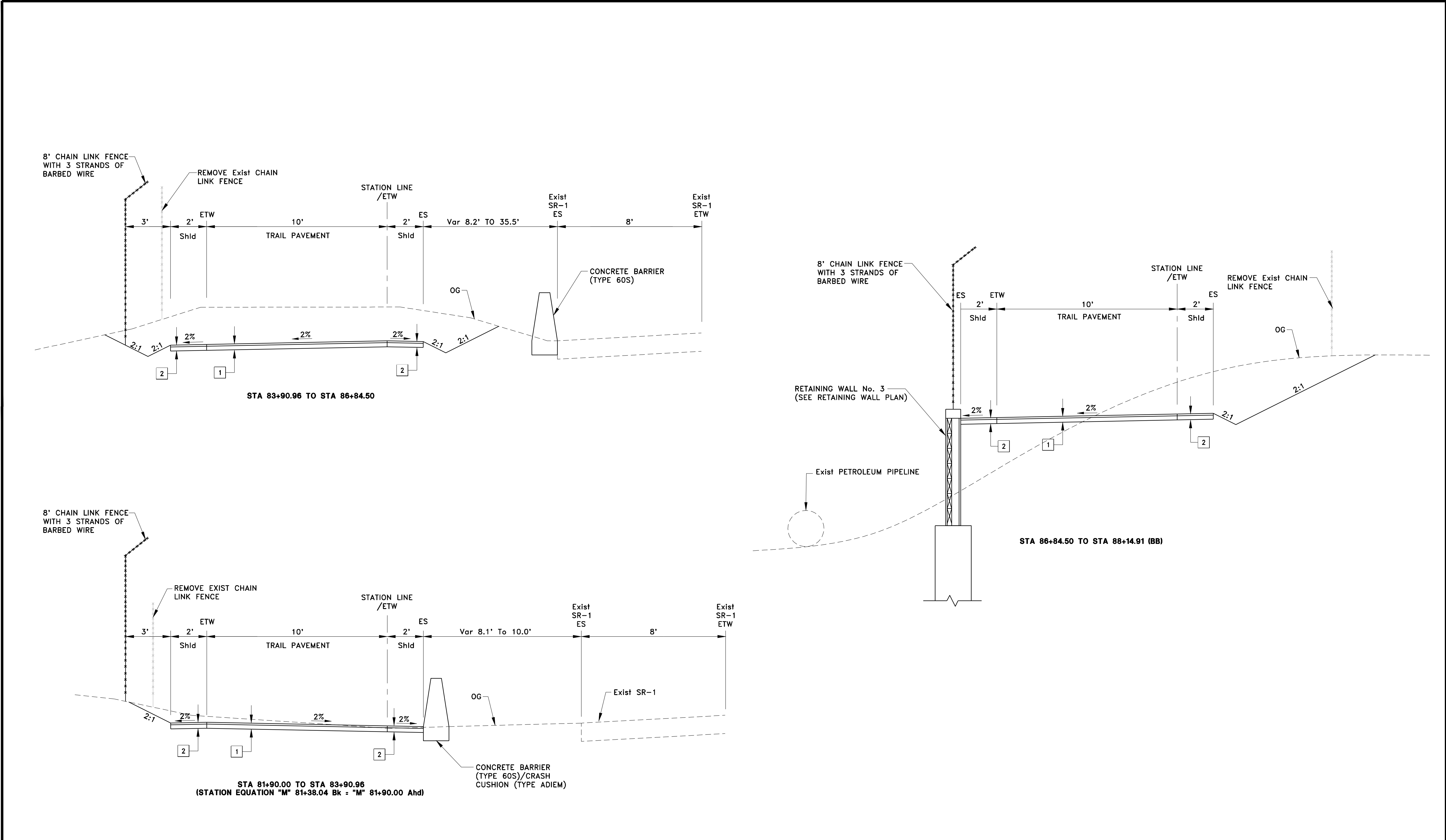
COUNTY OF MONTEREY
RESOURCE MANAGEMENT AGENCY
DEPARTMENT OF PUBLIC WORKS
ENGINEERING SECTION
168 WEST ALISAL STREET
SALINAS, CALIFORNIA 93901-2680
(831) 755-4800/FAX (831) 755-4958

MONTEREY BAY SANCTUARY SCENIC TRAIL MOSS LANDING SEGMENT		
TITLE SHEET		
DATE 3/29/13	DRAWING	SHEET 1 OF 31
SCALE	VIEW Layout1	

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NOTES:
FILL SLOPES TO BE BENCHED INTO NATIVE MATERIAL IN ACCORDANCE WITH CALTRANS STANDARD SPECIFICATIONS.

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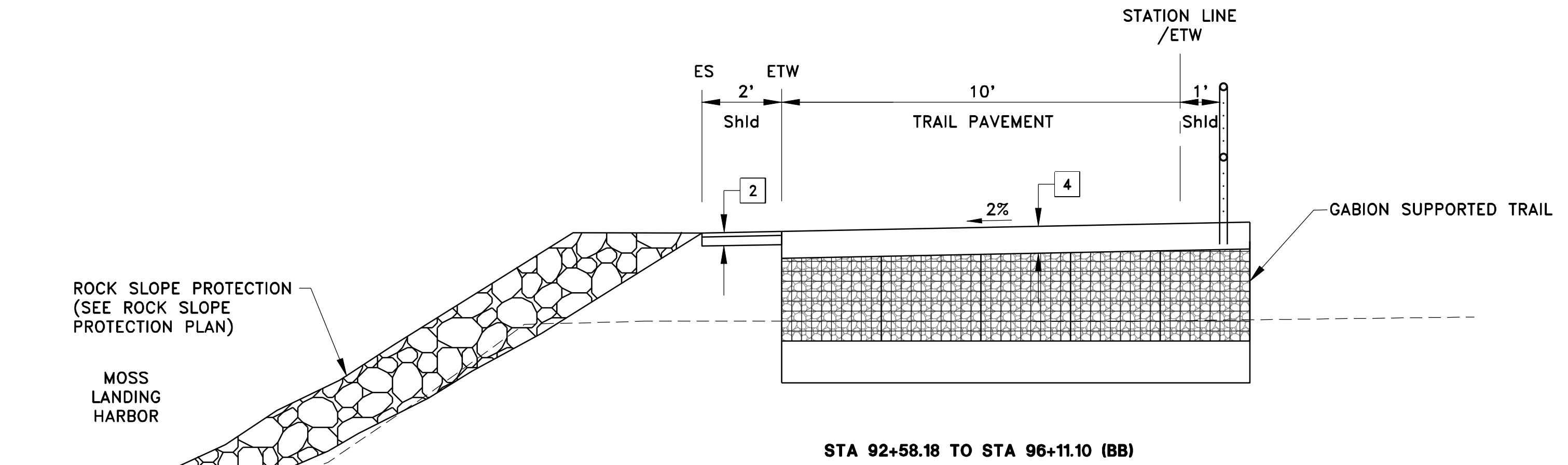
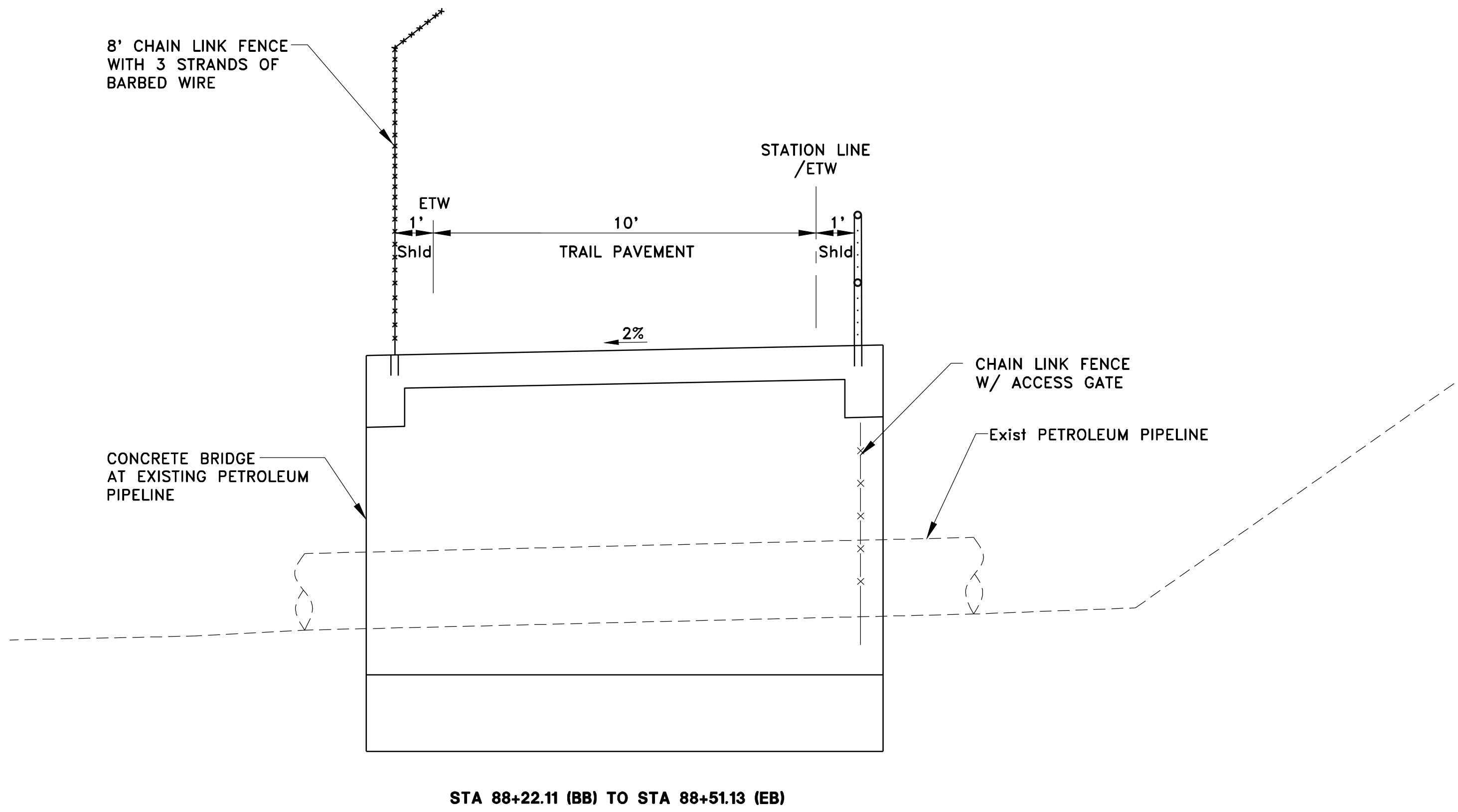
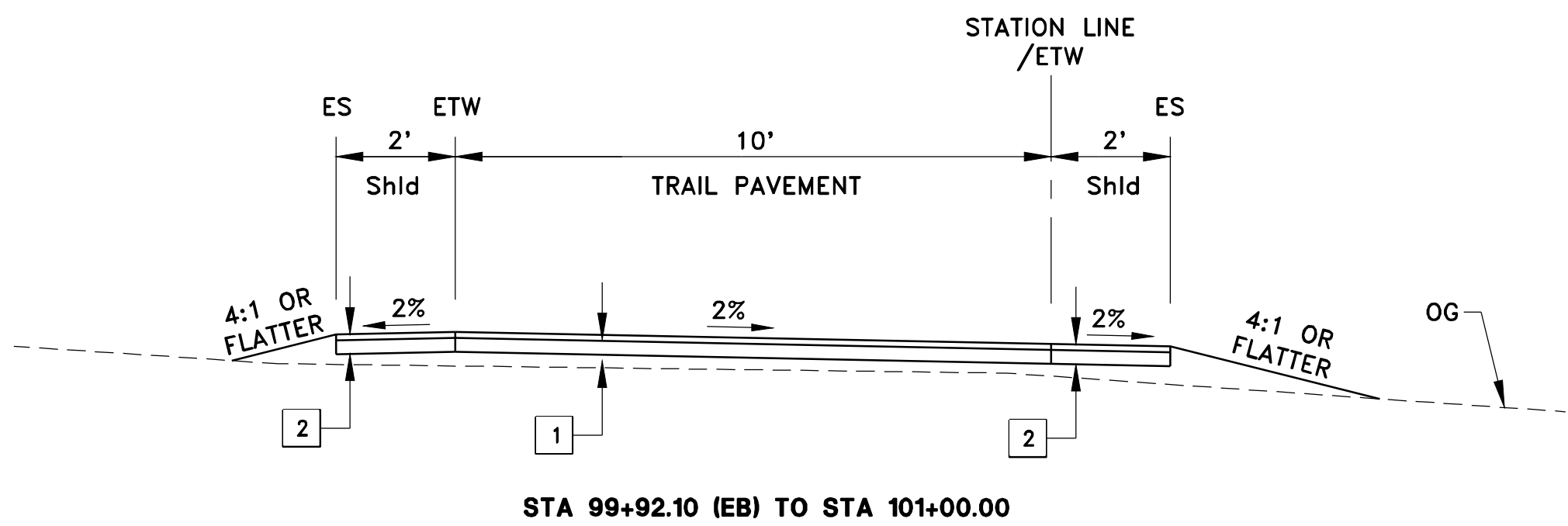
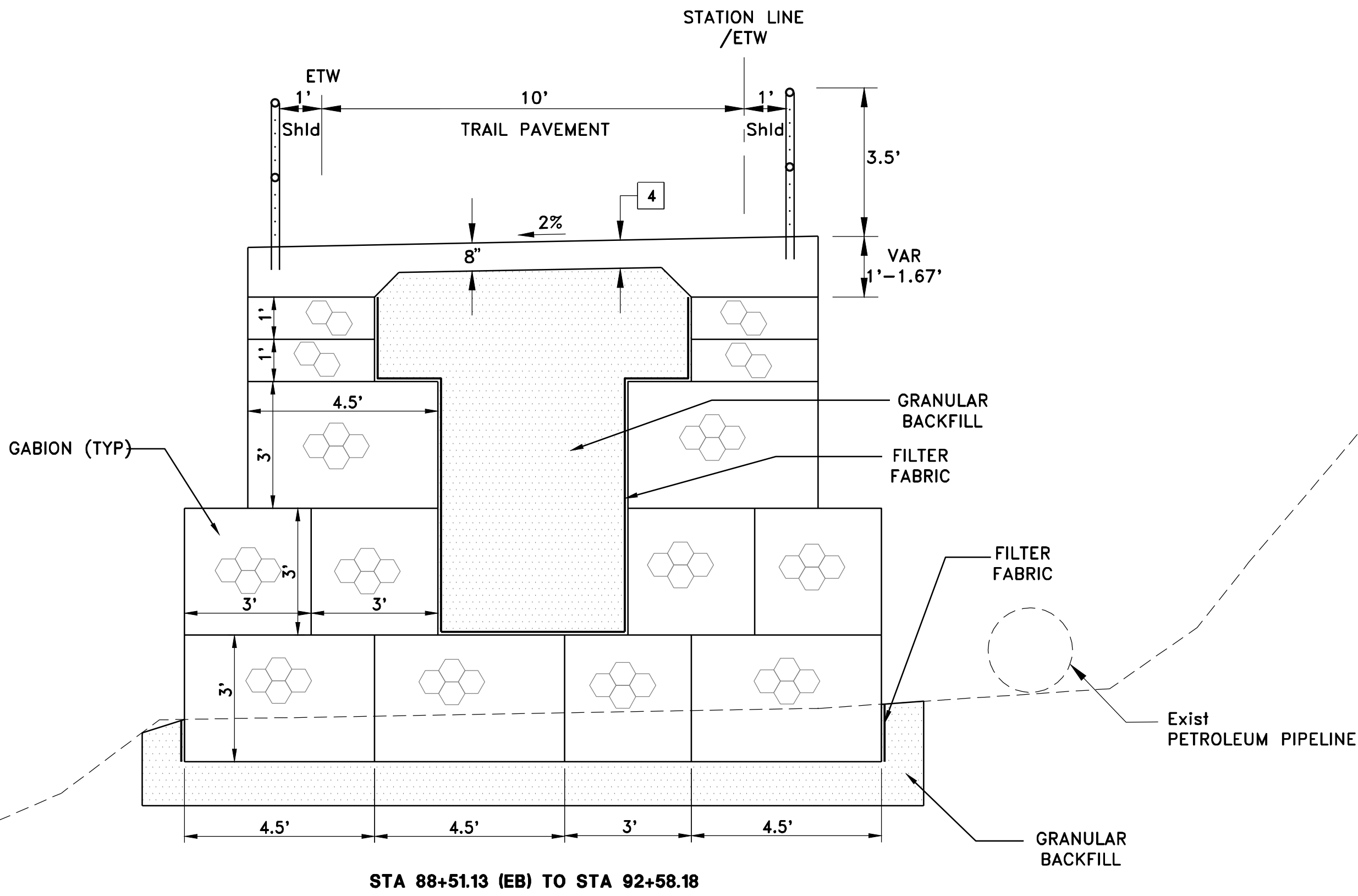
STATION	
SUBMITTED BY: KEITH J. HALLSTEN, P.E.	
DESIGN BY: LUCAS J. FUSON, P.E.	CHKD BY: K.J.H.
DRAWN BY: LUCAS J. FUSON, P.E.	CHKD BY: K.J.H.
SPECIFICATIONS WRITTEN BY: KEITH J. HALLSTEN, P.E.	CHKD BY:
APPROVAL RECOMMENDED BY: ALI HEMMATI, P.E.	



	PRELIMINARY	NO.	DATE	REVISION	APPROVED
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		2			
		3			
		4			
		5			

	COUNTY OF MONTEREY RESOURCE MANAGEMENT AGENCY DEPARTMENT OF PUBLIC WORKS ENGINEERING SECTION 168 WEST ALISAL STREET SALINAS, CALIFORNIA 93901-2680 (831) 755-4800/FAX (831) 755-4958	MONTEREY BAY SANCTUARY SCENIC TRAIL MOSS LANDING SEGMENT TYPICAL CROSS SECTIONS	
		DATE 3/29/13 SCALE NTS	DRAWING VIEW Layout1

SHEET 3 OF 31

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STATION																			
SUBMITTED BY: KEITH J. HALLSTEN, P.E.				PRELIMINARY		NO.		DATE		REVISION		APPROVED							
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DESIGN BY: LUCAS J. FUSON, P.E.		CHKD BY: K.J.H												COUNTY OF MONTEREY RESOURCE MANAGEMENT AGENCY DEPARTMENT OF PUBLIC WORKS ENGINEERING SECTION 168 WEST ALisal STREET SALINAS, CALIFORNIA 93901-2680 (831) 755-4800/FAX (831) 755-4958		MONTEREY BAY SANCTUARY SCENIC TRAIL MOSS LANDING SEGMENT TYPICAL CROSS SECTIONS			
DRAWN BY: LUCAS J. FUSON, P.E.		CHKD BY: K.J.H																	
SPECIFICATIONS WRITTEN BY: KEITH J. HALLSTEN, P.E.		CHKD BY:																	
APPROVAL																			
RECOMMENDED BY: ALI HEMMATI, P.E.																			
														DATE 3/29/13		DRAWING		SHEET 4 OF 31	
														SCALE NTS		VIEW Layout1			

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO	TOTAL SHEETS
5	MON	1	96.5		----

REGISTERED CIVIL ENGINEER DATE

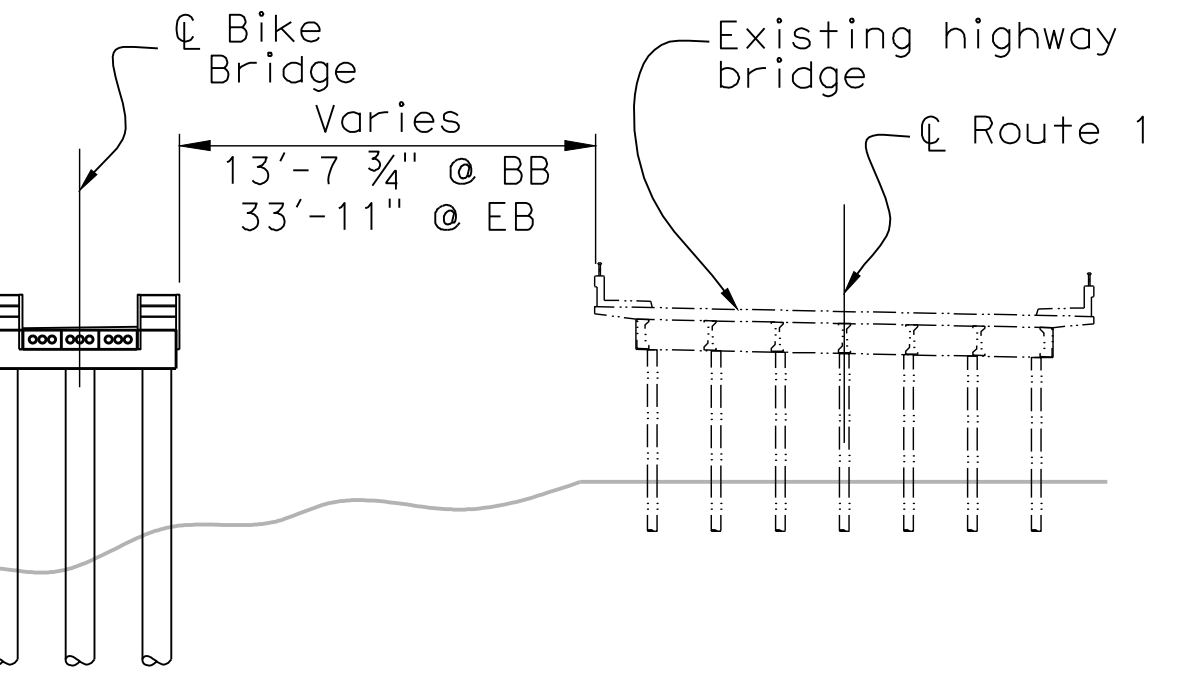
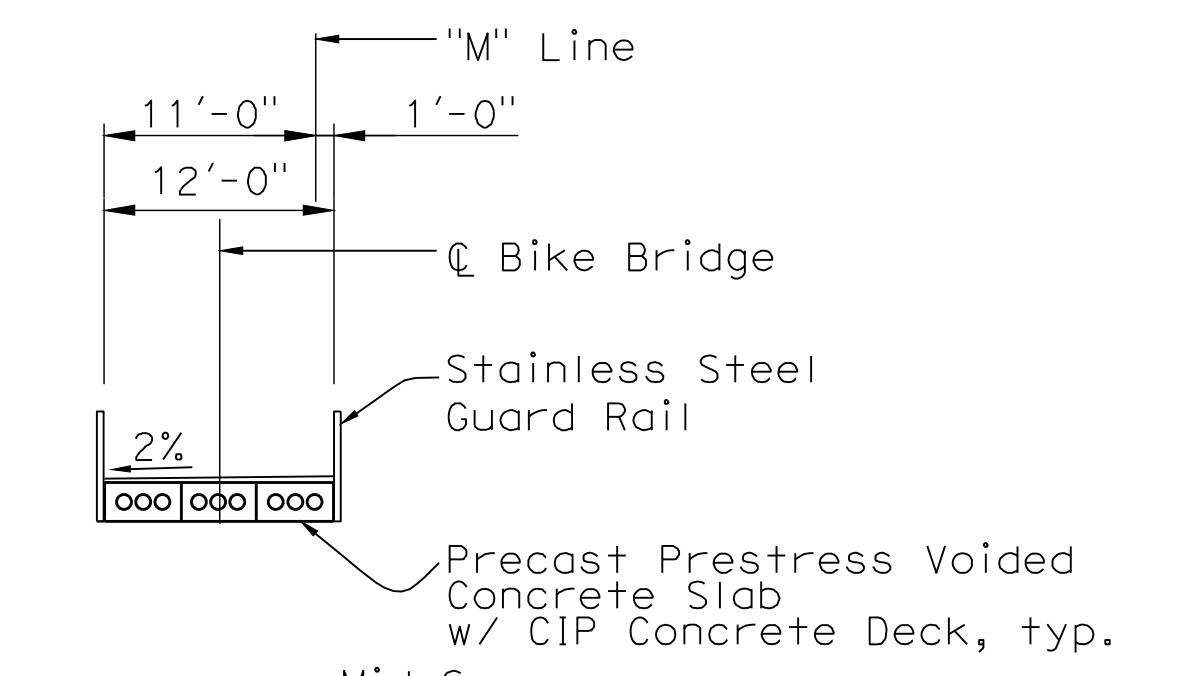
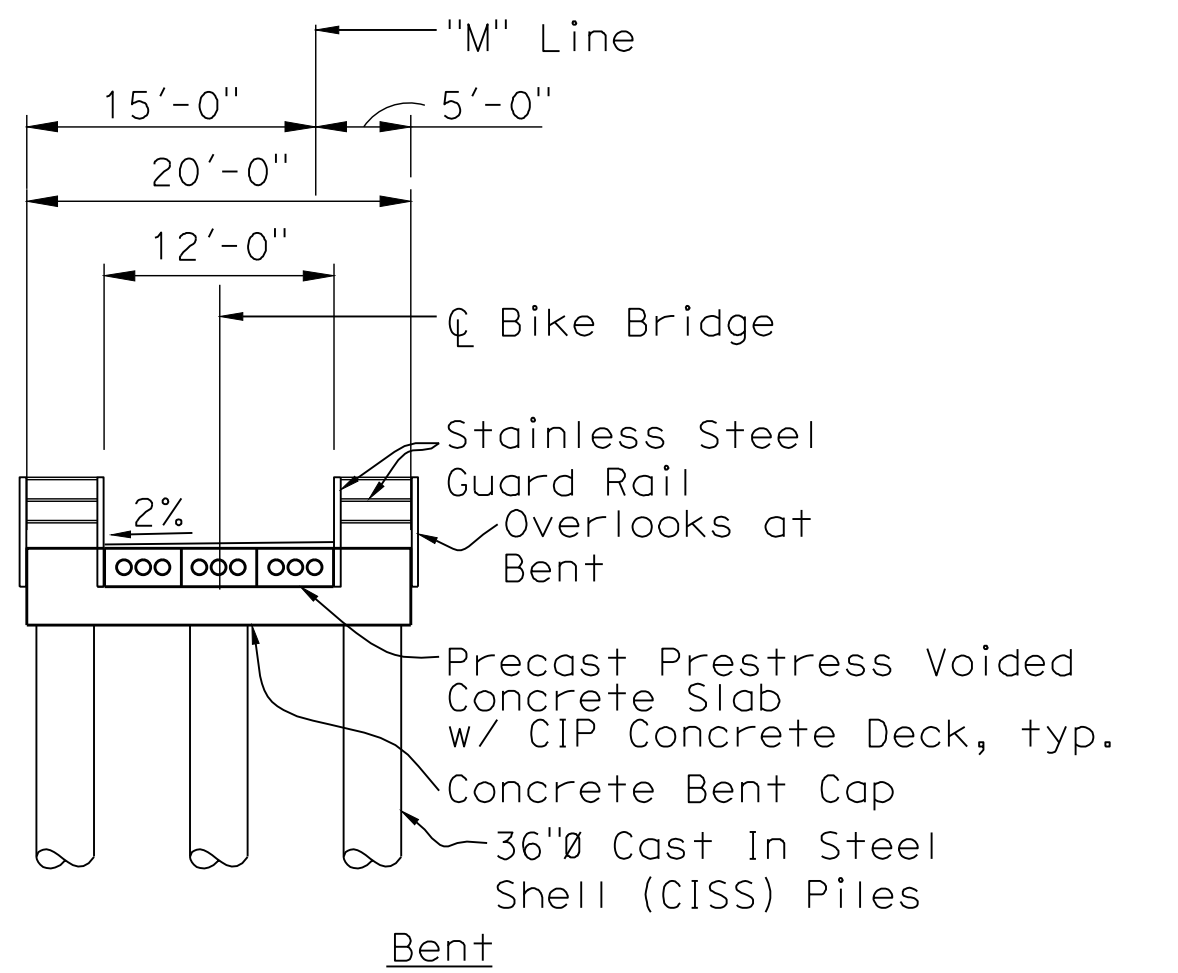
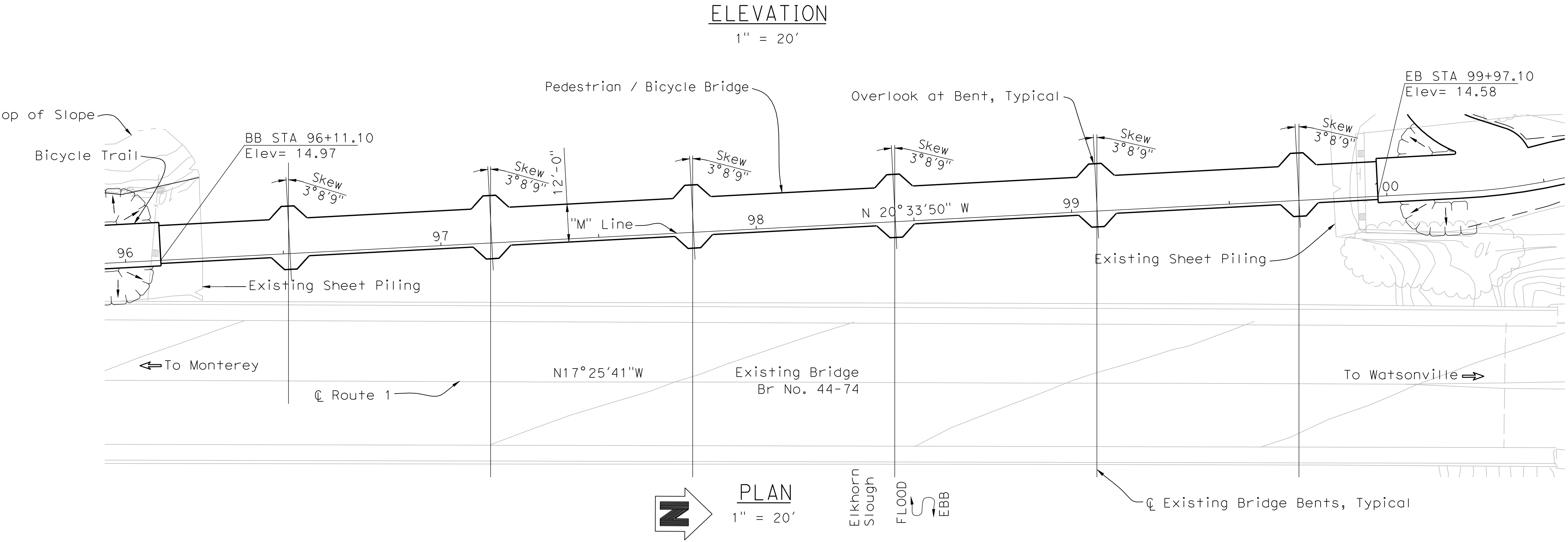
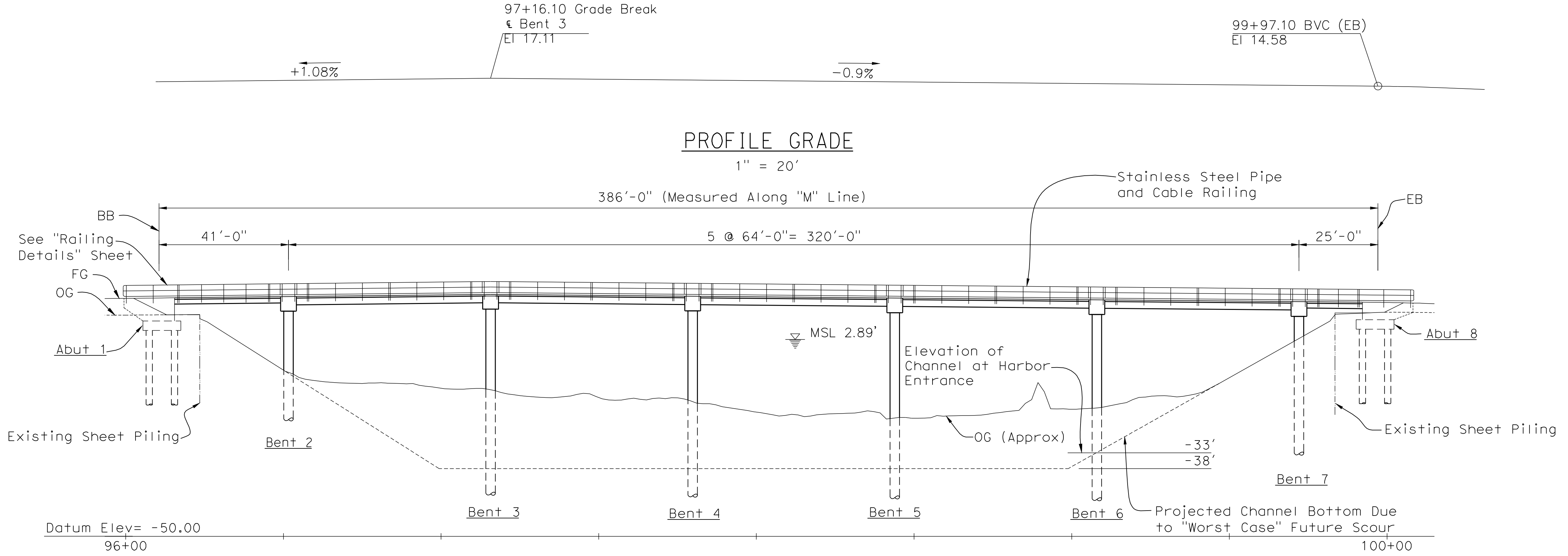
PLANS APPROVAL DATE

The State of California or its officers or agents shall not be responsible for the accuracy or completeness of scanned copies of this plan sheet.

County of Monterey, Management Agency
Department of Public Works
168 West Alisal Stree
Salinas, CA 93901-2680

Wood Rodgers
3301 C St. Bldg. 100-B
Sacramento Ca. 95816

REGISTERED PROFESSIONAL ENGINEER
Geord D. Murdock
No. 3165
Exp. 9-30-13
STRUCTURAL
STATE OF CALIFORNIA



DESIGN OVERSIGHT	DESIGN	BY G. Murdock	CHECKED -	LOAD & RESISTANCE FACTOR DESIGN		LIVE LOADING: HL93 W/"LOW-BOY"; PERMIT DESIGN VEHICLE		PREPARED FOR THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	G.D. MURDOCK PROJECT ENGINEER				
	DETAILS	BY J. Mendoza	CHECKED -	LAYOUT	BY G. Murdock		CHECKED						
	QUANTITIES	BY G. Murdock	CHECKED	SPECIFICATIONS	BY K. Hallsten		PLANS AND SPECS COMPARED						
DESIGN GENERAL PLAN SHEET (ENGLISH) (REV. 06-01-09)								ORIGINAL SCALE IN INCHES FOR REDUCED PLANS		01	02	03	CU - EA 05-937700



MBSST – Moss Landing Segment
Class I Bicycle/Pedestrian Path and Bridge Project



North end of project looking south toward Moss Landing Harbor. The Elkhorn Slough Bike Bridge will span Elkhorn Slough parallel to the existing State Route 1 Bridge. The Elkhorn Slough Bike Bridge will include rest area to stop and enjoy the scenery.



Looking north from the knoll across invaded dune mat habitat towards the Elkhorn Slough Crossing.



Near the southern limit of the trail looking north at the proposed alignment.



View to the southwest towards Moss Landing Harbor and Monterey Bay from the north end of SR-1 Bridge crossing Elkhorn Slough



View looking directly west from the northbound lane of SR-1
along the proposed trail opposite Dolan Road.



View looking directly west from the northbound lane of
SR-1 along the proposed trail.



View looking directly north from the eastbound lane of Moss Landing Road.



Looking south near the southern end of the alignment.



At the southern limit of the Moss Landing Segment the trail will be located between Moss Landing Harbor and Moss Landing Road.



Looking west on Moss Landing Road where the proposed trail will head west on the north side of Moss Landing Road.

65% COST ESTIMATE
MONTEREY BAY SANCTUARY SCENIC TRAIL
 Monterey County

QUANTITY		UNIT DESCRIPTION	UNIT PRICE	AMOUNT
A. EARTHWORK AND EROSION CONTROL				
1.	1	LS Clearing & Grubbing	\$15,000.00	\$15,000
2.	2,500	CY Roadway Excavation	\$40.00	\$100,000
3.	12,000	SF Misc Erosion Control	\$0.50	\$6,000
4.	30	CY Ditch Excavation	\$30.00	\$900
5.	1,064	CY Rock Slope Protection (No. 2, Method B)	\$110.00	\$117,040
6.	1,392	CY Rock Slope Protection (1/4 Ton, Method B)	\$110.00	\$153,120
7.	2,609	SY Rock Slope Protection Fabric (Class 10)	\$3.00	\$7,827
8.	35	EA Remove Tree	\$550.00	\$19,250
9.	1	LS Water Pollution Control	\$20,000.00	\$20,000
TOTAL EARTHWORK AND EROSION CONTROL				\$439,137
B. TRAIL WORK				
1.	694	TON Asphalt Concrete (Type A)	\$200.00	\$138,800
2.	574	CY Aggregate Base (Class 2)	\$60.00	\$34,440
3.	1,254	SY Decomposed Granite	\$25.00	\$31,350
4.	5,500	SF Remove Existing Pavement Surfacing	\$1.50	\$8,250
5.	1,230	LF 8' Chain Link Fence with Barbed Wire	\$35.00	\$43,050
6.	679	LF Remove AC Dike	\$1.50	\$1,019
7.	4,558	LF 4" Paint Striping	\$1.50	\$6,837
8.	517	LF Concrete Barrier (Type 60SC)	\$90.00	\$46,530
9.	376	LF Concrete Barrier (Type 60S)	\$60.00	\$22,560
10.	2	EA Crash Cushion (Type ADIEM)	\$20,000.00	\$40,000

Attachment G

11.	6	EA	Roadside Sign	<u>\$200.00</u>	<u>\$1,200</u>
12.	2	EA	Remove Roadside Sign	<u>\$200.00</u>	<u>\$400</u>
13.	1	EA	Relocate Roadside Sign	<u>\$200.00</u>	<u>\$200</u>
14.	22	LF	Retaining Curb	<u>\$40.00</u>	<u>\$880</u>
15.	550	LF	Remove Metal Beam Guard Rail	<u>\$10.00</u>	<u>\$5,500</u>
16.	1,926	LF	Pedestrian Hand Railing	<u>\$175.00</u>	<u>\$337,050</u>
17.	1,325	LF	Remove Fence	<u>\$5.00</u>	<u>\$6,625</u>
18.	12	EA	Bollard	<u>\$350.00</u>	<u>\$4,200</u>
19.	16	LF	30" Reinforced Concrete Pipe	<u>\$125.00</u>	<u>\$2,000</u>
TOTAL TRAIL WORK					<u>\$730,891</u>

C. LANDSCAPE AND INTERPRETIVE SIGNAGE*FREESTANDING INTERPRETIVE SIGN*

1.	3	EA	24"x36"x1/2" Sign Board (Graphic printed onto Resin)	<u>\$500.00</u>	<u>\$1,500.00</u>
2.	3	EA	Custom metal stand w/ concrete footing	<u>\$5,000.00</u>	<u>\$15,000.00</u>

RAIL MOUNTED INTERPRETIVE SIGN

3.	2	EA	24"x36"x1/2" Sign Board (Graphic printed onto Resin)	<u>\$500.00</u>	<u>\$1,000.00</u>
4.	2	EA	Custom metal stand w/ Custom Rail Mount	<u>\$6,500.00</u>	<u>\$13,000.00</u>

BENCHES

5.	3	EA	6' Composite Bench with back rest	<u>\$1,500.00</u>	<u>\$4,500.00</u>
6.	2	EA	Custom Composite Bench for Pedestrian Bridge Nodes	<u>\$2,000.00</u>	<u>\$4,000.00</u>

MBSST TRAIL POST MARKER

7.	4	EA	4"x4"x4' Pressure Treated Post in concrete footing	<u>\$400.00</u>	<u>\$1,600.00</u>
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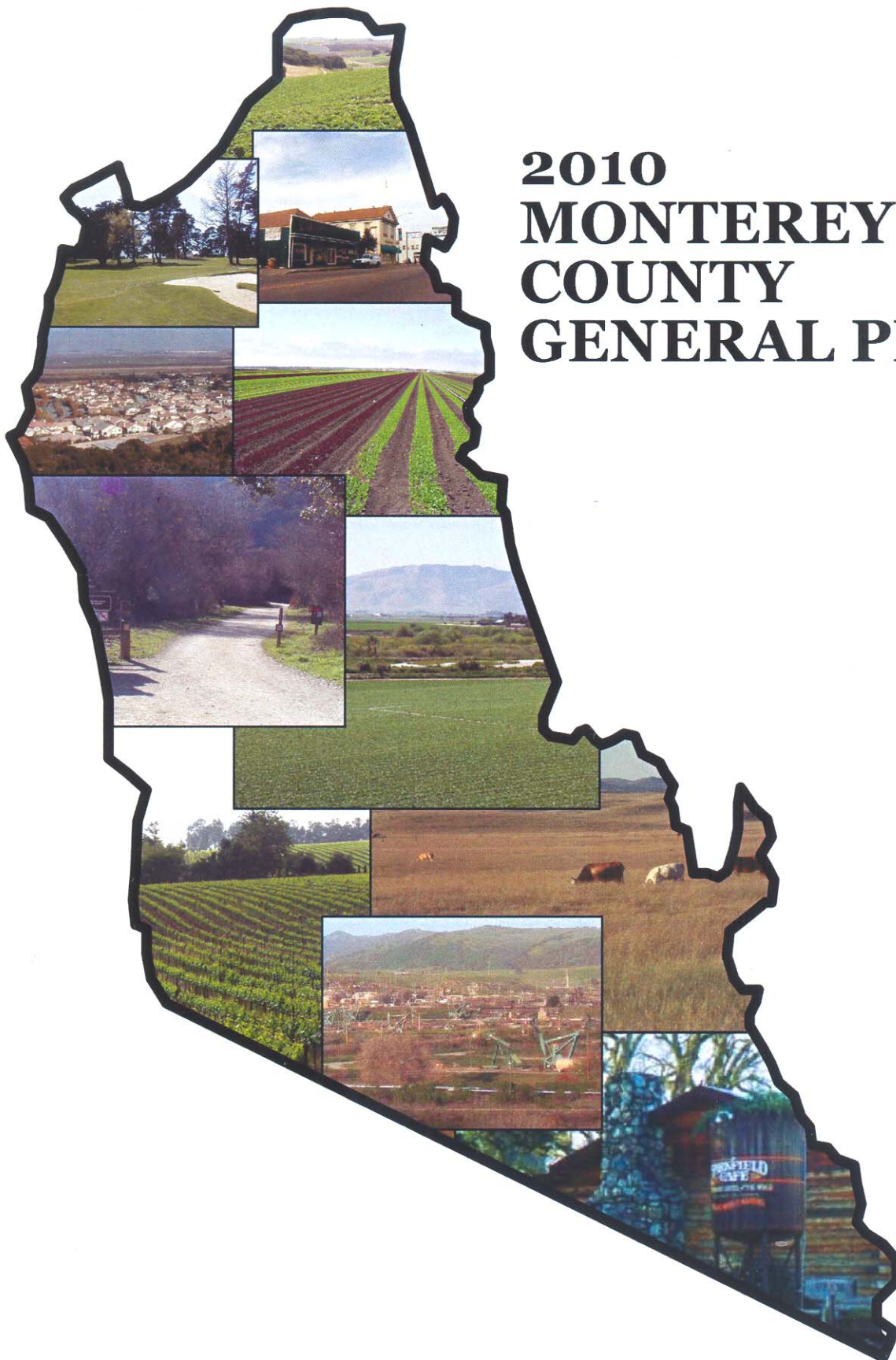
TOTAL LANDSCAPE AND INTERPRETIVE SIGNAGE\$40,600.00**D. RETAINING WALL AND BRIDGE WORK**

1.	2,200	SF	Keystone Retaining Wall	<u>\$50.00</u>	<u>\$110,000</u>
2.	1	LS	Soldier Pile Retaining Wall (Sta 86+50 to 88+25)	<u>\$416,000.00</u>	<u>\$416,000</u>
3.	1	LS	Gabion Supported Trail Sta (Sta 88+25 to 96+11)	<u>\$558,536.00</u>	<u>\$558,536</u>
4.	1	LS	Concrete Bridge over Existing Pipeline	<u>\$64,405.00</u>	<u>\$64,405</u>
5.	1	LS	Elkhorn Slough Bridge	<u>\$3,710,000.00</u>	<u>\$3,710,000</u>

TOTAL RETAINING WALL AND BRIDGE WORK\$4,858,941

CONSTRUCTION COST SUMMARY

A. EARTHWORK AND EROSION CONTROL	<u>\$439,137</u>
B. TRAIL WORK	<u>\$730,891</u>
C. LANDSCAPE AND INTERPRETIVE SIGNAGE	<u>\$40,600</u>
D. RETAINING WALL AND BRIDGE WORK	<u>\$4,858,941</u>
SUBTOTAL	<u>\$6,069,569</u>
10% CONTINGENCY	<u>\$606,957</u>
TOTAL MONTEREY BAY SANCTUARY SCENIC TRAIL IMPROVEMENTS	<u>\$6,676,525</u>



2010 MONTEREY COUNTY GENERAL PLAN

October 26, 2010

I-Screening Criteria-2

- C-7.2 Land uses in areas that may be impacted by airport operations shall be compatible with those operations and incorporate measures to mitigate potential safety and noise impacts on those uses.
- C-7.3 The County shall implement measures to provide for the continued safe operation of airports.
- C-7.4 Land uses in the vicinity of public airports shall be consistent and compatible with the airport comprehensive land use plans.
- C-7.5 The County shall ensure that private airstrips and agricultural landing fields:
- a. do not permanently preclude cultivation of prime farmlands or farmlands of statewide importance;
 - b. are outside of flight paths to and from existing airports;
 - c. do not impact or limit public roadways and facilities; and,
 - d. do not provide a substantial hazard or annoyance for neighboring areas.

RAILROAD TRANSPORTATION

GOAL C-8

ENCOURAGE A RAIL SYSTEM THAT OFFERS EFFICIENT AND ECONOMICAL TRANSPORT OF PEOPLE AND COMMODITIES.

Policies

- C-8.1 The County shall protect the potential for future rail transportation.
- C-8.2 The County shall encourage major industrial and commercial centers to accommodate future rail support facilities as appropriate.
- C-8.3 The County shall encourage passenger rail, light rail, or bus rapid transit service to urban centers.
- C-8.4 The County shall encourage transit-oriented development around existing and future rail, light rail, or bus rapid transit stations.

BICYCLE TRANSPORTATION

GOAL C-9

PROMOTE A SAFE, CONVENIENT BICYCLE TRANSPORTATION SYSTEM INTEGRATED AS PART OF THE PUBLIC ROADWAY SYSTEM.

Policies

- C-9.1 The County shall coordinate with TAMC and all appropriate private and public interests and agencies to develop an integrated, comprehensive bicycle plan.
- C-9.2 Construction or expansion of roadways within major transportation corridors shall consider improved bike routes.
- C-9.3 The County shall promote the safe integration of bicycle systems with other public transportation modes.
- C-9.4 The County shall encourage bicycling as a viable transportation mode for visitor-serving areas.
- C-9.5 Visitor-serving facilities shall provide adequate bicycle access and secure bicycle parking facilities.
- C-9.6 New and improved multi-modal transfer facilities, such as transit centers and park-and-ride lots, shall include adequate bicycle access and secure bicycle parking facilities.

2014

ROADWAYS



MONTEREY COUNTY REGIONAL TRANSPORTATION PLAN

MASS TRANSIT



CYCLING

COMPLETE STREETS



Active Transportation: Bicycle and Pedestrian Investments

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



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

Bicycle Facilities

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

Bikeways and Planning in Monterey County – Existing Conditions

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

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

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

Americans with Disabilities Act

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

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

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

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

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

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

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

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

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

Monterey Bay Sanctuary Scenic Trail

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

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





County of Monterey

COUNTY OF MONTEREY 2014 BICYCLE COUNT REPORT

SUMMER 2014



Prepared by

**COUNTY OF MONTEREY RESOURCE MANAGEMENT AGENCY -
Department of Public Works
168 West Alisal Street, 2nd Floor
SALINAS CA 93901-2438
TELEPHONE: (831) 755-4800; FAX: (831) 755-4958**

Manual Counts for 2013 and 2014

Table 3: Manual Count Results for 2013 and 2014																					
	Count Results for 2013								Count Results for 2014								Count Differences				
Location Description (Site #)	Date	Time	Bikes	Peds	Other	Overall Total	Weather	2012 AADT	Date	Time	Bikes	Peds	Other	Overall Total	Weather	2013 AADT	Bike Difference	Peds Difference	Other Difference	Difference Total	
North County Count Locations																					
San Miguel Canyon Road at Prunedale North Road	4/16/13	7:00AM - 9:00AM	4	5	0	9	Clear/Sunny	26,200	4/22/14	7:00AM - 9:00AM	1	1	0	2	Clear	25,000	3	4	0	7	
San Miguel Canyon Road at Prunedale North Road	4/16/13	4:00PM - 6:00PM	2	10	0	12	Clear/Sunny	26,200	4/3/14	4:00PM - 6:00PM	0	3	0	3	Clear	25,000	2	7		9	
San Miguel Canyon Road at Hall Road	4/17/13	7:00AM - 9:00AM	0	0	0	0	Clear/Sunny	6,300	4/23/14	7:00AM - 9:00AM	0	1	0	1	Clear	15,500	0	1	0	1	
San Miguel Canyon Road at Hall Road	4/17/13	4:00PM - 6:00PM	2	1	0	3	Clear/Sunny	6,300	5/20/14	4:00PM - 6:00PM	0	0	0	0	Clear	15,500	2	1	0	3	
Hall Road at Salinas Road	5/21/13	7:00AM - 9:00AM	5	1	0	6	Clear	14,100	5/6/14	7:00AM - 9:00AM	3	2	2	7	Clear	13,400	2	1	10	13	
Hall Road at Salinas Road	5/21/13	4:00PM - 6:00PM	3	0	0	3	Clear	14,100	5/7/14	2:00PM - 4:00PM	11	5	8	24	Clear	13,400	8	5	8	21	
Castroville Boulevard at Collins Road	4/23/13	7:00AM - 9:00AM	1	14	0	15	Clear	7,600	5/6/14	7:00AM - 9:00AM	1	13	0	14	Clear/Sunny	6,300	0	1	0	1	
Castroville Boulevard at Collins Road	4/23/13	2:00PM - 4:00PM	1	8	0	9	Clear	7,600	5/7/14	3:30PM - 5:30PM	2	8	0	10	Clear/Sunny	6,300	1	0	0	1	
Castroville Boulevard at North County High School	4/24/13	7:00AM - 9:00AM	3	29	0	32	Clear/Sunny	7,600	4/3/14	7:00AM - 9:00AM	1	76	4	81	Overcast	6,300	2	47	4	53	
Castroville Boulevard at North County High School	4/24/13	4:00PM - 6:00PM	3	40	0	43	Clear/Sunny	7,600	4/23/14	3:00PM - 5:00PM	3	94	0	97	Clear	6,300	0	54	0	54	
Castroville Boulevard at Elkhorn Road	4/24/13	7:00AM - 9:00AM	0	0	0	0	Overcast/Fog	7,100	4/8/14	7:00AM - 9:00AM	0	0	2	2	Sunny	5,600	0	0	2	2	
Castroville Boulevard at Elkhorn Road	4/24/13	2:00PM - 4:00PM	0	0	0	0	Overcast/Fog	7,100	4/23/14	2:00PM - 4:00PM	0	3	1	4	Sunny	5,600	0	3	1	4	
Elkhorn Road at Empire Road	4/30/13	7:00AM - 9:00AM	0	0	0	0	Clear	*N/A	4/16/14	7:00AM - 9:00AM	0	0	0	0	Clear/Sunny	2,100	0	0	0	0	
Elkhorn Road at Empire Road	4/30/13	4:00PM - 6:00PM	0	2	0	2	Clear	*N/A	4/17/14	4:00PM - 6:00PM	3	2	0	5	Clear/Sunny	2,100	3	0	0	3	
Elkhorn Road at Elkhorn Slough Entrance	5/7/13	7:00AM - 9:00AM	0	0	0	0	Clear	*N/A	5/14/14	7:00AM - 9:00AM	0	0	0	0	Clear	2,100	0	0	0	0	
Elkhorn Road at Elkhorn Slough Entrance	5/7/13	4:00PM - 6:00PM	0	0	0	0	Clear	*N/A	5/14/14	4:00PM - 6:00PM	0	0	0	0	Clear	2,100	0	0	0	0	
Merritt Street at Pajaro Street	5/22/13	7:00AM - 9:00AM	2	66	0	68	Clear	*N/A	5/14/14	7:00AM - 9:00AM	3	58	1	62	Sunny	12,000	1	8	1	10	
Merritt Street at Pajaro Street	5/22/13	4:00PM - 6:00PM	9	58	0	67	Clear	*N/A	5/14/14	4:00PM - 6:00PM	4	35	0	39	Sunny	12,000	5	23	0	28	
Merritt Street at Haro Street	5/23/13	7:00AM - 9:00AM	0	27	1	28	Clear/Sunny	*N/A	5/13/14	7:00AM - 9:00AM	1	32	1	34	Clear/Sunny	18,800	1	5	0	6	
Merritt Street at Haro Street	5/23/13	4:00PM - 6:00PM	6	27	0	33	Clear/Sunny	*N/A	5/13/14	4:00PM - 6:00PM	1	20	0	21	Clear/Sunny	18,800	5	7	0	12	
Dolan Road at State Highway 1	4/18/13	7:00AM - 9:00AM	0	1	0	1	Clear	4,200	4/8/14	7:00AM - 9:00AM	1	1	0	2	Clear	5,100	1	0	0	1	
Dolan Road at State Highway 1	4/18/13	4:00PM - 6:00PM	1	0	0	1	Clear	4,200	4/10/14	4:00PM - 6:00PM	1	0	0	1	Clear	5,100	0	0	0	0	
Subtotal			42	289	1	332			Subtotal			36	354	19	409		Subtotal	36	167	26	229

Monterey County Department of Public Works

Traffic Engineering

168 West Alisal St. 2nd Floor
Salinas, Ca 93901

Vehicle Counts, Class Axle, Speed, Gap

Page 1

Date Start: 19-Aug-14
Date End: 21-Aug-14
Station ID: 69
Loc 518 Moss Landing Rd. N/o SH 1
Annually (Castroville)
Date Printed: 27-Apr-15

Start Time	19-Aug-14 Tue	SB		NB		Combined		20-Aug Wed	SB		NB		Combined	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		*	18	*	12	*	30		2	15	0	16	2	31
12:15		*	9	*	23	*	32		1	21	2	27	3	48
12:30		*	21	*	21	*	42		0	18	0	29	0	47
12:45		*	15	*	19	*	34		0	32	0	18	0	50
01:00		*	17	*	21	*	38		0	16	0	22	0	38
01:15		*	9	*	15	*	24		0	16	2	18	2	34
01:30		*	16	*	16	*	32		3	20	0	11	3	31
01:45		*	16	*	18	*	34		0	21	1	21	1	42
02:00		*	22	*	13	*	35		0	19	0	17	0	36
02:15		*	27	*	15	*	42		0	21	0	20	0	41
02:30		*	20	*	14	*	34		0	26	0	16	0	42
02:45		*	19	*	12	*	31		0	25	0	28	0	53
03:00		*	26	*	14	*	40		0	20	1	14	1	34
03:15		*	17	*	12	*	29		1	24	0	14	1	38
03:30		*	20	*	13	*	33		0	31	0	22	0	53
03:45		*	26	*	15	*	41		0	20	0	21	0	41
04:00		*	26	*	10	*	36		1	25	0	12	1	37
04:15		*	24	*	14	*	38		0	26	1	17	1	43
04:30		*	26	*	21	*	47		0	17	0	7	0	24
04:45		*	23	*	15	*	38		2	17	3	18	5	35
05:00		*	30	*	19	*	49		0	37	3	11	3	48
05:15		*	34	*	20	*	54		2	24	5	14	7	38
05:30		*	20	*	19	*	39		3	27	1	9	4	36
05:45		*	12	*	19	*	31		1	18	8	18	9	36
06:00		*	21	*	20	*	41		1	21	2	17	3	38
06:15		*	25	*	14	*	39		6	20	6	19	12	39
06:30		*	18	*	9	*	27		4	14	20	11	24	25
06:45		*	17	*	15	*	32		7	10	32	9	39	19
07:00		*	15	*	8	*	23		6	8	14	9	20	17
07:15		*	7	*	12	*	19		5	11	19	13	24	24
07:30		*	12	*	13	*	25		9	19	23	12	32	31
07:45		*	22	*	6	*	28		4	16	23	4	27	20
08:00		*	9	*	3	*	12		7	13	24	5	31	18
08:15		*	11	*	9	*	20		4	12	17	3	21	15
08:30		*	10	*	7	*	17		8	13	21	4	29	17
08:45		*	13	*	4	*	17		5	12	26	5	31	17
09:00		*	9	*	5	*	14		15	5	19	9	34	14
09:15		*	3	*	6	*	9		10	8	10	3	20	11
09:30		*	3	*	2	*	5		5	5	14	2	19	7
09:45		*	3	*	2	*	5		17	1	26	1	43	2
10:00		15	3	15	0	30	3		21	5	13	0	34	5
10:15		25	0	19	1	44	1		9	3	18	1	27	4
10:30		12	0	14	1	26	1		11	2	22	3	33	5
10:45		17	1	24	2	41	3		17	1	19	3	36	4
11:00		13	0	15	3	28	3		20	1	24	2	44	3
11:15		17	1	12	0	29	1		19	1	14	2	33	3
11:30		15	1	10	1	25	2		25	2	10	1	35	3
11:45		14	0	19	0	33	0		24	0	31	0	55	0
Total		128	697	128	533	256	1230		275	739	474	558	749	1297
Day Total		825		661		1486			1014		1032		2046	
% Total		8.6%	46.9%	8.6%	35.9%				13.4%	36.1%	23.2%	27.3%		
Peak	-	10:00	04:30	10:00	00:15	10:00	04:30	-	11:00	05:00	07:15	00:15	11:00	00:15
Vol.	-	69	113	72	84	141	188	-	88	106	89	96	167	183
P.H.F.		0.690	0.831	0.750	0.913	0.801	0.870		0.880	0.716	0.927	0.828	0.759	0.915

I-1A

Monterey County Department of Public Works

Traffic Engineering

168 West Alisal St. 2nd Floor
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Vehicle Counts, Class Axle, Speed, Gap

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Start Time	21-Aug-14 Thu	SB		NB		Combined		22-Aug Fri	SB		NB		Combined	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		0	*	0	*	0	*		*	*	*	*	*	*
12:15		0	*	1	*	1	*		*	*	*	*	*	*
12:30		0	*	0	*	0	*		*	*	*	*	*	*
12:45		2	*	0	*	2	*		*	*	*	*	*	*
01:00		0	*	0	*	0	*		*	*	*	*	*	*
01:15		1	*	0	*	1	*		*	*	*	*	*	*
01:30		0	*	0	*	0	*		*	*	*	*	*	*
01:45		0	*	0	*	0	*		*	*	*	*	*	*
02:00		0	*	0	*	0	*		*	*	*	*	*	*
02:15		1	*	0	*	1	*		*	*	*	*	*	*
02:30		5	*	0	*	5	*		*	*	*	*	*	*
02:45		0	*	0	*	0	*		*	*	*	*	*	*
03:00		0	*	0	*	0	*		*	*	*	*	*	*
03:15		1	*	0	*	1	*		*	*	*	*	*	*
03:30		0	*	0	*	0	*		*	*	*	*	*	*
03:45		2	*	0	*	2	*		*	*	*	*	*	*
04:00		0	*	2	*	2	*		*	*	*	*	*	*
04:15		0	*	0	*	0	*		*	*	*	*	*	*
04:30		0	*	1	*	1	*		*	*	*	*	*	*
04:45		0	*	2	*	2	*		*	*	*	*	*	*
05:00		1	*	1	*	2	*		*	*	*	*	*	*
05:15		1	*	4	*	5	*		*	*	*	*	*	*
05:30		0	*	4	*	4	*		*	*	*	*	*	*
05:45		1	*	5	*	6	*		*	*	*	*	*	*
06:00		2	*	11	*	13	*		*	*	*	*	*	*
06:15		1	*	4	*	5	*		*	*	*	*	*	*
06:30		5	*	3	*	8	*		*	*	*	*	*	*
06:45		3	*	10	*	13	*		*	*	*	*	*	*
07:00		7	*	9	*	16	*		*	*	*	*	*	*
07:15		7	*	11	*	18	*		*	*	*	*	*	*
07:30		5	*	10	*	15	*		*	*	*	*	*	*
07:45		*	*	*	*	*	*		*	*	*	*	*	*
08:00		*	*	*	*	*	*		*	*	*	*	*	*
08:15		*	*	*	*	*	*		*	*	*	*	*	*
08:30		*	*	*	*	*	*		*	*	*	*	*	*
08:45		*	*	*	*	*	*		*	*	*	*	*	*
09:00		*	*	*	*	*	*		*	*	*	*	*	*
09:15		*	*	*	*	*	*		*	*	*	*	*	*
09:30		*	*	*	*	*	*		*	*	*	*	*	*
09:45		*	*	*	*	*	*		*	*	*	*	*	*
10:00		*	*	*	*	*	*		*	*	*	*	*	*
10:15		*	*	*	*	*	*		*	*	*	*	*	*
10:30		*	*	*	*	*	*		*	*	*	*	*	*
10:45		*	*	*	*	*	*		*	*	*	*	*	*
11:00		*	*	*	*	*	*		*	*	*	*	*	*
11:15		*	*	*	*	*	*		*	*	*	*	*	*
11:30		*	*	*	*	*	*		*	*	*	*	*	*
11:45		*	*	*	*	*	*		*	*	*	*	*	*
Total		45	0	78	0	123	0		0	0	0	0	0	0
Day Total		45		78		123			0		0		0	
% Total		36.6%	0.0%	63.4%	0.0%				0.0%	0.0%	0.0%	0.0%		
Peak	-	06:30	-	06:45	-	06:45	-	-	-	-	-	-	-	-
Vol.	-	22	-	40	-	62	-	-	-	-	-	-	-	-
P.H.F.		0.786		0.909		0.861								
ADT	ADT 1,956	AADT 1,956												

RTKNET.ORG

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- ▷ Spills and Accidents (ERNS)
- ▷ Risk Management (RMP)
- ▷ Hazardous Waste (BRS)
- ▷ Hazardous Waste - Violations and Permits (RCRIS)
- Other Databases

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RMP

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Search Criteria Used (More)

Level of Detail	Extended
Type of Report Output	Text (HTML)

Moss Landing Power Plant

Facility #1 : Moss Landing Power Plant

Basic Facility Info ?

Facility ID	100000174036
Deregistered (Yes/No)	No
Facility Name	Moss Landing Power Plant
Street Address Line 1	Highway 1 and Dolan Road
City	Moss Landing
State	CA
Zip Code	95039
Zip Code Extension	0690
County	Monterey County
113th Congressional District	CA20: California 20
Owner or Operator Name	Dynegy Moss Landing, LLC
Parent Company	Dynegy Moss Landing, LLC
Latitude	36.804722
Longitude	-121.775556
Number of RMP Submissions	6
Map this facility	link to map

Most Recent Submission Info ?

RMP ID	1000019117
Submission Type	revised submission for facility
Submission Date	12/20/2010
Reason For Submission	Revised PHA / Hazard Review due to process change (40 CFR 68.190(b)(5))
Process Toxic Amount Total (lbs)	329,940
Process Flammable Amount Total (lbs)	0
Process Amount Total (lbs)	329,940
Number of Potential Offsite Consequence Processes	1
Potential Offsite Consequence Toxic Amount Total (lbs)	329,940
Potential Offsite Consequence Flammable Amount Total (lbs)	0
Potential Offsite Consequence Amount Total (lbs)	329,940
All Process NAICS	221112
Exec Summary Submission Date	12/20/2010

Executive Summary ?

(Facility #1 : Moss Landing Power Plant, executive summary: all)

Executive Summary
Introduction
<p>Pursuant to the requirements of California Code of Regulations and Federal EPA, this California Accidental Release Prevention Program document (CalARP/RMP) has been prepared to minimize the potential and threat of a release of aqueous ammonia at the Moss Landing Power Plant. The Moss Landing Power Plant (MLPP), located at the intersection of Hwy 1 and Dolan road in Moss Landing, California, is owned and operated by Dynegy Moss Landing, LLC. The preparation and maintenance of an RMP is required at MLPP due to the storage of aqueous ammonia above State and Federal Threshold Quantities.</p>
Plant Process Information
<p>MLPP utilizes ammonia-based Selective Catalytic Reduction to reduce NOx emissions from two large industrial boilers and four combustion turbines in compliance with a federally enforceable Permit To Operate administered, and overseen by the Monterey Bay Unified Air Pollution Control District. Ammonia vapor, in the presence of a catalyst, reduces NOx compounds to elemental nitrogen and water, thereby reducing NOx emissions from the plant. NOx is an ozone precursor pollutant. In addition to using aqueous ammonia for NOx reduction, MLPP feeds aqueous ammonia to two pump skids for boiler feedwater pH control.</p>
<p>Ammonia is stored on-site as aqueous ammonia (29.4%) in five 30,000 gallon stainless steel tanks. In addition to the five storage tanks, the aqueous ammonia storage system is comprised of piping, feed and transfer pumps, vaporizing equipment, process controls, ammonia vapor release detectors, chemical injection pumps, and passive containment. The five storage tanks have an aggregate storage capacity of 150,000 gallons of aqueous ammonia containing approximately 329,940 pounds of ammonia (NH3) as solute, exceeding state and federal Threshold Quantities.</p>
Worst Case Scenario
<p>MLPP has conducted a worst-case offsite consequence analysis consistent with regulatory guidance and requirements involving the unlikely catastrophic failure of one</p>

magnitude and duration of the impacts are greatly mitigated by the design of the storage system which includes a concrete-containment dike underlying the storage tanks which drains to a subterranean vault. Once the spilled or leaked contents of the containment have drained into the subterranean vault, the available surface area from which ammonia vapors are released is greatly reduced effectively terminating offsite impacts, a process requiring several minutes under worst case conditions. A release represented by the worst case scenario is extremely unlikely because of the design of the system components, passive mitigation, and the prevention plan in place at MLPP.

EPA release reporting databases and industry experience suggest that the worst-case release scenario as defined in the RMP regulations is so unlikely that it should not be used as the basis for emergency planning. A more reasonable potential release scenario for emergency planning is presented in the alternative release scenario described in the following section.

Alternative Release Scenario

A credible alternative release scenario was formulated in accordance with US EPA guidance. This scenario involves the failure of a transfer hose during off-loading of a shipment of aqueous ammonia from a railcar to the storage tanks. Results of this credible alternative release event indicate that offsite receptors (industrial receptors to the north of the storage tanks) could potentially be affected. Fortunately, the magnitude of the release, and thus severity of impact of offsite receptors, is mitigated by passive controls engineered into the design of the storage and offloading area. Railcars received for offloading are positioned at one of three offloading points that are underlain by containment that drains to the subterranean vault previously described in the worst-case scenario discussion above. In addition, all surfaces underlying transfer hose hookups between the railcar and storage tank loading manifold are impervious and drain to the subterranean vault.

Accidental Release Prevention Steps

MLPP is committed to public safety, the safety of plant personnel, continued reliable operation, and regulatory compliance. Based on this commitment, the Plant Manager has overall responsibility for the development and implementation of the Risk Management Program. A management system has been developed with clearly defined accountability and responsibility for the RMP program.

To help ensure that a worst-case or alternative release scenario event does not occur, MLPP maintains a release prevention program (level 2) with the primary focus of protecting the public and plant employees from the hazards associated with an accident or release involving ammonia. The multifaceted program includes the use of:

- Ammonia gas detectors and alarms to rapidly alert operators of any problem(s);
- Safety information documenting safe process design;
- Process hazard analysis to evaluate chemical and process hazards;
- Operating procedures to ensure proper system operation;
- Maintenance, inspection and testing procedures to ensure employees working on and around the process are aware of hazards;
- Incident investigation procedures to evaluate actual incidents and any near misses including root-cause analysis; and,
- Periodic Compliance Audits to ensure that the plant programs meet regulatory requirements and are working as designed.

Five Year Accident History

There have been no releases of aqueous ammonia from the aqueous ammonia storage system or SCR systems that meet federal or state reporting requirements (e.g., no deaths, injuries, significant property damage, environmental damage, or sheltering in place) within the past five years. The plant has maintained an excellent safety record throughout its operating history and has never had a major ammonia release that could have had adverse effects on the public.

Emergency Response

In the event of an ammonia release, MLPP has an emergency response program that includes coordination with the North County Fire Department. Additionally, the plant has emergency operation procedures in place detailing appropriate emergency response actions to help mitigate the effects of any potential release.

Maintaining A Safe Operation

MLPP will continue to work safely and manage the hazards associated with ammonia so as to protect the health and welfare of the public, plant staff and the environment. The Risk Management Program will be maintained to reduce the risk of accidental releases through training, procedures, equipment maintenance, and safe work practices. Periodically, we will audit our program, review our

Process Hazard Analysis, coordinate with community emergency response agencies, and will update our program as needed to assure safe and effective control and management of the aqueous ammonia storage system.

Submission - Other Facility Info ?

Number of Full Time Employees	76
Owner or Operator Name	Dynegy Moss Landing, LLC
Owner or Operator Address Line 1	PO Box 690
Owner or Operator City	Moss Landing
Owner or Operator State	CA
Owner or Operator Zip	95039
Owner or Operator Zip Extension	0690
Parent Dun and Bradstreet Number	804405074
Second Parent Dun and Bradstreet Number	0
Number of Full Time Employees	76
Number of FTE CBI Flag	No
Other Facility ID	CAT080011653
Covered by OSHA PSM Standard	No
Covered by EPCRA Section 302	Yes
Covered by CAA Title V	Yes
CAA Title V Air Operating Permit ID	TV65-01
Last Safety Inspection Date	04/22/2013
Last Safety Inspection By	Monterey Co. Environmental Health Department
OSHA Star or Merit Ranking	No
LEPC Name	Monterey Co. Env Health Dept.

Submission - Contact Info ?

(Facility #1 : Moss Landing Power Plant, RMP submission #1 : 2010-12-20)

Owner or Operator Phone	8316336700
Facility Phone	8316336700
Facility Dun and Bradstreet Number	0
RMP Contact	Pete Ziegler
RMP Contact Title	Managing Director
RMP Contact Email	pete.j.ziegler@dynegy.com

I-1B

2013 Traffic Volumes Book

Dist	Route	County	Postmile	Description	Back Peak Hour	Back Peak Month	Back Peak AADT	Ahead Peak Hour	Ahead Peak AADT	Ahead AADT
5	1	MON	R 89.185	SALINAS RIVER BRIDGE, CASTROVILLE, SOUTH	4800	51000	45000	4800	47000	45000
5	1	MON	R 90.388	MOLERA/NASHUA ROADS	4800	47000	45000	4800	55000	47000
5	1	MON	R 90.979	CASTROVILLE, JCT. RTE. 156 WEST	4800	55000	47000	3250	20500	17700
5	1	MON	T 92.213	CASTROVILLE, JCT. RTE. 183	3250	20500	17700	3500	36000	31000
5	1	MON		MOLERA ROAD	3500	36000	31000	3500	36000	31000
5	1	MON	96.101	MOSS LANDING, DOLAN ROAD	3500	36000	31000	4050	42500	37000
5	1	MON	99.92	JENSEN ROAD	4050	42500	37000	3650	40500	34800
5	1	MON	T 101.04	SALINAS/PAJARO ROADS	3650	40500	34800	3300	40000	35000
5	1	MON	R 102.031	MONTEREY/SANTA CRUZ COUNTY LINE	3300	41000	35000	3300	42500	36000
5	1	SCR	R 0	MONTEREY/SANTA CRUZ COUNTY LINE	3500	39000	34700	3600	44000	39000
5	1	SCR	R 0.716	JCT. RTE. 129	3600	44000	39000	2800	34000	30000
5	1	SCR	R 2.269	WATSONVILLE, HARKINS SLOUGH ROAD OC	2800	34000	30000	5000	56000	53000
5	1	SCR	R 2.683	JCT. RTE. 152	5000	56000	53000	5700	68000	60000
5	1	SCR	R 3.181	WATSONVILLE, AIRPORT BLVD/ROACHE RD	5700	68000	60000	5600	67000	59000
5	1	SCR	R 4.073	BUENA VISTA DRIVE (SPRING VALLEY ROAD)	5600	67000	59000	5600	66000	59000
5	1	SCR	R 6.688	MAR MONTE AVENUE (LA SELVA BEACH ROAD)	5600	66000	59000	5900	73000	66000
5	1	SCR	R 7.663	LARKIN VALLEY ROAD	5900	73000	66000	6800	80000	76000
5	1	SCR	R 8.355	FREEDOM BOULEVARD	7000	84000	80000	7000	90000	84000
5	1	SCR	R 9.153	RIO DEL MAR N/O FREEDOM BOULEVARD	7000	89000	85000	6000	92000	89000
5	1	SCR	R 10.535	STATE PARK DRIVE	6000	92000	89000	6500	101000	98000
5	1	SCR	R 12.088	CAPITOLA, PARK AVENUE	6000	91000	89000	6400	98000	95000
5	1	SCR	R 13.192	CAPITOLA, BAY AVENUE	6400	98000	95000	6000	89000	86000
5	1	SCR	R 13.62	CAPITOLA, 41ST AVENUE	6000	91000	89000	6200	88000	84000
5	1	SCR	R 14.864	SOQUEL AVENUE	6200	88000	84000	4200	48000	46000
5	1	SCR	R 15.822	SANTA CRUZ, MORRISSEY BOULEVARD	5000	61000	59000	4200	48000	46000
5	1	SCR	R 16.628	SANTA CRUZ, EMELINE STREET CONNECTION	4200	48000	46000	4800	56000	54000
5	1	SCR	R 16.821	SANTA CRUZ, JCT. RTE. 17 NORTH	3300	38000	36000	2400	28000	26000
5	1	SCR	R 17.56	JCT. RTE. 9 NORTH, RIVER STREET	2000	23000	21400	2400	18900	15400
5	1	SCR	R 18.239	SANTA CRUZ, MISSION STREET						
5	1	SCR	R 19	SANTA CRUZ, BAY STREET						
5	1	SCR	R 19.69	SANTA CRUZ, SWIFT STREET						

COLLISION DETAILS: CASE ID 3812949



County	MONTEREY	City	UNINCORPORATED
Date (Y-M-D)	2008-07-09	Time	20:08
Nearby Intersection	RT 1 & DOLAN RD		
Coordinate Location	36.804870319, -121.783690223		
State Highway	Y	Route	1N Postmile 96.101
Injured Victims	1	Fatalities	0
Alcohol	NO	Weather	Clear
Primary Collision Factor	Automobile Right of Way	Involved with	Other Motor Vehicle

STREET VIEW



COLLISION DETAILS: CASE ID 4180803



County	MONTEREY	City	UNINCORPORATED
Date (Y-M-D)	2009-03-24	Time	08:15
Nearby Intersection	DOLAN RD & RT 1		
Coordinate Location	36.804831906, -121.783808157		
State Highway	Y	Route	1S Postmile 96.101
Injured Victims	1	Fatalities	0
Alcohol	NO	Weather	Clear
Primary Collision Factor	Unsafe Speed	Involved with	Other Motor Vehicle

STREET VIEW



COLLISION DETAILS: CASE ID 4011113



County	MONTEREY	City	UNINCORPORATED
Date (Y-M-D)	2008-11-07	Time	17:55
Nearby Intersection	RT 1 & DOLAN RD		
Coordinate Location	36.803492331, -121.783771023		
State Highway	Y	Route	1N Postmile 96
Injured Victims	1	Fatalities	0
Alcohol	YES	Weather	Clear
Primary Collision Factor	Driving or Bicycling Under the Influence of Alcohol or Drug	Involved with	Non-Collision

STREET VIEW



COLLISION DETAILS: CASE ID 3814297



County	MONTEREY	City	UNINCORPORATED
Date (Y-M-D)	2008-06-22	Time	19:23
Nearby Intersection	RT 1 & DOLAN RD		
Coordinate Location	36.804870319, -121.783690223		
State Highway	Y	Route	1N Postmile 96.101
Injured Victims	2	Fatalities	0
Alcohol	YES	Weather	Clear
Primary Collision Factor	Automobile Right of Way	Involved with	Other Motor Vehicle

STREET VIEW



COLLISION DETAILS: CASE ID 3590263



County	MONTEREY	City	UNINCORPORATED
Date (Y-M-D)	2008-01-30	Time	11:20
Nearby Intersection	RT 1 & ELKHORN SLOUGH BRIDGE		
Coordinate Location	36.809929327, -121.784741646		
State Highway	Y	Route	1S
Postmile	96.48		
Injured Victims	1	Fatalities	0
Alcohol	NO	Weather	Clear
Primary Collision Factor	Unsafe Speed	Involved with	Other Motor Vehicle

STREET VIEW



COLLISION DETAILS: CASE ID 4010031



County	MONTEREY	City	UNINCORPORATED
Date (Y-M-D)	2008-11-26	Time	17:55
Nearby Intersection	RT 1 & DOLAN RD		
Coordinate Location	36.804870319, -121.783690223		
State Highway	Y	Route	1N
Postmile	96.101		
Injured Victims	1	Fatalities	0
Alcohol	NO	Weather	Cloudy
Primary Collision Factor	Automobile Right of Way	Involved with	Other Motor Vehicle

STREET VIEW



COLLISION DETAILS: CASE ID 4073759



County	MONTEREY	City	UNINCORPORATED
Date (Y-M-D)	2008-11-11	Time	05:45
Nearby Intersection	RT 1 & DOLAN RD		
Coordinate Location	36.804870319, -121.783690223		
State Highway	Y	Route	1N Postmile 96.101
Injured Victims	2	Fatalities	0
Alcohol	NO	Weather	Cloudy
Primary Collision Factor	Automobile Right of Way	Involved with	Other Motor Vehicle

STREET VIEW



COLLISION DETAILS: CASE ID 4402915

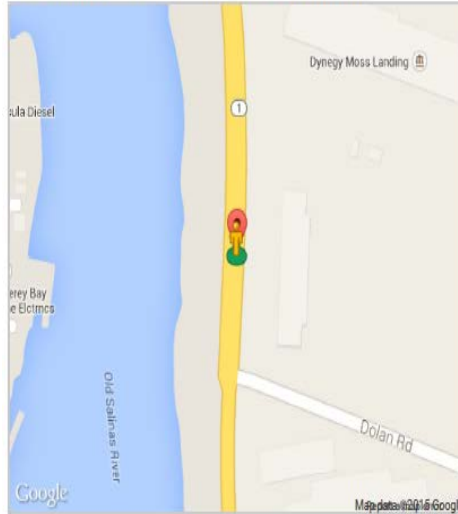


County	MONTEREY	City	UNINCORPORATED
Date (Y-M-D)	2009-09-30	Time	16:11
Nearby Intersection	RT 1 & DOLAN RD		
Coordinate Location	36.804993259, -121.783683447		
State Highway	Y	Route	1N Postmile 96.11
Injured Victims	1	Fatalities	0
Alcohol	NO	Weather	Clear
Primary Collision Factor	Unsafe Speed	Involved with	Other Motor Vehicle

STREET VIEW



COLLISION DETAILS: CASE ID 4268936



County	MONTEREY	City	UNINCORPORATED
Date (Y-M-D)	2009-05-16	Time	12:45
Nearby Intersection	RT 1 & DOLAN RD		
Coordinate Location	36.804870319, -121.783690223		
State Highway	Y	Route	1N Postmile 96.101
Injured Victims	1	Fatalities	0
Alcohol	NO	Weather	Cloudy
Primary Collision Factor	Unsafe Starting or Backing	Involved with	Other Motor Vehicle

STREET VIEW



COLLISION DETAILS: CASE ID 4860008



County	MONTEREY	City	UNINCORPORATED
Date (Y-M-D)	2010-08-17	Time	06:14
Nearby Intersection	RT 1 & DOLAN RD		
Coordinate Location	36.806323965, -121.783791157		
State Highway	Y	Route	1S Postmile 96.21
Injured Victims	1	Fatalities	0
Alcohol	NO	Weather	Clear
Primary Collision Factor	Improper Turning	Involved with	Fixed Object

STREET VIEW



COLLISION DETAILS: CASE ID 4679758

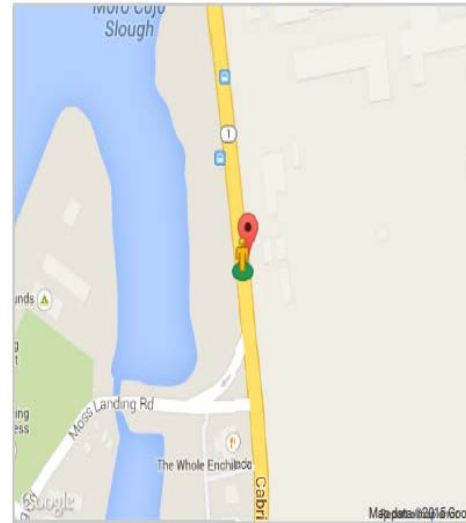


County	MONTEREY	City	UNINCORPORATED
Date (Y-M-D)	2010-04-02	Time	13:15
Nearby Intersection	RT 1 & DOLAN RD		
Coordinate Location	36.805228609, -121.783777404		
State Highway	Y	Route	1S Postmile 96.13
Injured Victims	2	Fatalities	0
Alcohol	NO	Weather	Cloudy
Primary Collision Factor	Unsafe Speed	Involved with	Other Motor Vehicle

STREET VIEW



COLLISION DETAILS: CASE ID 4586519



County	MONTEREY	City	UNINCORPORATED
Date (Y-M-D)	2010-01-14	Time	17:38
Nearby Intersection	RT 1 & MOSS LANDING RD		
Coordinate Location	36.800786498, -121.783321482		
State Highway	Y	Route	1N Postmile 95.8
Injured Victims	4	Fatalities	0
Alcohol	NO	Weather	Clear
Primary Collision Factor	Automobile Right of Way	Involved with	Other Motor Vehicle

STREET VIEW



COLLISION DETAILS: CASE ID 4837868



County	MONTEREY	City	UNINCORPORATED
Date (Y-M-D)	2010-07-29	Time	12:00
Nearby Intersection	RT 1 & DOLAN RD		
Coordinate Location	36.804831906, -121.783808157		
State Highway	Y	Route	1S Postmile 96.101
Injured Victims	1	Fatalities	0
Alcohol	NO	Weather	Cloudy
Primary Collision Factor	Automobile Right of Way	Involved with	Other Motor Vehicle

STREET VIEW



COLLISION DETAILS: CASE ID 5274300

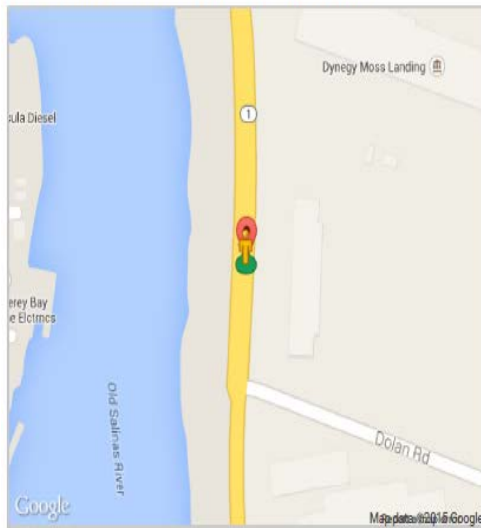


County	MONTEREY	City	UNINCORPORATED
Date (Y-M-D)	2011-07-24	Time	18:45
Nearby Intersection	RT 1 & DOLAN RD		
Coordinate Location	36.8052663313, -121.783668395		
State Highway	Y	Route	1N Postmile 96.13
Injured Victims	3	Fatalities	0
Alcohol	NO	Weather	Clear
Primary Collision Factor	Unsafe Speed	Involved with	Other Motor Vehicle

STREET VIEW



COLLISION DETAILS: CASE ID 5070805



County	MONTEREY	City	UNINCORPORATED
Date (Y-M-D)	2011-02-08	Time	16:20
Nearby Intersection	DOLAN RD & RT 1		
Coordinate Location	36.8048703188, -121.783690224		
State Highway	Y	Route	1N Postmile 96.101
Injured Victims	1	Fatalities	0
Alcohol	NO	Weather	Clear
Primary Collision Factor	Unsafe Starting or Backing	Involved with	Other Motor Vehicle

STREET VIEW



COLLISION DETAILS: CASE ID 5149214



County	MONTEREY	City	UNINCORPORATED
Date (Y-M-D)	2011-03-16	Time	13:45
Nearby Intersection	DOLAN RD & RT 1		
Coordinate Location	36.8048703188, -121.783690224		
State Highway	Y	Route	1N Postmile 96.101
Injured Victims	1	Fatalities	0
Alcohol	NO	Weather	Cloudy
Primary Collision Factor	Unsafe Starting or Backing	Involved with	Other Motor Vehicle

STREET VIEW



COLLISION DETAILS: CASE ID 5216033



County	MONTEREY	City	UNINCORPORATED
Date (Y-M-D)	2011-07-16	Time	06:05
Nearby Intersection	RT 1 & DOLAN RD		
Coordinate Location	36.8048703188, -121.783690224		
State Highway	Y	Route	1N Postmile 96.101
Injured Victims	1	Fatalities	0
Alcohol	NO	Weather	Cloudy
Primary Collision Factor	Automobile Right of Way	Involved with	Other Motor Vehicle

COLLISION DETAILS: CASE ID 5366958



County	MONTEREY	City	UNINCORPORATED
Date (Y-M-D)	2011-10-11	Time	08:40
Nearby Intersection	RT 1 & DOLAN RD		
Coordinate Location	36.8048703188, -121.783690224		
State Highway	Y	Route	1N Postmile 96.101
Injured Victims	1	Fatalities	0
Alcohol	NO	Weather	Cloudy
Primary Collision Factor	Traffic Signals and Signs	Involved with	Other Motor Vehicle

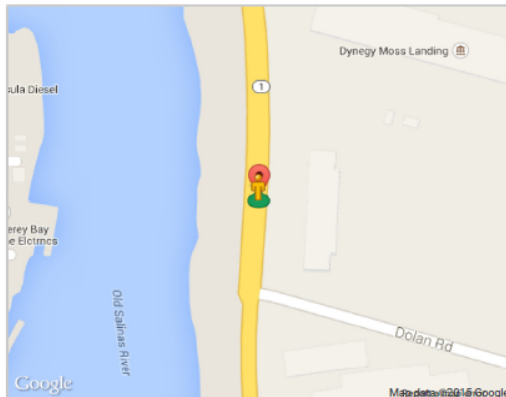
STREET VIEW



STREET VIEW



COLLISION DETAILS: CASE ID 5423947



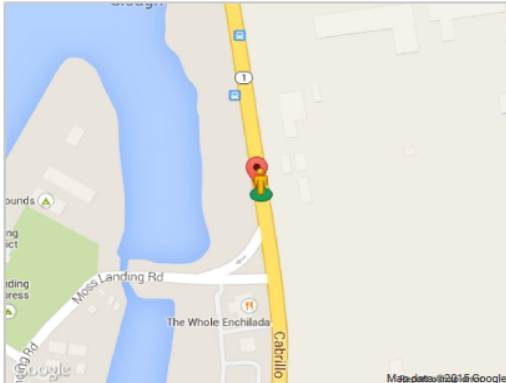
County	MONTEREY	City	UNINCORPORATED
Date (Y-M-D)	2011-12-02	Time	16:45
Nearby Intersection	RT 1 & DOLAN RD		
Coordinate Location	36.8048703188, -121.783690224		
State Highway	Y	Route	1N Postmile 96.101
Injured Victims	3	Fatalities	0
Alcohol	NO	Weather	Clear
Primary Collision Factor	Automobile Right of Way	Involved with	Other Motor Vehicle

COLLISION DETAILS: CASE ID 5505006



County	MONTEREY	City	UNINCORPORATED
Date (Y-M-D)	2012-01-08	Time	15:55
Nearby Intersection	RT 1 & MOSS LANDING RD		
Coordinate Location	36.800868802, -121.783458406		
State Highway	Y	Route	1S Postmile 95.81
Injured Victims	1	Fatalities	0
Alcohol	NO	Weather	Clear
Primary Collision Factor	Automobile Right of Way	Involved with	Other Motor Vehicle

COLLISION DETAILS: CASE ID 5718956



County	MONTEREY	City	UNINCORPORATED
Date (Y-M-D)	2012-06-26	Time	15:05
Nearby Intersection	RT 1 & MOSS LANDING RD		
Coordinate Location	36.800597419, -121.783408414		
State Highway	Y	Route	1S Postmile 95.79
Injured Victims	1	Fatalities	0
Alcohol	NO	Weather	Clear
Primary Collision Factor	Unsafe Speed	Involved with	Other Motor Vehicle

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We Want to Hear from You



County of Monterey Monterey Bay Sanctuary Scenic Trail - Moss Landing Segment Project

Wednesday, March 4, 2015

6:30 p.m. - 8:00 p.m.

Moss Landing Harbor District — Board Room
7881 Sandholdt Road, Moss Landing, CA 95039



The County of Monterey is proposing to construct a bicycle/pedestrian path and bridge in your Community and is requesting input on various design features including:

- Aesthetic treatments (color treatments) on concrete roadside barriers, walls, bridge, and railings
- Interpretive/educational signs along the trail (e.g. cultural and historic significances, wildlife and habitat, etc.)
- Outdoor bench furniture



Project Purpose/Benefits

- Improve bicycle and pedestrian safety
- Provide connectivity between the community of Moss Landing and the North Harbor
- Increase education and awareness of the Community of Moss Landing and of Monterey Bay
- Increase the number of commute and recreational bicycle and pedestrian trips
- Improve air quality
- Improve quality of life

Project Schedule/Status

Phase	Completion	Status
Environmental	Summer 2015	NEPA Complete/CEQA 90% Complete
Design	Winter 2015	Trail 65% & Bridge 80% Complete
Right-of-Way	Fall 2015	Underway
Construction	TBD	Schedule - Pending Full Funding

I-3A

For more information, please contact:
Patricia A. Lopez, Project Manager at (831) 755-4800 or lopezp@co.monterey.ca.us
<http://www.co.monterey.ca.us/publicworks/announcements.shtml>

Please Sign In



County of Monterey Monterey Bay Sanctuary Scenic Trail - Moss Landing Segment Project

Wednesday, March 4, 2015

6:30 p.m. - 8:00 p.m.

Moss Landing Harbor District — Board Room
7881 Sandholdt Road, Moss Landing, CA 95039



Your input and comments are important to us! Thank you for participating in this meeting.

Name	Address	Email and/or Phone Number
Tom McCray	10940 Pieri Ct.	TOM . MCCRAY 1 @ GMAIL . COM
Steven Dobler	2714 Struve Rd.	Sdobler@doblerandsons.com
John Olejnik	50 Higuera St ^{SLO 93401}	John.Oleynik@dot.ca.gov
MISS JEFFRIES	ML RD	
Bob Mondach	Monterey County P.W.	
Frank Capurro	P.O. Box 450 ^{Moss Landing}	fwc@capurrofarms.com
Kim Solano	7902A Moss Landing Rd	Kim@hauteenchilada.com
Terry Taylor	7981 ML Rd.	admin@shakespeareamerica.org
Robert Collier	7951 ML Rd.	
Lozili T. Th	255 PO Box 267, Moss Landing	Lozili@elkhouselough.org
Josh Stratton	Castroville	Supervisor Phillips Office
Eric TYRMAN	Castroville	cwderic@Redshift.com
Kathy Jones	10945 Pieri Ct.	Kathcjones@aol.com



Moss Landing Harbor District – Board Room
7881 Sandholdt Road, Moss Landing, CA 95039

[illegible]

We Want to Share What We've Heard from You



County of Monterey Monterey Bay Sanctuary Scenic Trail - Moss Landing Segment Project

Thursday, April 23, 2015

6:30 p.m. - 8:00 p.m.

Moss Landing Harbor District — Board Room
7881 Sandholdt Road, Moss Landing, CA 95039



The County of Monterey is proposing to construct a bicycle/pedestrian path and bridge in your Community and on March 4, 2015 a public meeting was held in which the following topics were presented, discussed and your input was received:

1. Aesthetic treatments (color treatments) on concrete roadside barriers, walls, bridge, and railings
2. Interpretive/educational signs along the trail (e.g. cultural and historic significances, wildlife and habitat, etc.)
3. Outdoor bench furniture

Goals for this upcoming public meeting are as follows:

- Present aesthetic treatment preferences as determined during the previous public meeting
- Present preliminary mock-ups of the five interpretive signs
- Receive any additional input on aesthetic treatments and interpretive signs

Project Schedule/Status

Phase	Completion	Status
Environmental	Summer 2015	NEPA Complete/CEQA 90% Complete
Design	Winter 2015	Trail 65% & Bridge 80% Complete
Right-of-Way	Fall 2015	Underway
Construction	TBD	Schedule - Pending Full Funding



For more information, please contact:
Isabelo Dela Merced, Assistant Engineer at (831)755-4746 or delamercedi@co.monterey.ca.us
<http://www.co.monterey.ca.us/publicworks/announcements.shtml>

Please Sign In



County of Monterey Monterey Bay Sanctuary Scenic Trail - Moss Landing Segment Project

Thursday, April 23, 2015

6:30 p.m. - 8:00 p.m.

Moss Landing Harbor District — Board Room
7881 Sandholdt Road, Moss Landing, CA 95039

Your input and comments are important to us! Thank you for participating in this meeting.

Name	Address	Email and/or Phone Number
Terry Taylor	ML Village	admin@ShakespeareAmerica.org.
JONATHAN PASCUA	MoCo Public Works	PASCUATL@CO.MONTEREY.CA.US
ISABELA DELA MERCED	MO.CO PUBLIC WORKS	delamercadi@co.monterey.ca.us
RUSS JEFFRIES	HARBOR DIST	
Tony Leonardini	M.L.H.D.	
Lois DeVogelaere	M.L. Heights	ldvmdv2@yahoo.com
Kathleen Jones	Pieri Ct., ML	Katocjones@aol.com
Doug Groom	Box 3 ML - Slip A3	doug.groom@baymoon.com
Josh Stratton	Monterey County	district2@co.monterey.ca.us



Moss Landing Harbor District – Board Room
7881 Sandholdt Road, Moss Landing, CA 95039

[illegible]

TAMC • TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Regional Transportation Planning Agency • Congestion Management Agency • Local Transportation Commission
Monterey County Service Authority for Freeways & Expressways • E-Mail: info@tamcmonterey.org



BICYCLE AND PEDESTRIAN FACILITIES ADVISORY COMMITTEE (BPC)

Wednesday, November 7, 2012, 6:00 p.m.

**TRANSPORTATION AGENCY FOR MONTEREY COUNTY
(TAMC)
CONFERENCE ROOM
55-B PLAZA CIRCLE, SALINAS, CA 93901**

AGENDA

Complete agenda packets are on display at the Transportation Agency for Monterey County office and at these public libraries: Carmel, Monterey, Salinas Steinbeck Branch, Seaside, Prunedale, and King City. Any person who has a question concerning an item on this agenda may call the Transportation Agency office to make inquiry concerning the nature of the item described on the agenda. Please recycle this agenda.

1. **ROLL CALL:** Call to order and self-introductions. Committee bylaws specify that a quorum shall consist of a majority (6) of the number of voting memberships actually filled at that time (11); the existence of any vacancies shall not be counted for purposes of establishing a quorum. *If you are unable to attend, please contact the Transportation Agency. Your courtesy to the other Committee members to assure a quorum is appreciated.*
2. **PUBLIC COMMENTS/ANNOUNCEMENTS:** Any member of the public may address the Committee on any item not on the agenda but within the jurisdiction of the Committee. Each member of the public is allotted with three minutes to address any concerns. Comments on items on today's agenda may be given when that agenda item is discussed.

BEGINNING OF CONSENT AGENDA: Approve the staff recommendations for items 3.1 to 3.2 below by majority vote with one motion. Any member may pull an item off the Consent Agenda to be moved to the end of the **CONSENT AGENDA** for discussion and action.

- 3.1 **APPROVE** minutes of Committee meeting October 3, 2012.
– Cheung

Pages 5 - 9

I-3B

- 3.2 **ADOPT** the Bicycle and Pedestrian Facilities Advisory Committee meeting calendar for 2013. – Cook **Pages 10 - 11**

As stated in the Committee bylaws, "Meetings shall be held at a specific time and place that the Committee determines to be convenient for the majority of the members." The proposed schedule of meetings for 2013 follows the existing pattern of meetings, occurring on the first Wednesday of the month, from 6 to 8 p.m., except for July and December when all Agency Committee meetings are cancelled.

END OF CONSENT AGENDA

4. **RECEIVE** update on priority bicycle projects sponsored by the County of Monterey. – Cook **Pages 12 - 13**

Three of the top ten priority bicycle projects identified in the Transportation Agency's adopted 2011 Bicycle and Pedestrian Master Plan are sponsored by the County of Monterey. These projects include the Castroville Bicycle Path and Railroad Crossing, Davis Road Bicycle Lanes, and the Moss Landing Segment of the planned Monterey Bay Sanctuary Scenic Trail. County of Monterey staff will provide a report on progress made on these projects to date.

5. **APPOINT** a Committee Chair and Vice Chair, who would serve a one-year term beginning January 2013. – Cook **Page 14**

The Committee is responsible for appointing a Chair and Vice Chair to serve a one-year term in office. An election is held in November of each year.

6. **ANNOUNCEMENTS** and/or **COMMENTS** from Bicycle and Pedestrian Facilities Advisory Committee members on bicycle and pedestrian related items that are not on the agenda. **No Enclosure**

7. **ADJOURNMENT.**

ANNOUNCEMENTS

Next Committee meeting:

Wednesday, January 9, 2013

Transportation Agency for Monterey County Conference Room

55-B Plaza Circle, Salinas, California 93901

Light refreshments will be provided

If you have any items for the next agenda, please submit them to:

Andy Cook, Bicycle and Pedestrian Coordinator

By Thursday, December 20, 2012

andy@tamcmonterey.org

Documents relating to an item on the open session that are distributed to the Committee less than 72 hours prior to the meeting shall be available for public inspection at the office of the Transportation Agency for Monterey County, 55-B Plaza Circle, Salinas, CA. Documents distributed to the Committee at the meeting by staff will be available at the meeting; documents distributed to the Committee by members of the public shall be made available after the meeting.

Transportation Agency for Monterey County

55-B Plaza Circle, Salinas, CA 93901-2902

Monday thru Friday

8:00 a.m. – 5:00 p.m.

TEL: 831-775-0903

FAX: 831-775-0897

The Committee Agenda will be prepared by Agency staff and will close at noon on December 20, 2012. Any member may request in writing an item to appear on the agenda. The request shall be made by the agenda deadline and any supporting papers must be furnished by that time or be readily available.

If requested, the agenda shall be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 USC Sec. 12132), and the federal rules and regulations adopted in implementation thereof. Individuals requesting a disability-related modification or accommodation, including auxiliary aids or services, may contact Transportation Agency at 831-775-0903. Auxiliary aids or services include wheelchair accessible facilities, sign language interpreters, Spanish Language interpreters and printed materials, and printed materials in large print, Braille or on disk. These requests may be made by a person with a disability who requires a modification or accommodation in order to participate in the public meeting, and should be made at least 72 hours before the meeting. All reasonable efforts will be made to accommodate the request.

CORRESPONDENCE, REPORTS, MEDIA CLIPPINGS

This agenda with all attachments is available online at
<http://tamcmonterey.org/committees/bpc/meetings.html>

Pages

Correspondence

- C1 – October 5, 2012 email from Richard Rosales, Caltrans District 5 to Kaki
15 - 16 Cheung, Associate Transportation Planner re: Salinas Road Bike Lane
Striping.

Reports, Meetings, Announcements and Publications

- R1 Draft Monterey County Bike Share Feasibility Study.
The Draft Monterey County Bike Share Feasibility Study prepared by Fehr & Peers for the Transportation Agency is available for public review. The Agency is asking that comments be submitted to Andy Cook, Associate Transportation Planner, by November 30, 2012. The document has been posted to the Agency website, and can be accessed at the following location:

http://www.tamcmonterey.org/programs/bikeped/bike_sharing.html

Media Clippings

None this month.

**MONTEREY COUNTY
AGRICULTURAL ADVISORY COMMITTEE**

Ag Center Conference Room
1428 Abbott Street, Salinas, CA 93901
Phone: (831) 759-7325 ~ Fax: (831) 759-2268
2:30 p.m. to 4:30 p.m.

**AGENDA
Thursday, August 22, 2013**

I. Call to Order

II. Approval
June 27, 2013, Meeting Minutes

III. Public Comment (items not on the agenda)

IV. Agricultural Commissioner's Update

V. Resource Management Agency

A. Bike Path

Oga Carranza, Management Analyst III/Project Manager

Provide project status report on three projects: Castroville Bicycle/Pedestrian Path and Railroad Crossing; Davis Road Class II Bicycle Lane, and Monterey Bay Sanctuary Scenic Trail –Moss Landing Segment projects.

RECOMMENDATION: Receive a status report on three bicycle projects and provide consultation.

B. Long Valley Partners – Lot Line Adjustment

Ashley Nakamura, Land Use Technician

Lot Line Adjustment between 3 existing lots in San Ardo: (Parcel 1) 318.79 acres, (Parcel 2) 250.90 acres, and (Parcel 3) 35.60 acres to reconfigure the lots as follows: 3 parcels, Parcel A (449.65 acres), Parcel B (40 acres) and Parcel C (115.64 acres). The parcels are currently under Williamson Act and will require amendment if approved.

RECOMMENDATION: The Planning Department is asking for your comments regarding consistency with the Williamson Act and recommendation to the Board of Supervisors.

C. Proposed Farmworker Housing Complex in South County

Steve Mason, Assistant Planner

Proposed migrant farmworker housing complex to be located approximately one mile north of the City of Soledad. The project is in the early development phase.

RECOMMENDATION: The Planning Department is asking for your general advice and direction on the proposed project.

I-3B

Agricultural Advisory Committee Agenda

August 22, 2013

Continued**VI. Hillslope Runoff Protection Manual***Paul Robins, Monterey County Resource Conservation District (RCD)*

In response to a 2012 request from the AAC for guidance regarding hillslope runoff, the Monterey County RCD has prepared a draft Hillslope Protection Manual. This manual is in an early draft stage, however; the RCD has requested input from the AAC regarding the general content and level of detail contained in the manual. Once feedback is received, additional revisions will be prepared and a "final draft" manual will be submitted to the AAC for review.

RECOMMENDATION: RCD is requesting the AAC provide early feedback on the draft Hillslope Protection Manual.

VII. Administrative Matters**2012-2013 Annual Report**

Review the 2012-2013 AAC Annual Report and recommend submission to the Board of Supervisors.

VIII. Adjournment

******The next meeting is scheduled for September 26, 2013******

Americans with Disabilities Act (ADA) Access

If requested, the agenda shall be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 USC Sec. 12132), and the federal rules and regulations adopted in implementation thereof. Individuals requesting a disability-related modification or accommodation, including auxiliary aids or services, may contact the Agricultural Commissioner's Office. These requests may be made by a person with a disability who requires a modification or accommodation in order to participate in the public meeting.

The Agricultural Center Conference Room is wheelchair accessible. Please contact Kathy Nielsen (831) 759-7301 if you need assistance in order to participate in this public meeting. Requests for special assistance should be made by 4:00 p.m. of the Friday before the Committee meeting.

I-3B

Project Name:

Sanctuary Scenic Trail - Moss Landing Segment Class I Bicycle/Pedestrian

INFRASTRUCTURE

Project Location:

Moss Landing, CA

Bike Projects (Daily Person Trips for All Users) (Box 1A)

	Without Project	With Project
Existing	2	
Forecast (1 Yr after completion)	2	102
	Commuters	Recreational Users
Existing Trips	0	1
New Daily Trips (estimate)	0	0.33
(1 YR after completion) (actual)		

Project Information- Non SR2S Infrastructure

Bike Class Type	Bike Class I
Average Annual Daily Traffic (AADT)	2,046

Project Costs (Box 1D)

Non-SR2S Infrastructure Project Cost	\$10,234,000
SR2S Infrastructure Project Cost	

ATP Requested Funds (Box 1E)

Non-SR2S Infrastructure	\$5,895,000
SR2S Infrastructure	

CRASH DATA (Box 1F)

	Last 5 Yrs	Annual Average
Fatal Crashes	0	0
Injury Crashes	0	0
PDO	0	0

Pedestrian Projects (Daily Person Trips for All Users) (Box 1B)

	Without Project	With Project
Existing	1	
Forecast (1 YR after project completion)	1	102
	Without Project	With Project
Existing step counts (600 steps=0.3mi=1 trip)		
Existing miles walked		

Safe Routes to School (SR2S) (Box 1C)

	Total
Number of student enrollment	
Approximate no. of students living along school route proposed for improvement	
Percentage of students that currently walk or bike to school	
Projected percentage of students that will walk or bike to school after the project	

SAFETY COUNTERMEASURES (improvements) (Box 1G)

	Y or N (Capitalized)
Signalized Intersection	Pedestrian countdown signal heads
	Pedestrian crossing
	Advance stop bar before crosswalk
	Install overpass/underpass
Unsignalized Intersection	Raised medians/refuge islands
	Pedestrian crossing (new signs and markings only)
	Pedestrian crossing (safety features/curb extensions)
	Pedestrian signals
Roadways	Bike lanes
	Sidewalk/pathway (to avoid walking along roadway)
	Pedestrian crossing (with enhanced safety features)
	Pedestrian crossing
Other reduction factor countermeasures	

20 Year Invest Summary Analysis

Total Costs	\$10,234,000.00
Net Present Cost	\$9,840,384.62
Total Benefits	\$1,177,416.94
Net Present Benefit	\$779,779.12
Benefit-Cost Ratio	0.08

20 Year Itemized Savings

Mobility	\$521,482.30
Health	\$357,379.54
Recreational	\$228,382.28
Gas & Emissions	\$70,172.82
Safety	\$0.00

Funds Requested	\$5,895,000.00
Net Present Cost of Funds Requested	\$5,668,269.23
Benefit Cost Ratio	0.14

Carranza, Ogarita x5174

From: Hsieh, Wei@CCC [Wei.Hsieh@CCC.CA.GOV] on behalf of ATP@CCC [ATP@CCC.CA.GOV]
Sent: Friday, April 10, 2015 11:32 AM
To: Carranza, Ogarita x5174
Cc: Hsieh, Wei@CCC; Harris, Chad@CCC; Wohlgemuth, Janet@CCC; Burks-Herrmann, Brenda@CCC; Rankin, Michelle@CCC; 'inquiry@atpcommunitycorps.org'
Subject: RE: ATP Grant Application - Submittal to CCC

Hi Ogarita,

Chad Harris, the Conservationist II at our Monterey Bay Center has responded with the following partnership possibilities for your project:

- Landscaping

Please include this email with your application as proof that you reached out to the CCC. Feel free to contact Chad Harris directly if your project receives funding. Thank you!

Wei Hsieh, Manager
Program & Operations Division
California Conservation Corps
1719 24th Street
Sacramento, CA 95816
(916) 341-3154
Wei.Hsieh@ccc.ca.gov

From: Carranza, Ogarita x5174 [<mailto:carranzao@co.monterey.ca.us>]
Sent: Monday, April 06, 2015 12:46 PM
To: ATP@CCC; 'inquiry@atpcommunitycorps.org'
Subject: ATP Grant Application - Submittal to CCC

Hello Wei and Danielle,

The County of Monterey is submitting an Active Transportation Program grant application for the Monterey Bay Sanctuary Scenic Trail (MBBST) – Moss Landing Segment Bicycle/Pedestrian Path and Bridge project. As required for your review, attached are the project description, project schedule, project map, detailed estimate, and preliminary plans. Please feel free to contact me now if you need anything else and thank you in advance for your review of the projects.

Thanks,

Ogarita Carranza
Management Analyst II
Department of Public Works
County of Monterey
168 W. Alisal Street, 2nd Floor
Salinas, CA 93901
(831) 755-5174
(831) 755-4958 Fax
e-mail: carranzao@co.monterey.ca.us

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Carranza, Ogarita x5174

From: Active Transportation Program [inquiry@atpcommunitycorps.org]
Sent: Monday, April 20, 2015 11:04 AM
To: Carranza, Ogarita x5174
Subject: Re: ATP Grant Application - Submittal to CCC

Hi Ogarita,

Thank you for contacting us. Unfortunately, the Local Conservation Corps will not be able to participate in this project. Please include this email with your application as proof that you reached out to the Local Conservation Corps.

Thank you,
Danielle

On Thu, Apr 9, 2015 at 9:55 PM, Active Transportation Program <inquiry@atpcommunitycorps.org> wrote:
Hi Ogarita,

Thank you for your inquiry. We are currently looking into your request and will be in touch shortly.

Thank you,
Danielle

On Mon, Apr 6, 2015 at 12:45 PM, Carranza, Ogarita x5174 <carranza@co.monterey.ca.us> wrote:

Hello Wei and Danielle,

The County of Monterey is submitting an Active Transportation Program grant application for the Monterey Bay Sanctuary Scenic Trail (MBBST) – Moss Landing Segment Bicycle/Pedestrian Path and Bridge project. As required for your review, attached are the project description, project schedule, project map, detailed estimate, and preliminary plans. Please feel free to contact me know if you need anything else and thank you in advance for your review of the projects.

Thanks,

Ogarita Carranza
Management Analyst II
Department of Public Works
County of Monterey
168 W. Alisal Street, 2nd Floor
Salinas, CA 93901
(831) 755-5174
(831) 755-4958 Fax
e-mail: carranza@co.monterey.ca.us

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SAM FARR
20TH DISTRICT, CALIFORNIA

1126 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-0520
(202) 225-2861

COMMITTEE ON APPROPRIATIONS
SUBCOMMITTEES:
AGRICULTURE, RURAL DEVELOPMENT, FOOD AND
DRUG ADMINISTRATION, AND RELATED AGENCIES
MILITARY CONSTRUCTION, VETERANS' AFFAIRS,
AND RELATED AGENCIES
CO-CHAIR, CONGRESSIONAL ORGANIC CAUCUS
CO-CHAIR, CONGRESSIONAL TRAVEL AND
TOURISM CAUCUS
CO-CHAIR, HOUSE OCEANS CAUCUS

Congress of the United States
House of Representatives
Washington, DC 20515-0520

100 WEST ALISAL
SALINAS, CA 93901
(831) 424-2229
701 OCEAN STREET
ROOM 318
SANTA CRUZ, CA 95060
(831) 429-1976
www.farr.house.gov

May 16, 2014

CALTRANS

Division of Local Assistance, MS 1

Attn: Office of Active Transportation and Spec. Prog.

P.O. Box 942874

Sacramento, CA 94274-0001

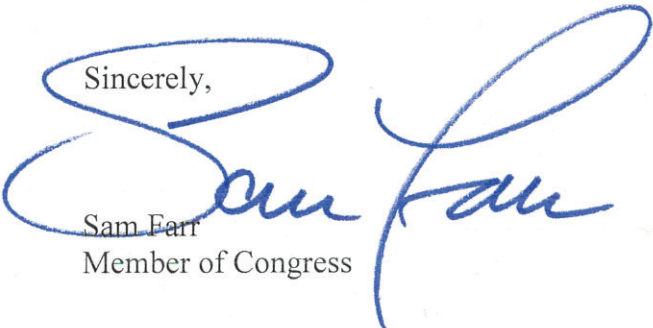
To Whom It May Concern:

I am writing to convey in the strongest possible terms my support for the County of Monterey's Active Transportation Program (ATP) Grant Application for the Monterey Bay Sanctuary Scenic Trail (MBSST) – Moss Landing Project. The project will provide a bicycle/pedestrian path and bridge in the community of Moss Landing.

An ATP grant will provide funding for the construction of a Class I bicycle/pedestrian path from the North Harbor (northwest side of the existing State Highway 1 Bridge) to Moss Landing Road with a 386 foot bridge over the Elkhorn Slough. Currently, the only alternative for bicycle and pedestrian traffic in this area is along the shoulders of State Highway 1, which has high traffic volumes and highway speeds.

Thank you for your time and consideration of this request.

Sincerely,


Sam Farr
Member of Congress

SF/aa

Attachment J



55-B Plaza Circle, Salinas, CA 93901-2902 • Tel: (831) 775-0903 • Website: www.tamcmonterey.org

May 27, 2015

Caltrans
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 94274-0001

**SUBJECT: Active Transportation Program Cycle 2 – County of Monterey,
Monterey Bay Sanctuary Scenic Trail – Moss Landing**

To Whom It May Concern:

The Transportation Agency for Monterey County is submitting this letter in support of the County of Monterey's Active Transportation Program Grant Application for the Monterey Bay Sanctuary Scenic Trail – Moss Landing Bicycle / Pedestrian Path and Bridge Project. The project will provide a bicycle and pedestrian path and bridge in the community of Moss Landing.

An Active Transportation Program grant will provide funding for the construction of a Class I bicycle and pedestrian path from the North Harbor (northwest side of the existing State Highway 1 Bridge) to Moss Landing Road with a 386 foot bridge over the Elkhorn Slough. Currently, the only alternative for bicycle and pedestrian traffic in this area is along the shoulders of State Highway 1, which has high traffic volumes and highway speeds.

The Monterey Bay Sanctuary Scenic Trail – Moss Landing Project is included in the Transportation Agency's *Bicycle and Pedestrian Master Plan*. Our agency supports the County of Monterey's effort to provide a convenient and safe bicycle and pedestrian facility along the coast of the Monterey Bay for coastal access, recreational, and commute usage.

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

Sincerely,

A handwritten signature in blue ink, appearing to read "Debra L. Hale", is written over the word "Sincerely,".

Debra L. Hale
Executive Director

Cc: County of Monterey, Ogarita Carranza