



## Board Report

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**File #: 20-703, Version: 1**

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- a. Approve the recommended projects list to submit to the California Department of Transportation (Caltrans) as candidate projects for Cycle 5 Statewide Active Transportation Program (ATP) and the Cycle 10 G12 Highway Safety Improvement Project (HSIP);
- b. Authorize the Resource Management Agency (RMA) Director, or his/her designee, to act as the agent for the County in processing all documentation to secure these funds; and
- c. Direct the RMA to return to the Board for approval prior to acceptance of any grant award(s).

**RECOMMENDATION:**

It is recommended that the Board of Supervisors:

- a. Approve the recommended projects list to submit to the California Department of Transportation (Caltrans) as candidate projects for Cycle 5 Statewide Active Transportation Program (ATP) and the Cycle 10 G12 Highway Safety Improvement Project (HSIP);
- b. Authorize the Resource Management Agency (RMA) Director, or his/her designee, to act as the agent for the County in processing all documentation to secure these funds; and
- c. Direct the RMA to return to the Board for approval prior to acceptance of any grant award(s).

**SUMMARY/DISCUSSION:**

The Statewide Active Transportation Program (ATP) was created by Senate Bill 99 and Assembly Bill 101 and signed into law on September 26, 2013. The ATP combines various elements from the Transportation Enhancements, Recreational Trails Program, and the Safe Routes to School programs into one program. The ATP is funded from various Federal and State funds appropriated in the annual Budget Act.

The goals of the ATP are to:

- \* Increase the proportion of trips accomplished by biking and walking.
- \* Increase the safety and mobility of non-motorized users.
- \* Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008) and Senate Bill 391 (Chapter 585, Statutes of 2009).
- \* Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding.
- \* Ensure that disadvantaged communities fully share in the benefits of the program.
- \* Provide a broad spectrum of projects to benefit many types of active transportation users.

The Highway Safety Improvement Project (HSIP) was created by the Fixing America's Surface Transportation (FAST) Act and signed into law on December 4, 2015. The HSIP, codified as Section 148 Title 23, is a core federal-aid program provided to States for the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. The HSIP program provides funds for local agencies through a grant application process that can be used to fund roadway safety improvements and is administered by Caltrans.

The goals of the HSIP are to:

- \* Focus on improvement projects to restore and develop road infrastructure.
- \* Significantly reduce traffic fatalities and serious injuries on all public roads and bike paths.
- \* Increase the safety and mobility of non-motorized users.

On March 26, 2020, Caltrans issued the call for projects for statewide ATP funding. The RMA has plans to submit ATP grant applications for the following projects:

**South County Communities (Chualar, San Lucas and San Ardo) Pedestrian Safety Improvements Project:** This project consists of the construction of 2.24 miles of curb, gutter, and sidewalk on one side of selected streets in the communities of Chualar, San Lucas and San Ardo, installation of corresponding pavement marking and signing, and pedestrian activated beacons at two (2) crosswalks. Through the subject application, the County is requesting the full amount of the project costs of \$6.7million in ATP grant funds. See Attachment A for more information.

**Castroville Schools Pedestrian Safety Improvements Project:** This project consists of the construction of approximately 2.25 miles of curb, gutter, and sidewalk on selected streets in the community of Castroville, including the installation of corresponding pavement marking, signing, and pedestrian activated beacons. Through the subject application, the County is requesting the full amount of the project costs of \$3.9 million in ATP grant funds. See Attachment A for more information.

**Carmel Valley Road New Class II Bicycle Lane Improvement Project:** This project consists of widening Carmel Valley Road to accommodate Class II bicycle lanes from Hatton Bike Trail to Carmel Middle School (Approximately 0.58 miles). The road will be widened 2 to 4 feet to accommodate two 12-foot travel lanes and 5-foot bike lane. Through the subject application, the County is requesting 80% of amount of the project costs of \$530,500 in ATP grant funds. The County will be committing \$106,100, about 20% of the project costs to earn additional points in support of ranking better and increasing chance of award. A couple of points are assigned if the County commits to match 20% of the funds, otherwise the Community of Carmel Valley is not considered a disadvantaged community and the project would automatically be deducted several points. See Attachment A for more information.

**Esquiline Road - Pedestrian and Bicycle Safety Improvements Project:** This project consists of widening a segment of Esquiline Road to accommodate pedestrians and bicycle users. The County Bridge to be widened is along a tight curve with a large hill along the west side of the bridge. The sight distance is limited due to the hill and tight curve radius of the roadway. Through the subject application, the County is requesting the full amount of the project costs of \$2.5 million in ATP grant funds. See Attachment A for more information.

In addition, on May 5, 2020, Caltrans announced the Cycle 10 call for projects for HSIP. The RMA plans to submit G12 HSIP grant applications for the following project area specific locations:

**Project Area #1:** This project consists of addressing circulation needs for pedestrians, bicycles, transit users and automobiles by improving service for all users while preserving the rural community of Prunedale. The proposed improvements include an addition of a northbound lane, installation of a modern roundabout, and installation of an 8-ft Class I bike path southbound. Through the subject application, the County is requesting the full amount of the project costs of \$4.5 Million in HSIP grant applications.

See Attachment B for more information.

**Project Area #6:** The project consists of addressing the circulation needs for regional and local automotive and non-automotive users. The proposed improvements include the implementation of a road diet to reduce a portion of Salinas Road from four (4) lanes to two (2) lanes, installation of a 5-ft Class II bike lane and 3-ft buffer within the Pajaro Community, and construction of a 5-ft sidewalk where needed to fill in gaps in the pedestrian network. Through the subject application, the County is requesting the full amount of the project costs of \$1.9 Million in HSIP grant applications. See Attachment B for more information.

A project's cost effectiveness is evaluated on the relative costs of the project in comparison to the project's benefits as defined by the purpose and goals of the ATP. This includes the consideration of the safety and mobility benefit in relation to both the total project cost and the funds provided. Project costs and cost-to-benefit ratios are calculated and are considered prior to submitting the project application.

The grant applications will be reviewed and scored by Caltrans and the best candidate projects will receive funding. Additional points may be granted in the scoring of these applications to projects where the agency is willing to provide matching funds, although it is not required by the program. Staff is proposing to contribute matching funds on projects where the cost-benefit ratio falls short. Should grants be awarded to the County, Staff will return to the Board with any necessary resolutions.

Programming Federal and State transportation funds will support construction jobs, as well as provide needed improvements for economic development, business retention, quality of life, and mobility throughout the County.

#### **OTHER AGENCY INVOLVEMENT:**

RMA coordinated with Transportation Agency for Monterey County (TAMC) and the Monterey County Health Department.

#### **FINANCING:**

Should a grant application be awarded by the State and it requires a local match, staff will bring the subject item back to the Board to discuss options at that time. A twenty percent (20%) local match, or \$106,100, will be used for the Carmel Valley Road New Class II Bicycle Lane Improvement Project, with the remaining eighty percent (80%) to be funded by the ATP. The twenty percent (20%) contribution will be funded out of the unassigned fund balance in the Road Fund, Fund 002, which currently has a balance of \$22,812,399. All other costs associated with the proposed projects would be covered by the subject ATP and HSIP grants.

**BOARD OF SUPERVISORS STRATEGIC INITIATIVES:**

The proposed projects support the initiative to improve public safety and promote active and healthy lifestyles by providing safe roadways, sidewalks and bike paths.

Check the related Board of Supervisors Strategic Initiatives:

☐ Economic Development  
☐ Administration  
☐ Health & Human Services  
☒ Infrastructure  
☒ Public Safety

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Reviewed by: Shawne Ellerbee, RMA Assistant Director  
Approved by: Carl P. Holm, AICP, RMA Director

The following attachments are on file with the Clerk of the Board:

Attachment A - ATP Cycle 5 Pedestrian Improvement Project Maps

Attachment B - HSIP Cycle 10 G12 Corridor Project Area #1 and #6 Improvements Project Maps