ACTIVE TRANSPORTATION PROGRAM

CYCLE 1

APPLICATION
Part 1
(Includes Sections I, V, VI, VII, VIII & XI)

Please read the Application Instructions at
http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html
prior to filling out this application

Project name:	North Fremont Street Transit, Bicycle and Pedestrian Network Improvements

For Caltrans use only: ____TAP _____STP_____RTP ____SRTS ____SRTS-NI ____SHA
____DAC ____Non-DAC ____Plan

I. GENERAL INFORMATION

Project name: North Fremont Street Transit, Bicycle and Pedestrian Network Improvements

(fill out all of the fields below)

1. APPLICANT (Agency name, address and zip code) City of Monterey	2. PROJECT FUNDING ATP funds Requested $ 6,478,625.40 Matching Funds (If Applicable) $ 839,374.60 Other Project funds $ TOTAL PROJECT COST $ 7,318,000.00
3. APPLICANT CONTACT (Name, title, e-mail, phone #) Elizabeth Caraker, Principal Planner caraker@monterey.org / 831-646-1739	
4. APPLICANT CONTACT (Address & zip code) 580 Pacific Street, City Hall, Monterey, CA 93940	5. PROJECT COUNTY(IES): Monterey
6. CALTRANS DISTRICT #- Click Drop down menu below District 5	7. Application # 1 of 2 (in order of agency priority)

Area Description:

8. Large Metropolitan Planning Organization (MPO)- Select your" MPO" or "Other" from the drop down menu>	Other
9. If "Other" was selected for #8- select your MPO or RTPA from the drop down menu>	AMBAG
10. Urbanized Area (UZA) population (pop.)- Select your UZA pop. from drop down menu>	Small Urban (Pop =or<200,000 but > than 5,000)

Master Agreements (MAs):

11. ☒ Yes, the applicant has a FEDERAL MA with Caltrans. 05-5086R
12. ☒ Yes, the applicant has a STATE MA with Caltrans. 00254S

13. If the applicant does not have an MA. Do you meet the Master Agreement requirements? Yes ☐ No ☐
The Applicant MUST be able to enter into MAs with Caltrans

Partner Information:

14. Partner Name*:	15. Partner Type
16. Contact Information (Name, phone # & e-mail)	17. Contact Address & zip code

☐ Click here if the project has more than one partner; attach the remaining partner information on a separate page

*If another entity agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement must be submitted with the application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the request for allocation.

Project Type: (Select only one)

18. Infrastructure (IF) ☒ 19. Non-Infrastructure (NI) ☐ 20. Combined (IF & NI) ☐

Project name: North Fremont Street Transit, Bicycle and Pedestrian Network Improvements

I. GENERAL INFORMATION-continued

Sub-Project Type (Select all that apply)

21. ☐ Develop a Plan in a Disadvantaged Community (select the type(s) of plan(s) to be developed)
    ☐ Bicycle Plan ☐ Safe Routes to School Plan ☐ Pedestrian Plan
    ☐ Active Transportation Plan

    (If applying for an Active Transportation Plan- check any of the following plans that your agency already has):
    ☐ Bike plan ☐ Pedestrian plan ☐ Safe Routes to School plan ☐ ATP plan

22. ☒ Bicycle and/or Pedestrian infrastructure
    Bicycle only: ☐ Class I ☒ Class II ☐ Class III
    Ped/Other: ☒ Sidewalk ☒ Crossing Improvement ☐ Multi-use facility

    Other:

23. ☐ Non-Infrastructure (Non SRTS)

24. ☐ Recreational Trails*- ☐ Trail ☐ Acquisition

    ***Please see additional Recreational Trails instructions before proceeding**

25. ☐ Safe routes to school- ☐ Infrastructure ☐ Non-Infrastructure

If SRTS is selected, provide the following information

26. SCHOOL NAME & ADDRESS:
27. SCHOOL DISTRICT NAME & ADDRESS:

28. County-District-School Code (CDS)	29. Total Student Enrollment	30. Percentage of students eligible for free or reduced meal programs **
31. Percentage of students that currently walk or bike to school	32. Approximate # of students living along school route proposed for improvement	33. Project distance from primary or middle school

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

☐ Click here if the project involves more than one school; attach the remaining school information including school official signature and person to contact, if different, on a separate page

Project name:	North Fremont Street Transit, Bicycle and Pedestrian Network Improvements

V. PROJECT PROGRAMMING REQUEST

Applicant must complete a Project Programming Request (PPR) and attach it as part of this application. The PPR and can be found at http://www.dot.ca.gov/hq/transprog/allocation/ppr_new_projects_9-12-13.xls

PPR Instructions can be found at http://www.dot.ca.gov/hq/transprog/ocip/2012stip.htm

Notes:

- Fund No. 1 must represent ATP funding being requested for program years 2014/2015 and 2015/2016 only.
- Non-infrastructure project funding must be identified as Con and indicated as "Non-infrastructure" in the Notes box of the Proposed Cost and Proposed Funding tables.
- Match funds must be identified as such in the Proposed Funding tables.

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

General Instructions

☑ New Project					Date:	5/16/14
District	**EA**	**Project ID**	**PPNO**	**MPO ID**		**TCRP No.**
05						

County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency	
MON				City of Monterey	
				MPO	**Element**
				AMBAG	Local Assistance

Project Manager/Contact	Phone	E-mail Address
Elizabeth Caraker	831-646-1739	caraker@monterey.org

Project Title

North Fremont Bicycle and Pedestrian Access and Safety Improvements

Location, Project Limits, Description, Scope of Work ☑ See page 2

City of Monterey, North Fremont Street between Canyon del Rey/SR 218 and Casa Verde Way -
• Class 2 Bicycle lanes along both sides of North Fremont, bicycle guide signing, and bicycle detection at each of the five intersections;
• Changes to the travel lanes and median to accommodate bicycle lanes and BRT queue jumps;
• Shortened pedestrian crossing distances and median refuge areas; and
• Audible pedestrian signals and countdown pedestrian heads

☑ Includes ADA Improvements ☑ Includes Bike/Ped Improvements

Component	Implementing Agency
PA&ED	City of Monterey
PS&E	City of Monterey
Right of Way	city of Monterey
Construction	City of Monterey

Purpose and Need ☐ See page 2

The purpose of this project is to provide safe access to bicycle and pedestrian facilities for disadvantaged communities by providing the above facilities to North Fremont Street, which currently lacks sidewalks, bicycle lanes, and safe pedestrian crosswalks for vision and mobility-impaired populations. North Fremont Street provides an vital link between residential, commercial, educational, and community facilities.

Project Benefits ☐ See page 2

Increased biking and walking trips, mobility for nonmotorized users, reduces vehicle trips and therefore reduces greenhouse gas emissions, enhances public health by making nonmotorized travel a better travel option. All benefits apply to disadvantaged communities.

☑ Supports Sustainable Communities Strategy (SCS) Goals ☑ Reduces Greenhouse Gas Emissions

Project Milestone			Proposed
Project Study Report Approved			**na**
Begin Environmental (PA&ED) Phase			01/01/15
Circulate Draft Environmental Document	**Document Type**		06/01/15
Draft Project Report			06/01/15
End Environmental Phase (PA&ED Milestone)			09/01/15
Begin Design (PS&E) Phase			09/01/15
End Design Phase (Ready to List for Advertisement Milestone)			04/01/16
Begin Right of Way Phase			04/01/16
End Right of Way Phase (Right of Way Certification Milestone)			07/01/16
Begin Construction Phase (Contract Award Milestone)			09/01/16
End Construction Phase (Construction Contract Acceptance Milestone)			03/01/17
Begin Closeout Phase			03/01/17
End Closeout Phase (Closeout Report)			05/01/17

ADA Notice For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

Project name:	North Fremont Street Transit, Bicycle and Pedestrian Network Improvements

VI. ADDITIONAL INFORMATION

Only fill in those fields that are applicable to your project

FUNDING SUMMARY

ATP Funds being requested by Phase (to the nearest $1000)	**Amount**
PE Phase (includes PA&ED and PS&E)	$ 734,799
Right-of-Way Phase	$ 442,650
Construction Phase-Infrastructure	$ 5,301,176
Construction Phase-Non-infrastructure	$
Total for ALL Phases	**$** 6,478,625

All Non-ATP fund types on this project* (to the nearest $1000)	**Amount**
City of Monterey General Fund	$ 839,375
	$
	$
	$
	$
	$

*Must indicate which funds are matching

Total Project Cost	$ 7,318,000
Project is Fully Funded	Yes

ATP Work Specific Funding Breakdown (to the nearest $1000)	**Amount**
Request for funding a Plan	$
Request for Safe Routes to Schools Infrastructure work	$
Request for Safe Routes to Schools Non-Infrastructure work	$
Request for other Non-Infrastructure work (non-SRTS)	$
Request for Recreational Trails work	$

ALLOCATION/AUTHORIZATION REQUESTS SCHEDULE

	Proposed Allocation Date	**Proposed Authorization (E-76) Date**
PA&ED or E&P	01/01/2015	02/01/2015
PS&E	09/01/2015	10/01/2015
Right-of-Way	04/01/2016	05/01/2016
Construction	08/01/2016	09/01/2016

All project costs MUST be accounted for on this form, including elements of the overall project that will be, or have been funded by other sources.

Fremont Street Bike Lane and Transit Lane Concepts Anticipated Project Expenditures	
	TOTAL
Environmental	$200,000
Right of Way	$500,000
Design Engineering (PS&E) & City Oversight	$630,000
Construction	$5,360,000
Construction Management	$450,000
Contingencies (10%)	$178,000
TOTAL	**$7,318,000**

All costs in 2014 dollars

*Note: Right of Way acquisition may include full take of the gas station at the corner of N. Fremont and Dela Vina, and xxx sf on the north side of N. Fremont between Casanova and Canyon Del Rey.

Construction Cost Estimate

	Quantity	Units	Unit Cost	TOTAL
Roadway				
Traffic Control	1	LS	$80,000	$80,000
Roadway Excavation	1,200	CY	$45	$54,000
Curb and Gutter	3,600	LF	$35	$126,000
Sidewalk/Curb Ramp/Driveway	9,300	SF	$30	$279,000
HMA	760	TON	$150	$114,000
PCC Pavement	275	CY	$1,000	$275,000
Utility Adjustments	1	LS	$50,000	$50,000
Retaining Wall	180	LF	$350	$63,000
Signing and Striping	1	LS	$80,000	$80,000
Pavement Paint Treatment (Green, Red)	44,800	SF	$5	$224,000
Decorative Intersection Pavement Treatment (Crosswalk Only)	-	SF	$100	$0
Landscaping				
Landscaping and Irrigation	1,200	SF	$35	$42,000
Water Meter	4	EA	$25,000	$100,000
Electrical / Street Lighting				
Street Lighting	1	LS	$100,000	$100,000
Signal Modification - Casa Verde	1	EA	$350,000	$350,000
Signal Modification - Dela Vina / Airport	1	EA	$350,000	$350,000
Signal Modification - Ramona	1	EA	$350,000	$350,000
Signal Modification - Casanova	1	EA	$350,000	$350,000
Signal Modification - Canyon Del Rey / SR-218	1	EA	$400,000	$400,000
Signal Modification - Kimball	1	EA	$50,000	$50,000
Queue Jump - Casanova	1	EA	$5,000	$5,000
Queue Jump - Canyon Del Rey / SR-218	2	EA	$5,000	$10,000
Electrical / Street Lighting				
Storm Drainage/Clean Water	1	LS	$508,050	$508,050
Minor Items	1	LS	$99,001	$99,001
Mobilization	1	LS	$405,905	$405,905
Construction Sub Total				$4,464,956
Contingency (20%)				$892,991
Construction Total				**$5,360,000**

Project name: North Fremont Street Transit, Bicycle and Pedestrian Network Improvements

VII. NON-INFRASTRUCTURE SCHEDULE INFORMATION

Start Date	End Date	Task/Deliverables

Project name:

VIII. APPLICATION SIGNATURES

Applicant: The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: _____ Date: May 20, 2014
Name: Elizabeth Caraker Phone: 831-646-1739
Title: Principal Planner e-mail: caraker@monterey.org

Local Agency Official (City Engineer or Public Works Director): The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: _____ Date: May 20, 2014
Name: Michael McCarthy Phone: 831-646-3760
Title: City Manager e-mail: mccarthy@monterey.org

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

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

Person to contact for questions:

Name: Elizabeth Caraker Phone: 831-646-1739
Title: Principal Planner e-mail: caraker@monterey.org

Caltrans District Traffic Operations Office Approval*
If the application's project proposes improvements on a freeway or state highway that affects the safety or operations of the facility, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support or acknowledgement from the traffic operations office be attached ☒ or the signature of the traffic personnel be secured below.

Signature: _____ 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

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3101
FAX (805) 549-3329
TTY 711
http://www.dot.ca.gov/dist05/

Serious drought
Help save water!

May 15, 2014

Elizabeth Caraker
Principal Planner
City of Monterey
580 Pacific Street
City Hall
Monterey, CA 93940

Dear Mrs. Caraker,

This letter is acknowledgement of the Active Transportation Program Cycle 1 (ATP) Grant Application process for the project name, "North Fremont Street Transit, Bicycle and Pedestrian Network Improvements."

An Encroachment Permit will be required for all work within the Department Right of Way. District 5 Traffic Operations concurs the proposed project addresses a state highway need. As proposed, there are significant design details that will need to be addressed before an encroachment permit can be issued.

Operation and maintenance costs for the proposed project could be significant and will need to be addressed before a permit can be issued. A Maintenance Agreement will need to be executed and signed prior to issuance of the required encroachment permit for work and features within the Department Right of way.

Sincerely,

for

Steve Price
Deputy District Director Maintenance and Operations

Project name:
North Fremont Street Transit, Bicycle and Pedestrian Network Improvements

VIII. ADDITIONAL APPLICATION ATTACHMENTS

Check all attachments included with this application.

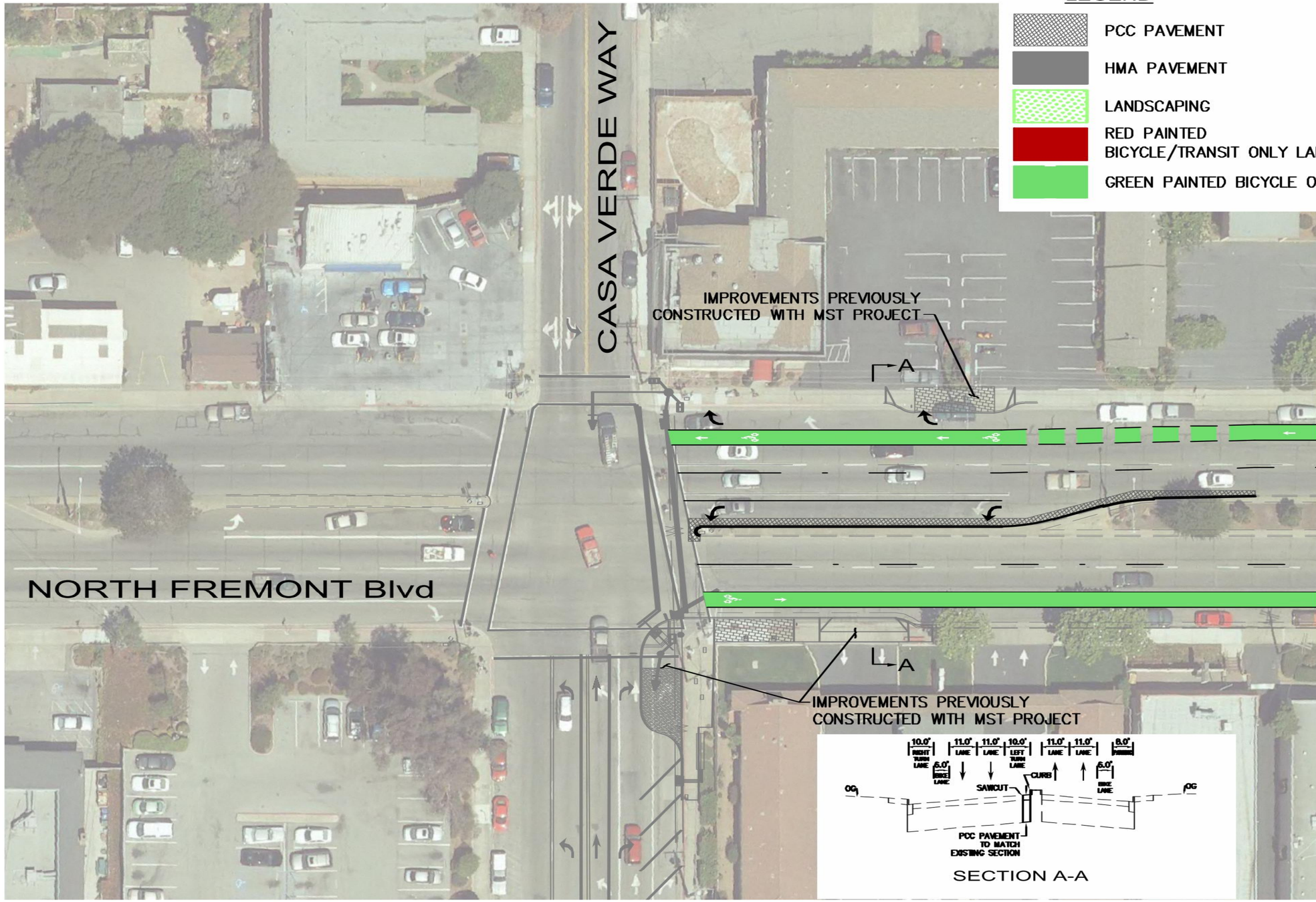
- ☒ Vicinity/Location Map- **REQUIRED for all IF Projects**
  - ☒ North Arrow
  - ☒ Label street names and highway route numbers
  - ☒ Scale
- ☒ Photos and/or Video of Existing Location- **REQUIRED for all IF Projects**
  - ☒ Minimum of one labeled color photo of the existing project location
  - ☒ Minimum photo size 3 x 5 inches
  - ☐ Optional video and/or time-lapse
- ☒ Preliminary Plans- **REQUIRED for Construction phase only**
  - ☒ Must include a north arrow
  - ☒ Label the scale of the drawing
  - ☒ Typical Cross sections where applicable with property or right-of-way lines
  - ☒ Label street names, highway route numbers and easements
- ☒ Detailed Engineer's Estimate- **REQUIRED for Construction phase only**
  - ☒ Estimate must be true and accurate. Applicant is responsible for verifying costs prior to submittal
  - ☒ Must show a breakdown of all bid items by unit and cost. Lump Sum may only be used per industry standards
  - ☒ Must identify all items that ATP will be funding
  - ☒ Contingency is limited to 10% of funds being requested
  - ☒ Evaluation required under the ATP guidelines is not a reimbursable item
- ☐ Documentation of the partnering maintenance agreement- Required with the application if an entity, other than the applicant, is going to assume responsibility for the operation and maintenance of the facility
- ☐ Documentation of the partnering implementation agreement-Required with the application if an entity, other than the applicant, is going to implement the project.
- ☒ Letters of Support from Caltrans (Required for projects on the State Highway System(SHS))
- ☒ Digital copy of or an online link to an approved plan (bicycle, pedestrian, safe routes to school, active transportation, general, recreation, trails, city/county or regional master plan(s), technical studies, and/or environmental studies (with environmental commitment record or list of mitigation measures), if applicable. Include/highlight portions that are applicable to the proposed project.
- ☒ Documentation of the public participation process (required)
- ☒ Letter of Support from impacted school- when the school isn't the applicant or partner on the application (required)
- ☒ Additional documentation, letters of support, etc (optional)

Google monterey map caraker@monterey.org

North Fremont Boulevard Pedestrian, Bicycle, and Transit Concepts
Cover Sheet - Sheet Index

May 2014

Kimley»Horn

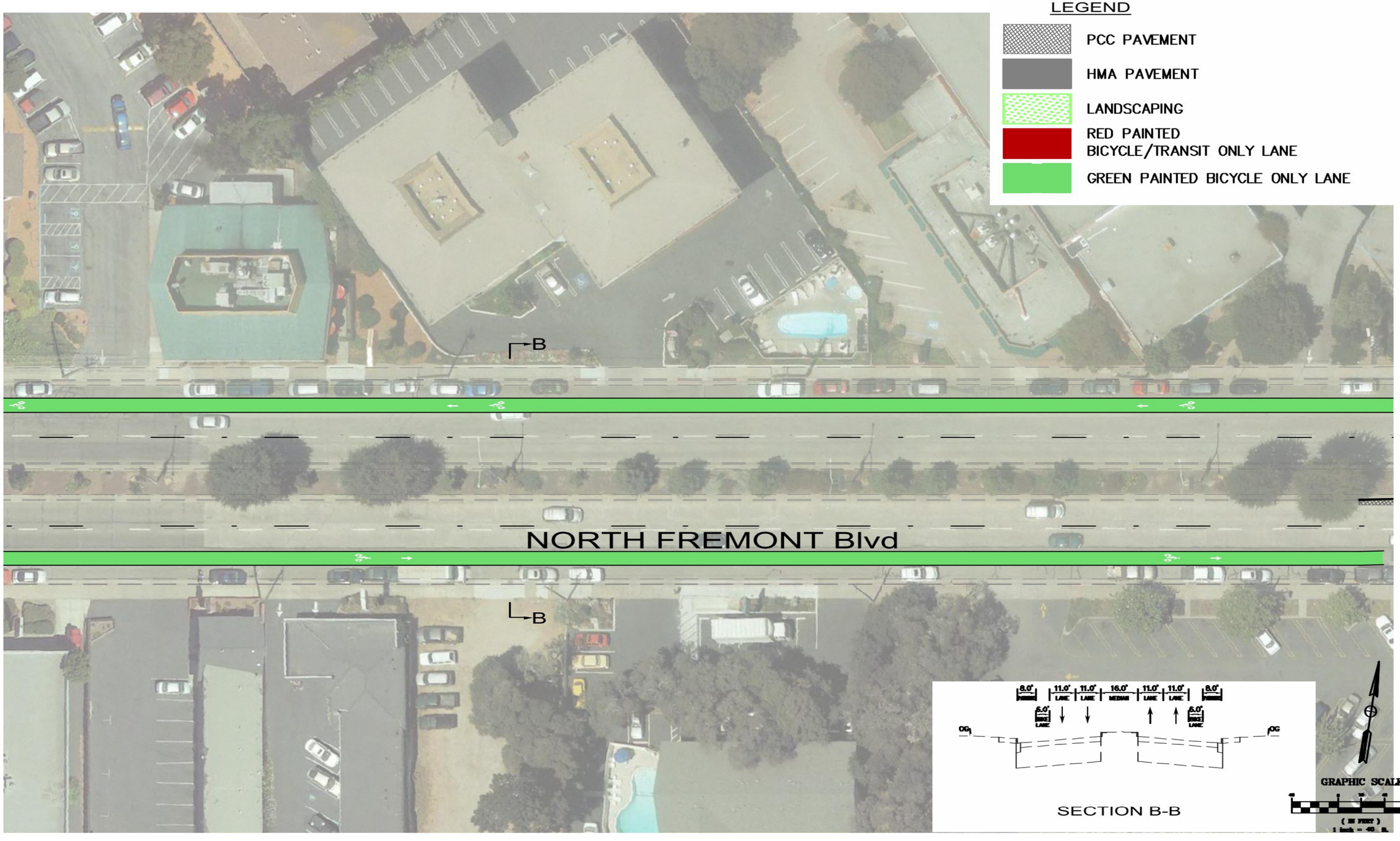


North Fremont Boulevard Pedestrian, Bicycle, and Transit Concepts

Sheet 1 of 8

May 2014

Kimley»Horn

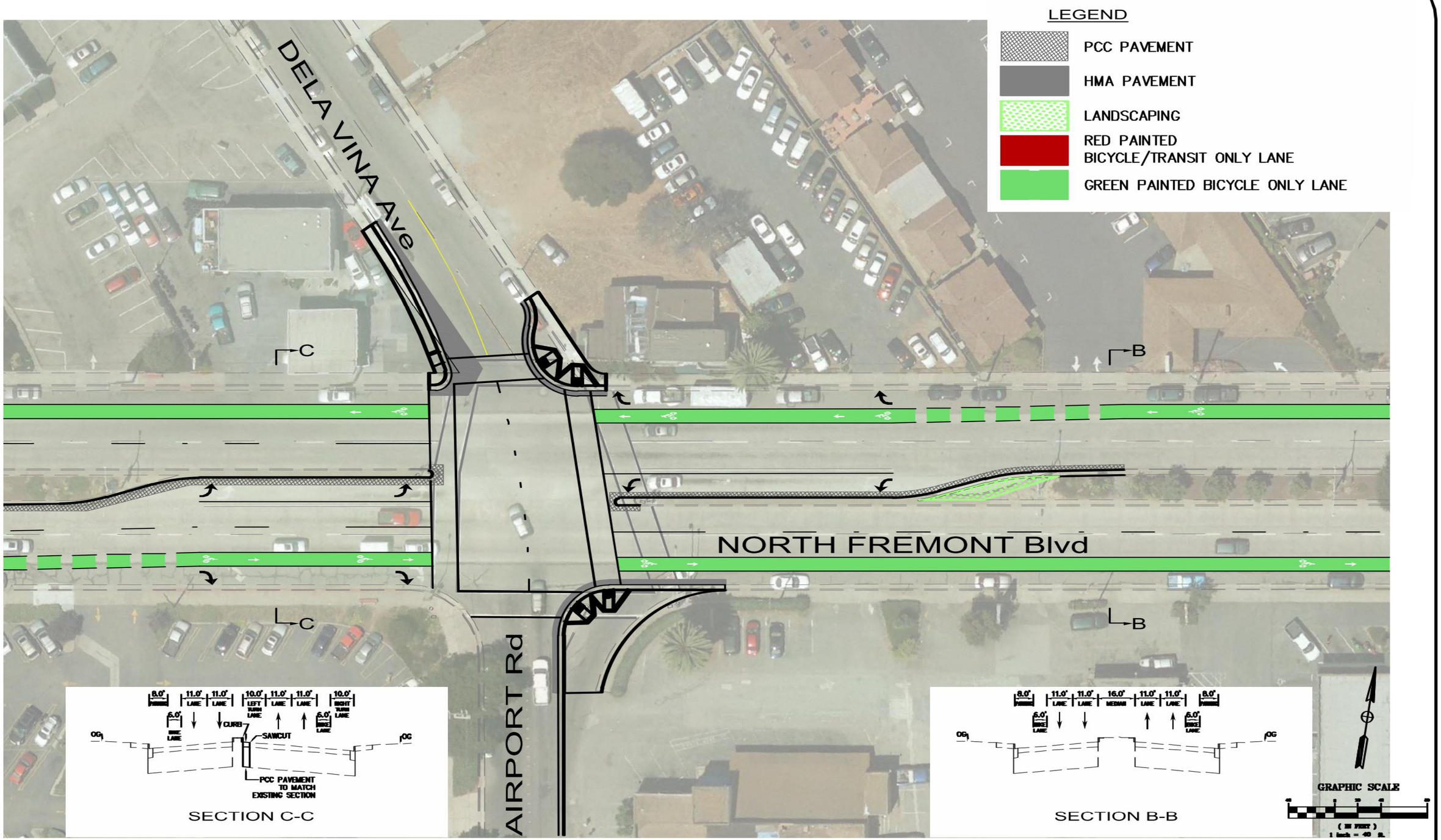


North Fremont Boulevard Pedestrian, Bicycle, and Transit Concepts

Sheet 2 of 8

May 2014

Kimley»Horn

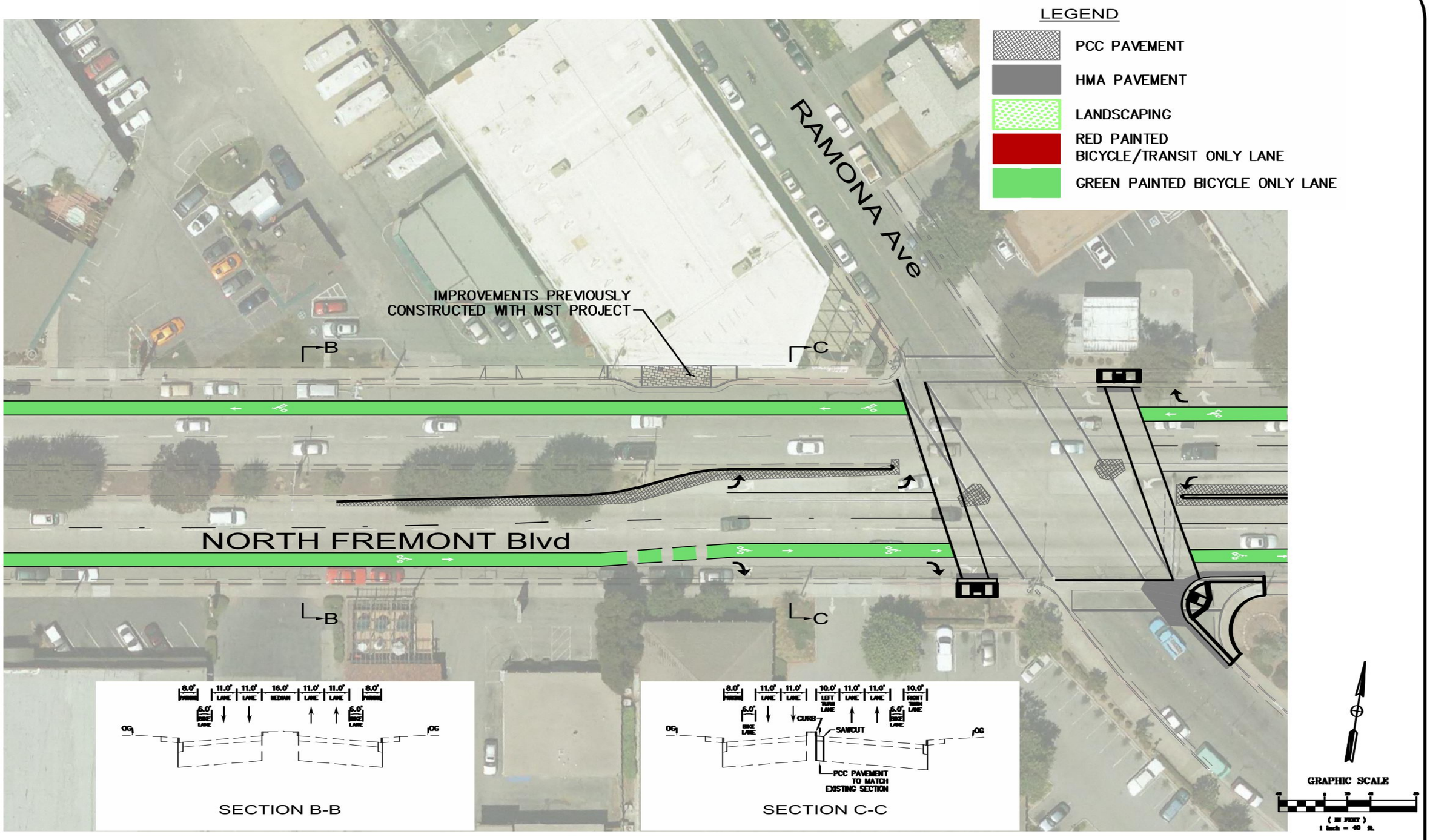


North Fremont Boulevard Pedestrian, Bicycle, and Transit Concepts

Sheet 3 of 8

May 2014

Kimley»Horn

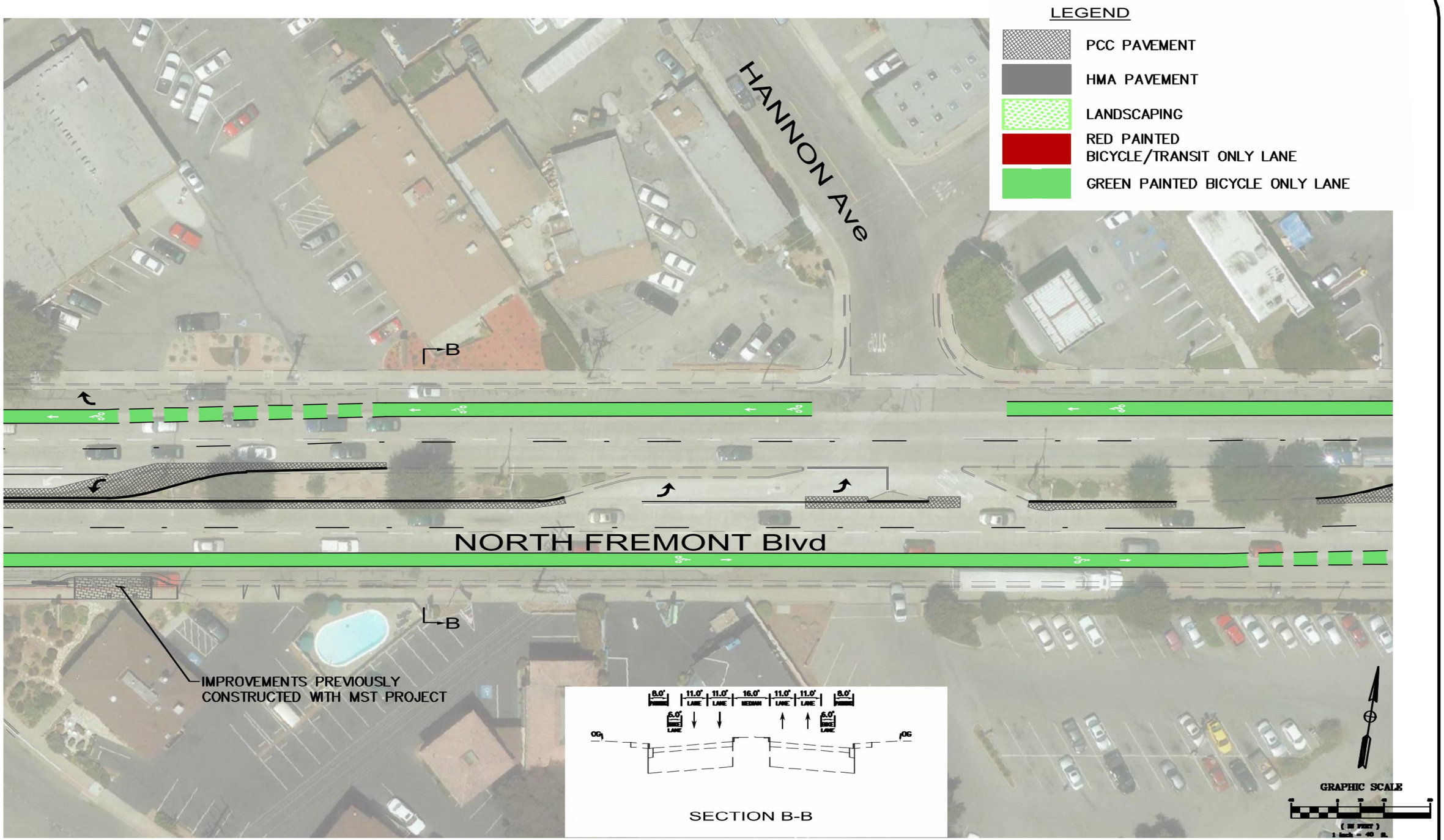


North Fremont Boulevard Pedestrian, Bicycle, and Transit Concepts

Sheet 4 of 8

May 2014

Kimley»Horn

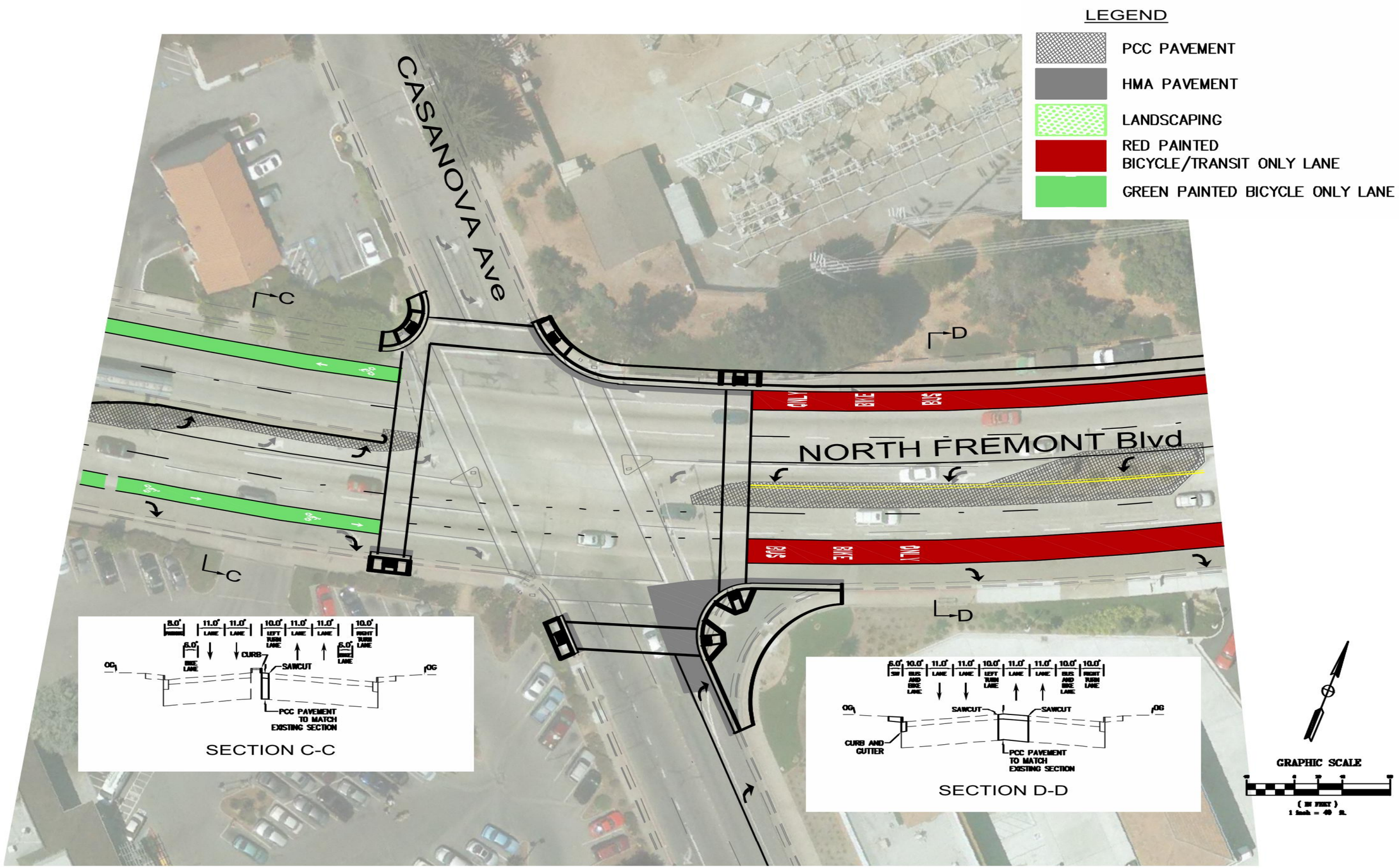


North Fremont Boulevard Pedestrian, Bicycle, and Transit Concepts

Sheet 5 of 8

May 2014

Kimley»Horn

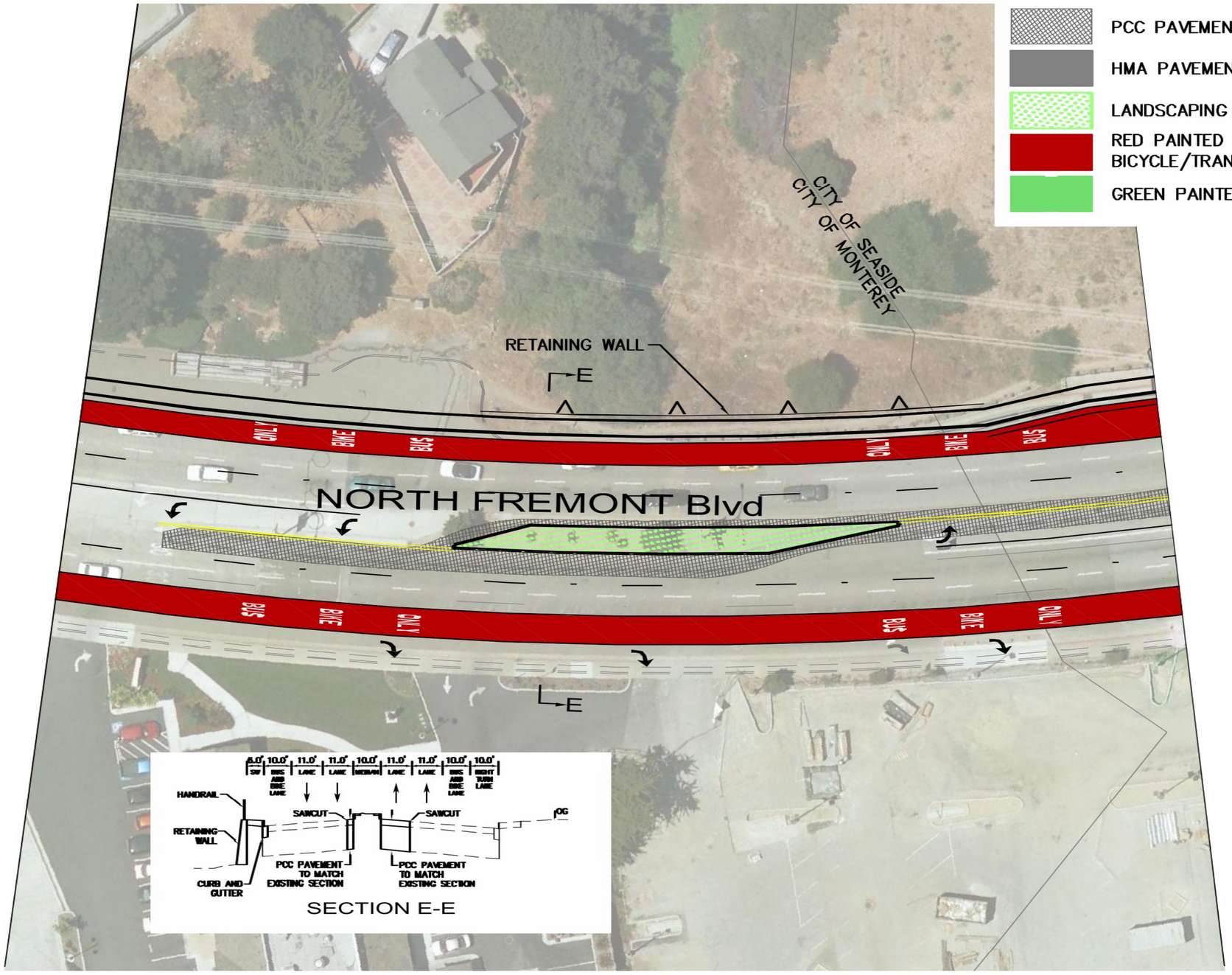


North Fremont Boulevard Pedestrian, Bicycle, and Transit Concepts

Sheet 6 of 8

May 2014

Kimley»Horn



LEGEND

- PCC PAVEMENT
- HMA PAVEMENT
- LANDSCAPING
- RED PAINTED BICYCLE/TRANSIT ONLY LANE
- GREEN PAINTED BICYCLE ONLY LANE

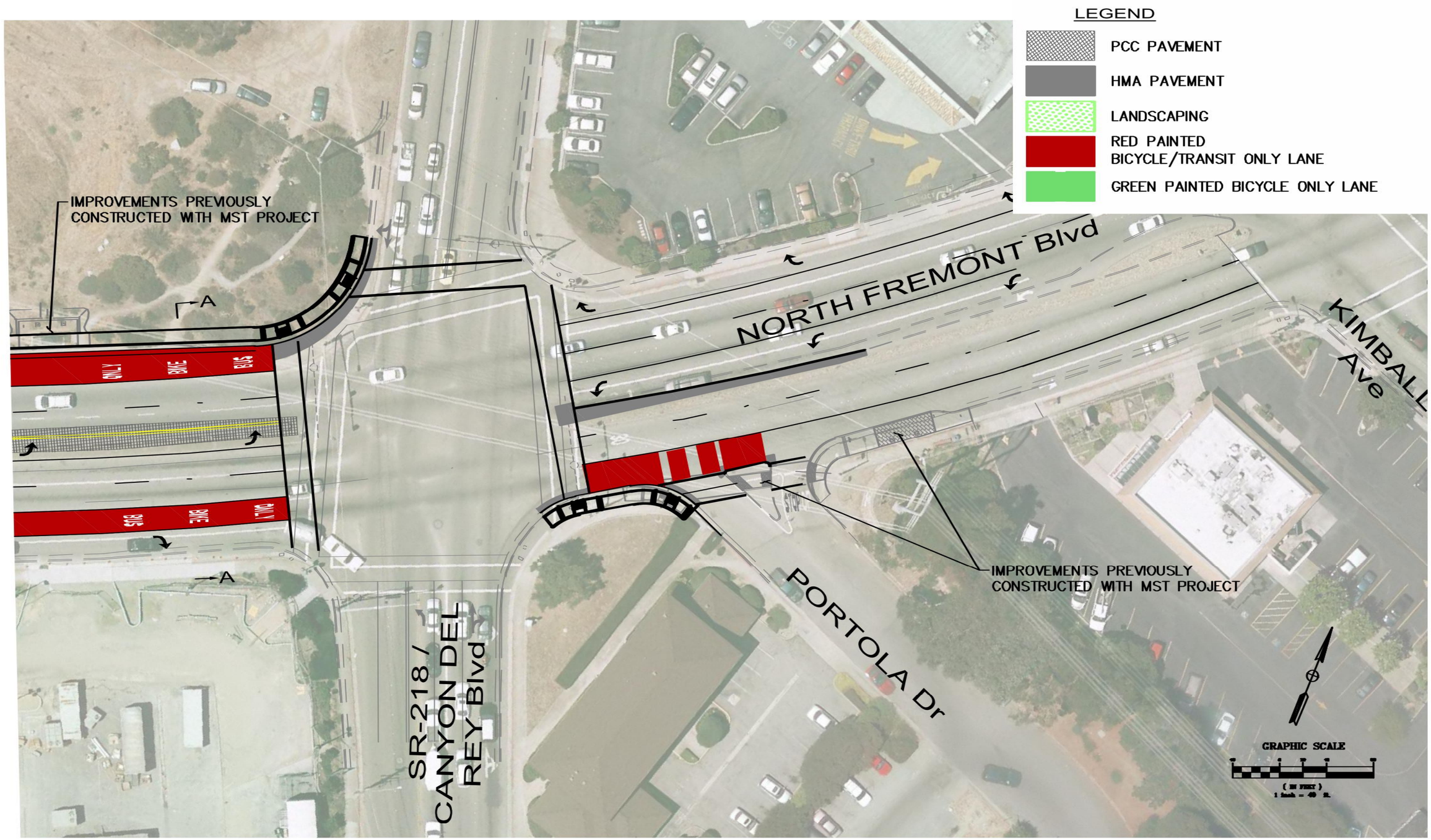
GRAPHIC SCALE

North Fremont Boulevard Pedestrian, Bicycle, and Transit Concepts

Sheet 7 of 8

May 2014

Kimley»Horn



North Fremont Boulevard Pedestrian, Bicycle, and Transit Concepts

Sheet 8 of 8

May 2014

Kimley»Horn

TAMC
TRANSPORTATION AGENCY
FOR MONTEREY COUNTY

Regional Transportation Planning Agency • Congestion Management Planning
Local Transportation Commission • Monterey County Service Authority for Freeways & Expressways

May 19, 2014

CALTRANS
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Spec. Prog.
P.O. Box 942874
Sacramento, CA 94274-0001

RE: Letter or Support for City of Monterey North Fremont Streetscape Application

To Whom It May Concern:

The Transportation Agency for Monterey County is submitting this letter in support of the City of Monterey Active Transportation Program Grant Application for the North Fremont Boulevard Streetscape Project. The project is important for increasing pedestrian safety and access and bicycle access to and through a mixed-use neighborhood and future regional growth area.

North Fremont Street is currently a gap in the regional bicycle and pedestrian network between the City of Seaside and employment and recreational destinations in Monterey and the rest of the Monterey Peninsula. An Active Transportation Program grant will provide funding for preliminary and final design, environmental analysis, and construction of bicycle and pedestrian access and safety improvements on this route that will better connect the surrounding neighborhood, serve low-income and disadvantaged communities in this area and reduce vehicle trips. The project will specifically improve access and safety for bicyclists and pedestrians by constructing the North Fremont Street Bicycle Boulevard and other streetscape improvements that close pedestrian crossing distances and otherwise improve the quality of bicycle and pedestrian infrastructure on this route.

We support the City of Monterey's efforts to improve the safety and convenience for bicycle and pedestrian commuters and recommend approval of funding for the project. Should you have any questions, please contact me at (831) 775-0903. Thank you for your consideration.

Sincerely,

Debra L. Hale
Executive Director

55-B Plaza Circle, Salinas, CA 93901-2902 • Tel: (831)775-0903 • Fax: 1831) 775-0897 • Website: www.tamcmonterey.org

Monterey Peninsula Unified School District
Dan Albert
Associate Superintendent, Business Services

P.O. Box 1031
700 Pacific Street
Monterey, CA 93942-1031

(831) 645-1269
(831) 392-3446 FAX
dalbert@mpusd.k12.ca.us

May 19, 2014

Elizabeth Caraker, Principal Planner
City of Monterey Planning Office
580 Pacific Street
Monterey, CA 93940

RE: Active Transportation Program Grant for North Fremont Bicycle and Pedestrian Improvements

Dear Ms. Caraker,

Monterey Peninsula Unified School District recognizes the benefits of bicycle and pedestrian infrastructure improvements for our District's students along North Fremont Street. This project would complete a vital section of the citywide bicycle and pedestrian network by constructing the North Fremont bike boulevard, which connects adjacent residential neighborhoods and the North Fremont commercial/mixed-use neighborhood to schools as well as other destinations frequented by students.

The neighborhoods adjacent to North Fremont Street are low-income and disadvantaged and would greatly benefit from having a safe and convenient alternative to the use of an automobile to commute to schools and local businesses and services. There are very few cyclists and pedestrians in the project area currently due to a lack of safety and amenities; however, once this project is complete, the benefits of a safe and convenient network will be realized and will benefit our students and their families.

The Monterey Peninsula Unified School District is also in support of the Transportation Demand Management – Monterey on the Move Project. This project will benefit residents of Monterey, Seaside and Marina. By reducing Single Vehicle Occupant trips and peak travel demand trips by offering alternate modes of transportation incentives and flexibility in the work place, this project will enhance the Safe Routes to School goals.

Sincerely,

Dan Albert

May 19, 2014

Elizabeth Caraker
Principal Planner
570 Pacific Street
Monterey, CA 93940

SUBJECT: Streetscape Improvements along North Fremont Street in Monterey

Dear Ms. Caraker:

The Association of Monterey Bay Area Governments (AMBAG) is pleased to provide a letter of support to express our support of the City of Monterey's application for a grant from the Active Transportation Program for streetscape improvements along North Fremont Street in Monterey. This grant seeks to fund preliminary and final design, environmental, and construction of bicycle and pedestrian access and safety improvements on North Fremont Street.

The Specific Plan proposes bicycle and pedestrian improvements to enhance the public use and accessibility to North Fremont Street and increase pedestrian safety. Specifically, these improvements include the following: class 2 Bicycle lanes and bicycle detection at each of the five intersections; changes to the travel lanes and median to accommodate bicycle lanes, BRT queue jumps, bulb-outs, and landscaping; shortened pedestrian crossing distances and median refuge areas; and sidewalk treatments and colored, textured crossings. The project is necessary to increase pedestrian safety; bicycle access to and through the mixed-use neighborhood; increase access to neighborhood shopping and transit; reduce vehicle trips; and complete a major piece of the Citywide Bicycle Network. The adjacent neighborhoods would greatly benefit from having a safe and convenient alternative to the use of an automobile to commute to such destinations.

This project is consistent with AMBAG's long range plan and would like to express our support to the City of Monterey's grant application for the North Fremont Streetscape.

Sincerely,

Maura Twomey
Executive Director

P.O.Box 809 Marina, CA 93933-0809 [ph] 831.883.3750 [fax] 831.883.3755 http://www.ambag.org info@ambag.org

ACTIVE TRANSPORTATION PROGRAM
CYCLE 1

APPLICATION
Part 2
(Includes Narrative Sections II, III & IV)

II. PROJECT INFORMATION

(Please read the "ATP instructions" document prior to attaching your responses to all of the questions in Sections II. Project Information, Section III. Screening Criteria and Section IV. Narrative Questions - 20 pages max)

1. **Project Location**

The North Fremont Streetscape improvements encompass both sides of North Fremont Street from the eastern City Limits at Canyon del Rey (SR 218) west to Casa Verde Way. Five intersections will be affected, including:

- Casa Verde Way
- Dela Vina/Airport
- Ramona
- Casanova
- Canyon del Rey/SR 218

This area, designated by the City's General Plans as one of three planned "Mixed-Use Neighborhoods", is strategically located between two state highways (Highways 1 and 218) and is in close proximity to the Monterey Peninsula Airport and Highway 68.

2. **Project Coordinates** Latitude 121 53 42.2 (Decimal degrees) Longitude 36 36 1.8 (Decimal degrees)

3. **Project Description**

The project consists of preliminary and final design, environmental, and construction of bicycle and pedestrian access and safety improvements on North Fremont Street. On April 1, 2014, the Monterey City Council adopted the North Fremont Specific Plan to help direct the revitalization of a struggling neighborhood commercial business district. The Monterey General Plan identifies this commercial district as a future growth area for mixed-use, transit-oriented development. The specific plan contains a circulation/streetscape element that implements the Circulation Element of the General Plan:
http://www.monterey.org/en-us/departments/planspublicworks/planning/documentandformlibrary.aspx#932540-land-use-plans
the City's Multi-Modal Mobility Plan:
http://www.monterey.org/Portals/1/peec/genplan/13_0320%20Final%20Adopted.pdf
and statewide goals for complete streets, vehicle trip reduction, greenhouse gas reduction, and smart growth.

The specific plan proposes bicycle and pedestrian improvements to enhance the public use and accessibility to North Fremont Street and increase pedestrian safety. Specifically, these improvements include the following:

- Class 2 Bicycle lanes along both sides of North Fremont, bicycle guide signing, and bicycle detection at each of the five intersections;
- Changes to the travel lanes and median to accommodate bicycle lanes and BRT queue jumps;
- Shortened pedestrian crossing distances and median refuge areas; and
- Audible pedestrian signals and countdown pedestrian heads

Bicycle Access and Safety

Consistent with the Monterey Multi-Modal Mobility Plan, this project will implement sections of the North Fremont Bicycle Boulevard to complete a critical link between the City of Seaside, adjacent neighborhoods, Downtown Monterey, and other key destinations identified in the Multi-Modal Plan. Bicycle improvements include Class 2 striped bicycle lanes on both sides of North Fremont, bicycle detection at all approaches of each traffic signal from Casa Verde Way to and including Canyon del Rey/SR 218, bicycle guide signing, and green colored bicycle lane pavement.

Median and Lane Width Reconfiguration

The specific plan proposes to reconfigure lane widths on North Fremont Street to accommodate bicycle lanes, BRT queue jumps, and landscaping. The new signals will also provide transit priority for the BRT. These improvements increase the pedestrian experience by separating the sidewalks from the vehicle travel lanes. The median width may vary slightly to accommodate different curb-to-curb widths along the street. The minimum median width is 12 feet; 14 feet is preferred to accommodate the left turn pocket and median nose. Lane and median widths may be refined during design development based on field conditions.

Pedestrian Safety Improvements

Crossing distances across North Fremont at each existing intersection are excessively long due to skewed side streets and crosswalks. These long crosswalks substantially increase pedestrian exposure and generate excessive pedestrian timing delay. Crosswalk lengths crossing North Fremont Street are proposed to be reduced by straightening out the angle of the crosswalk. Audible pedestrian signals and countdown pedestrian heads will be added to all five intersections to dramatically increase ADA access.

On Airport Road, designated right, through and left turn lanes are proposed to encourage fairgrounds and Airport Road traffic to use North Fremont instead of residential streets. The existing “pork chop” between the through and right turn lanes is eliminated to simplify pedestrian crossing. On-street parking for a portion of Airport Road on the west side is proposed to be removed to accommodate the lane configuration. A designated right turn lane is proposed on North Fremont to Airport Road to accommodate trucks going to the fairgrounds and Airport Road businesses.

On Ramona Avenue, in order to discourage through traffic from using residential streets to bypass North Fremont, a single northbound through/right turn lane is proposed, eliminating the “pork chop”. This will encourage through traffic to access North Fremont at Casa Verde or Airport instead of Ramona, where a right-turn only lane is provided. However, this means that residential traffic will need to queue longer at the North Fremont and Ramona intersection.

Between Casanova and Canyon del Rey/SR 218, a new sidewalk on the north side of North Fremont will complete an existing sidewalk gap, increase pedestrian access and safety, and complete the pedestrian network for the corridor. A westbound transit lane with a queue jump will begin at the westbound approach to Canyon del Rey and continue to the major bus stop on the departure side of the intersection. A designated right turn lane and combined transit and bicycle through lane are proposed on North Fremont in the eastbound direction from Casanova to Canyon del Rey/SR 218. This accommodates the heavier traffic volume as one approaches Canyon del Rey/SR 218. The transit/bicycle lane will continue eastbound and end prior to the intersection at Kimball. As at the other intersections, crosswalks at Casanova are straightened across North Fremont to shorten crosswalk distance.

4. **Project Status**

Plan policies and neighborhood support and in place for this project to move forward. The project is ready to enter the preliminary engineering stage.

III. SCREENING CRITERIA

1. **Demonstrated Needs of the Applicant**
   The project is necessary to increase pedestrian safety and access and bicycle access to and through the mixed-use neighborhood and increase access to neighborhood shopping and transit, reduce vehicle trips, and complete a major piece of the Citywide bicycle network.

2. **Consistency with Regional Transportation Plan (100 words or less)**
   This project furthers the goals of the Monterey County Regional Transportation Plan (http://tamcmonterey.org/programs/rtp/index.html) in that it:

   - Improves ability of Monterey County residents to meet most daily needs without having to drive; and improves the convenience and quality of trips.
   - Operates and manages the transportation system to reduce fatal/injury incidents.
   - Acts to reduce the transportation system's emission of greenhouse gases.
   - Reduces disparities in healthy, safe access to key destinations for disadvantaged populations.
   - Invests in transportation improvements (including operational) that re-invest in the Monterey County economy.
   - Improves travel time reliability and speed consistency for high-value trips.

IV. NARRATIVE QUESTIONS

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 how your project encourages increased walking and bicycling, especially among students.

The project completes a vital section of the citywide bicycle and pedestrian network by constructing the North Fremont bike boulevard, which connects adjacent residential neighborhoods and the North Fremont commercial/mixed-use neighborhood to schools (the Naval Postgraduate school, Santa Catalina school, San Carlos school, Monterey Peninsula college, La Mesa elementary school, Trinity High School, Monterey High School, and Bayview Elementary School), employment centers (Downtown Monterey, Cannery Row, Garden Road business district, Del Monte Shopping Center, and Ryan Ranch Business Park), and community centers (Monterey Youth Center, Monterey Sports Center, and the Monterey Senior Center). The adjacent neighborhoods are low-income and disadvantaged and therefore would greatly benefit from having a safe and convenient alternative to the use of an automobile to commute to such destinations.

B. Describe the number and type of possible users and their destinations, and the anticipated percentage increase in users upon completion of your project. Data collection methods should be described.

The adjacent neighborhoods are low-income and disadvantaged and therefore would greatly benefit from having a safe and convenient alternative to the use of an automobile to commute to such destinations. There are very few cyclists and pedestrians in the project area currently due to lack of safety and amenities. The potential is great, however, once this safe and convenient network is provided. Bicycle and pedestrian counts will be performed at key intersections to monitor the use of the facilities.

C. Describe how this project improves walking and bicycling routes to and from, connects to, or is part of a school or school facility, transit facility, community center, employment center, state or national trail system, points of interest, and/or park.

The project completes a vital section of the citywide bicycle and pedestrian network by constructing the North Fremont bicycle boulevard, which connects adjacent residential neighborhoods and the North Fremont commercial/mixed-use neighborhood to the Naval Postgraduate school, Santa Catalina school, San Carlos school, Monterey Peninsula college, La Mesa elementary school, Trinity High School, Monterey High School, and Bayview Elementary School. It also connects to employment centers such as Downtown Monterey, Cannery Row, Garden Road business district, and Ryan Ranch Business Park. Finally, the network will facilitate connections to the Monterey Youth Center, Monterey Sports Center, and the Monterey Senior Center.

The North Fremont pedestrian crossings will be safer, allowing better accessibility to the North Fremont businesses as well as schools and park facilities to the north and south of North Fremont Street.

D. Describe how this project increases and/or improves connectivity, removes a barrier to mobility and/or closes a gap in a non-motorized facility.

North Fremont Street currently is a major barrier between Seaside and points west to key Monterey Peninsula destinations because it currently lacks bike lanes, sidewalks, and safe pedestrian crossings. The project will close a gap between bike routes between Garden Road and Mark Thomas Drive to the west and Canyon del Rey to the east. The project will also improve pedestrian accessibility along and across North Fremont Street.

- Projects with significant potential- 21 to 30 points
- Projects with moderate potential- 11 to 20 points
- Projects with minimal potential- 1 to 10 points
- Projects with no potential- 0 points

IV. NARRATIVE QUESTIONS- continued

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 potential of the project to reduce pedestrian and/or bicycle injuries or fatalities.

Bicycle injuries or fatalities will be reduced by providing safely colored and delineated bicycle lanes, signal detection at intersections, and signs to alert motorists of the presence of bicyclists. Pedestrian safety will be enhanced by reducing crossing distances and providing landscape buffers between sidewalks and cars.

B. Describe if/how your project will achieve any or all of the following:

- *Reduces speed or volume of motor vehicles:* The project will create a bicycle and pedestrian friendly environment and create safe and inviting bicycle and pedestrian travel while vehicle speeds and volumes will be maintained to continue to serve the appropriate balance of traffic for this major arterial.
- *Improves sight distance and visibility:* Elimination of the skewed crosswalks will substantially improve driver and pedestrian interaction during permissive right and left turns. The installation of bicycle lanes will put cyclists in their own space where drivers expect them with a high degree of safety.
- *Improves compliance with local traffic laws*: Installation of bicycle lanes will discourage cyclists from riding on sidewalk and/or riding on the wrong side of the street.
- *Eliminates behaviors that lead to collisions*: The installation of bicycle lanes will put cyclists in their own space where drivers expect them with a high degree of safety.
- *Addresses inadequate traffic control devices*: all of the traffic signals are deficient in pedestrian signals and pedestrian push buttons. Every signal needs bicycle detection also. This project will upgrade signals to current standards and will dramatically improve ADA access.
- *Addresses inadequate bicycle facilities, crosswalks or sidewalks*:

C. Describe the location's history of events and the source(s) of data used (e.g. collision reports, community observation, surveys, audits) if data is not available include a description of safety hazard(s) and photos.

Collision reports from the Monterey Police Department document the following accidents in the past 5 years:

Date	Bike/Ped	Injured
10/21/09	Pedestrian	1
6/17/11	Bicycle	1
6/26/12	Bicycle	1
12/28/12	Pedestrian	1
1/16/13	Bicycle	1
3/11/13	Pedestrian	1
3/14/13	Bicycle	1
3/27/13	Pedestrian	1
5/7/13	Pedestrian	1
5/9/13	Bicycle	1
7/22/13	Bicycle	1
11/4/13	Pedestrian	1

The bicycle accidents typically occur because the cyclist is not provided a safe, delineated lane for riding that would improve his visibility from the motorist perspective and remain within a delineated area that motorists expect to see cyclists. Absent bicycle lanes, cyclists tend to ride on sidewalks or ride on the wrong side of the street.

Pedestrian accidents occur when pedestrians shortcut the lengthy, angled crosswalks across North Fremont Street. The project would straighten and thus shorten the crossing distances, which would encourage pedestrians to remain within the delineated crosswalks.

North Fremont is a planned bicycle boulevard because it accesses three residential neighborhoods and provides direct connections to Seaside and Del Rey Oaks, and commercial districts, community centers, and schools. Currently it lacks bicycle lanes and is hazardous for cyclists.

Dangerous pedestrian crossing. Project includes elimination of pork chop and extension of corner to shorten crossing distances.

Bus in travel lane. Transit/queue lane/bicycle lanes proposed.

Pedestrian route along North Fremont that provides the most direct link between a residential neighborhood to a commercial center lacks sidewalk.

North side of North Fremont between Casanova and Canyon del Rey/SR 218 lacks sidewalk. Project includes new sidewalk to connect residential neighborhood to commercial neighborhood.

- Projects with significant potential- 16 to 25 points
- Projects with moderate potential- 8 to 15 points
- Projects with minimal potential- 1 to 7 points
- Projects with no potential- 0 points

IV. NARRATIVE QUESTIONS- continued

3. PUBLIC PARTICIPATION and PLANNING *(0-15 POINTS)*

A. Describe the community based public participation process that culminated in the project proposal or plan, such as noticed meetings/public hearings, consultation with stakeholders, etc.

The North Fremont Streetscape Plan and Specific Plan process included an extensive public outreach component. Over a dozen public workshops and planning area tours, online surveys, and online interactive opportunities engaged the business and residential communities and stakeholders. Community members also participated in dozens of Subcommittee meetings of the Planning Commission, City Council, and Architectural Review Committee through the process. The City's plan adoption process required public hearings of these same decisionmaking bodies and stakeholder representatives remained engaged throughout the adoption process. Documentation of the public process can be examined on the project website:

http://www.monterey.org/en-us/departments/planspublicworks/planning/planningprojects/northfremontspecificplan.aspx

The Monterey Multi-Modal Mobility Plan (Monterey on the Move)
http://www.monterey.org/en-us/departments/planspublicworks/transportationengineering/montereyonthemove.aspx
also included an extensive outreach program. An Advisory Committee representing a variety of stakeholder groups was assigned and met regularly to identify issues, conduct field surveys, compile and analyze data, and review plan drafts. An online website, survey, and facebook page were also utilized. During the adoption phase, presentations were made at a variety of public meetings, including the Transportation Agency for Monterey County Board meetings, and the City's Parks and Recreation Commission, Planning Commission and the City Council.

Finally, the 2005 General Plan Update process also engaged an Advisory Committee of a large variety of stakeholders. Dozens of public meetings and adoption hearings provided ample opportunity for public education and input into policies that shifted the approach to transportation towards greater use of a mulit-modal network.

B. Describe the local participation process that resulted in the identification and prioritization of the project:

This project is supported by the Neighborhood Improvement Program Committee, which is comprised of representative of each of Monterey's 11 neighborhoods.

C. Is the project cost over $1 Million? **Yes**

If Yes- is the project Prioritized in an adopted city or county bicycle transportation plan, pedestrian plan, safe routes to school plan, active transportation plan, trail plan, circulation element of a general plan, or other publicly approved plan that incorporated elements of an active transportation plan? **Yes**, the project is consistent with the City's Circulation Element, Multi-Modal Mobility Plan (bike and pedestrian), and the North Fremont Specific Plan. Each of these plans involved an extensive public outreach program.

- Projects with substantial participation of community members- 11 to 15 points
- Projects with moderate participation of community members - 6 to 10 points
- Projects with minimal participation of community members- 1 to 5 points
- Projects with no participation of community members- 0 points

IV. NARRATIVE QUESTIONS- continued

4. COST EFFECTIVENESS *(0-10 POINTS)*

A. Describe the alternatives that were considered. Discuss the relative costs and benefits of all the alternatives and explain why the nominated one was chosen.

The goals of the ATP include:

1. Increase the proportion of biking and walking trips.
2. Increase safety for nonmotorized users.
3. Increase mobility for nonmotorized users.
4. Advance the efforts of regional agencies to achieve greenhouse gas reduction goals.
5. Enhance public health, including the reduction of childhood obesity through the use of projects eligible for Safe Routes to Schools Program funding.
6. Ensure disadvantaged communities fully share in program benefits (25% of program).
7. Provide a broad spectrum of projects to benefit many types of active transportation users.

The project alternative included: 1) landscaped bulb-outs along the sidewalks on North Fremont to improve the pedestrian experience and provide a buffer between pedestrians and cars, and; 2) decorative crosswalks that would better alert motorists of pedestrian presence. The project benefit was to increase pedestrian safety by visually delineating the crossing areas at intersections, and buffering pedestrians on sidewalks from traffic. This alternative would have increased the total cost of the project by approximately $2 million, which would have constituted almost one-fifth of the total project cost. The relative project benefit would not qualify as one-fifth of the total project benefit.

Much greater pedestrian safety results from the reduced crossing distances and audible pedestrian signals and countdown pedestrian heads. The benefits of the signal cost also extend to bicycle accessibility and safety. As pedestrian and bicycle safety and accessibility increase, ATP goals 1-4 are met.

B. Calculate the ratio of the benefits of the project relative to both the total project cost and funds requested (i.e., ———————— and ————————————).

A Belgian-published paper “Commuting by bike in Belgium, the costs of minor accidents,” provides more insight into the importance of minor bicycle accidents and reports the frequency, risk and resulting costs of minor bicycle accidents. Direct costs, including the damage to bike and clothes as well as medical costs and indirect costs such as productivity loss and leisure time lost are calculated. The paper also estimates intangible costs of pain and psychological suffering and costs for other parties involved in the accident. The analysis covers the economic costs related to 118 minor bicycle accidents in detail. The average total cost of these accidents is estimated at 841 euro (95% CI: 579-1205) per accident or 0.125 euro per kilometre cycled. Overall, productivity loss is the most important component accounting for 48% of the total cost. Intangible costs, which in past research were mostly neglected, are an important burden related to minor bicycle accidents (27% of the total cost). Even among minor accidents there are important differences in the total cost depending on the severity of the injury.

Based on six bicycle accidents over the past five years, and $1,152.25 US Dollars/accident ($841 euros), the cost of the six bicycle accidents is $6913.5. According to a 2011 article on StreetsBlog San Francisco, City’s Pedestrian Crash Toll Dwarfs Preventative Safety Costs, pedestrian crashes were estimated to cost $95,000/crash and the six accidents would cost $570,000. The 12 crashes therefore cost 576,913 and the ratio of benefits resulting from bicycle accident reduction is

576,913/6478625.4=1:0.089 and 576,913 /7318000.4 = 1/0.078

A Texas Transportation Institute study in 1989 found that six-foot bike lanes and paved shoulders have been found to have a benefit-to-cost ratio of 4.4-to-1.

Other project benefits include

- Increased biking and walking trips
- Increased safety for nonmotorized users
- Increased mobility for nonmotorized users
- Reduces vehicle trips and therefore reduces greenhouse gas emissions
- Enhanced public health by making nonmotorized travel a better travel option.
- All benefits apply to disadvantaged communities.
- The spectrum of projects include increasing nonmotorized traveler safety and accessibility through delineation of travel lanes for bicycles, delineation of pedestrian crossing

Other quantifiable benefits include:

Roadway Costs – Reduced roadway traffic and travel shifts to different modes help in saving roadways costs largely due to reduced road maintenance and traffic services including emergency services and street lighting for motor vehicles. According to the Puget South Regional Council, expenditures on traffic services were estimated to be $98 per capita on average for that region. Also savings on roadway costs and traffic services were estimated to average 2¢ per automobile-mile and 6¢ per bus-mile reduced.

Parking Costs – The parking costs can be mitigated by reducing the vehicle ownership and their use in households. The report states that these benefit the companies and government by reducing the on-street parking demand of other motorists by reducing congestion and benefits the participants as they do not have to pay for parking. Studies have shown that reductions in vehicle use are estimated to provide a parking cost alleviation averaging 10¢ per vehicle-mile reduced.
Transportation Impacts – The direct impacts such as reduction in automobile trips and mileage, shifts to alternative modes, and indirect impacts including congestion reduction, facility cost savings, safety and emission reductions are measured. For example, the One-Less-Car program reportedly has reduced 15,700 vehicle-miles traveled, and indirectly 340,000 participants have also reduced their driving. Similarly switching to alternative modes of travel could lead to improved facilities and services which encourage further vehicle reductions.

Shorter trips- A shorter active trip often substitutes for longer motorized trips, such as when people choose a local store rather than driving to more distant shops.

Increased public transit - Walking and cycling improvements can support public transit travel, since most transit trips involve walking and cycling links.

Vehicle ownership reductions- Improving alternative modes can allow some households to reduce their vehicle ownership. Since motor vehicles are costly to own but relatively cheap to use, once households purchase an automobile they tend to use it, including some relatively low-value trips.

Land use patterns- Walking and cycling improvements help create more compact, multi-modal communities by reducing road and parking facility land requirements which reduces travel distances.

Social norms- More walking and cycling can help increase social acceptance of alternative modes.

IV. NARRATIVE QUESTIONS- continued

5. IMPROVED PUBLIC HEALTH *(0-10 points)*

A. Describe how the project will improve public health, i.e. through the targeting of populations who have a high risk factor for obesity, physical inactivity, asthma, or other health issues.

According to the 2009 California Interview Survey, 13.6% of the population was overweight for age, only 39.5% of adults engaged in physical activities such as walking.

In the 2011-2012 Health Profiles for Adults, 24% had fair or poor health, 25.1% were obese and 28.1% were diagnosed with high blood pressure. All of those percentages were higher than the average for the state of California. These statistics were available for Monterey County.

In the 2011-2012 Health Profiles for Child/Teen, 11.5% were overweight for age, 29.5% were overweight or obese and only 18.2% engaged in regular physical activity. All of those percentages were higher than the average for the state of California. These statistics were available for Monterey County.

One of the benefits of an improved pedestrian and bicycle network is that employees are able to potentially choose to walk/bike to work and walk/bike their children to school. The American College of Sports Medicine (ACSM) has stated that If you have high blood pressure or are extremely overweight, walking may hold the key to improved heart health.

According to the World Health Organization, there is an emerging global epidemic of diabetes that can be traced back to rapid increases in overweight, obesity and physical inactivity. Lifestyle changes can reduce the risk of diabetes or help manage it. More flexibility and exercise also reduces stress. Another benefit of the reduction in trips and peak trip reduction is improved air quality. In recent years, scientists have shown that air pollution from cars, factories and power plants is a major cause of asthma attacks. And more than 131 million Americans -- over 40 percent of the nation's population -- live in areas with bad air. Roughly 30 percent of childhood asthma is due to environmental exposures, costing the nation $2 billion per year. Studies also suggest that air pollution may contribute to the development of asthma in previously healthy people. In fact, one recent Los Angeles study found that eight percent of childhood asthma cases are a result of living close (within 250 feet) to major roadways.
The Neighborhood Smart Trips program in Bellingham, Washington, provides education, encouragement and support for walking, cycling and public transit travel. A detailed evaluation indicated that the program resulted in significant shifts from driving to walking, cycling and public transit travel, resulting in a 15% reduction in per capita vehicle travel (from 11.4 to 9.7 average daily miles) by program participants.
http://smarttrips.s3.amazonaws.com/documents/TravelInBellinghamSpreads.pdf for full report.

By reducing SOV trips and peak hour trips, this program aims to improve the health of Monterey's population by increasing the activity level and reducing greenhouse gas emissions.

- Applicant exceptionally described how the project will improve public health and addresses high risk populations- 7 to 10 points
- Applicant adequately described how the project will improve public health and addresses high risk populations - 4 to 6 points
- Applicant minimally described how the project will improve public health - 1 to 3 points
- Applicant did not describe how the project will improve public health - 0 points

IV. NARRATIVE QUESTIONS- continued

6. **BENEFIT TO DISADVANTAGED COMMUNITIES** *(0-10 points)*

A. I. Is the project located in a disadvantaged community? **Yes**

II. Does the project significantly benefit a disadvantaged community? **Yes**

a. Which criteria does the project meet? (Answer all that apply)

- Median household income for the community benefited by the project:
  - Block Group 013600-2: $45,921 (equal to 75% of CA Median Income: $61,400)
- California Communities Environmental Health Screen Tool (CalEnvironScreen) score for the community benefited by the project: **12.6 and 22.8**
- For projects that benefit public school students, percentage of students eligible for the Free or Reduced Price Meals Programs: _____ %

b. Should the community benefitting from the project be considered disadvantaged based on criteria not specified in the program guidelines? If so, provide data for all criteria above and a quantitative assessment of why the community should be considered disadvantaged. **See data above**

B. Describe how the project demonstrates a clear benefit to a disadvantaged community and what percentage of the project funding will benefit that community, for projects using the school based criteria describe specifically the school students and community will benefit.

The neighborhoods (four adjacent census block groups identified above) directly adjacent to North Fremont Street contain a substantial number of low-income housing, including census block that qualify as disadvantaged. This population also includes the elderly and those who are vision-impaired and mobility impaired. North Fremont pedestrian crossings are long. People in wheelchairs or otherwise mobility impaired experience difficulty completing the crossing within the pedestrian crossing cycle. Because North Fremont is a major arterial, the pedestrian signal crossing time cannot be lengthened. The solution to shorten the crossing distance is effective and achievable. The introduction of audible signals and countdown heads will better alert the pedestrian to the amount of time available for the crossing.

Because disadvantaged communities seek opportunities to use nonmotorized transportation, these communities will directly benefit from increased access to bicycle and pedestrian facilities. The objective of the project is to increase bicycle and pedestrian safety and accessibility for the neighborhoods adjacent to North Fremont. Therefore, 100% of the project funding will directly benefit the disadvantaged communities.

IV. NARRATIVE QUESTIONS- continued

7. USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS *(0 to -5 points)*

The applicant must send the following information to the CCC and CALCC prior to application submittal to Caltrans:

Project Description	Detailed Estimate	Project Schedule
Project Map	Preliminary Plan	

The corps agencies can be contacted at:
California Conservation Corps at: www.ccc.ca.gov
Community Conservation Corps at: http://calocalcorps.org

A. The applicant has coordinated with the CCC to identify how a state conservation corps can be a partner of the project. Yes, please see attached email.
   a. Name, e-mail, and phone # of the person contacted and the date the information was submitted to them: Virginia Clark virginia.clark@ccc.ca.gov 916-341-3100

B. The applicant has coordinated with a representative from the California Association of Local Conservation Corps (CALCC) to identify how a certified community conservation corps can be a partner of the project. Yes, please see attached email.
   a. Name, e-mail, and phone # of the person contacted and the date the information was submitted to them: Paige Brokaw: 831-901-6767 calocalcorps@gmail.com

C. The applicant intends to utilize the CCC or a certified community conservation corps on all items where participation is indicated? No

I have coordinated with a representative of the CCC; and the following are project items that they are qualified to partner on:

I have coordinated with a representative of the CALCC; and the following are project items that they are qualified to partner on:

Points will be deducted if an applicant does not seek corps participation or if an applicant intends not to utilize a corps in a project in which the corps can participate*.

- The applicant intends to partner with a conservation corps to the maximum extent possible- 0 points
- The applicant did not seek partnership with a conservation corps, or indicated that they do not intend to partner with the corps to the maximum extent possible- (-)5 points

**If the applicant has indicated intended use of the CCC or CALCC in the approved application, a copy of the agreement between the implementing agency and the CCC or CALCC must be provided by the implementing agency, and will be incorporated as part of the original application, prior to request for authorization of funds for construction.*

IV. NARRATIVE QUESTIONS- continued

8. **APPLICANT'S PERFORMANCE ON PAST GRANTS** *(0 to -10 points)*

   A. Describe any of your agency's ATP type grant failures during the past 5 years, and what changes your agency will take in order to deliver this project.

The City of Monterey has had no ATP grant failures and has an excellent grant performance track record.

- The applicant has no past grant experience or has performed satisfactorily on past grants - 0 points
- The applicant has not performed satisfactorily on past grants and/or has not adequately described how they will deliver this project (-)10 points

Elizabeth Caraker <caraker@monterey.org>

FW: ATP for City of Monterey

1 message

Clark, Virginia@CCC <Virginia.Clark@ccc.ca.gov> Mon, May 19, 2014 at 3:30 PM
To: "caraker@monterey.org" <caraker@monterey.org>
Cc: "Wallace, Melanie@CCC" <Melanie.Wallace@ccc.ca.gov>, "calocalcorps@gmail.com" <calocalcorps@gmail.com>

Elizabeth,

The CCC will not be able to participate in this project.

Thank you,

Melanie Wallace

Region I Analyst

California Conservation Corps

(916)341-3153

1719 24th Street

Sacramento, CA 95816

From: Harris, Chad@CCC
Sent: Monday, May 19, 2014 2:49 PM
To: Clark, Virginia@CCC
Cc: Wohlgemuth, Janet@CCC
Subject: RE: ATP for City of Monterey

This project appears to be beyond our capabilities

From: Wohlgemuth, Janet@CCC
Sent: Thursday, May 15, 2014 6:11 PM
To: Harris, Chad@CCC; Burks-Herrmann, Brenda@CCC
Subject: Fwd: ATP for City of Monterey

Chad

Can you look this over and let me know what you think. I saw one small area of landscaping but not sure if we want it due to irrigation and water meter

Sent from my Verizon Wireless 4G LTE DROID

-------- Original Message --------
Subject: FW: ATP for City of Monterey
From: "Clark, Virginia@CCC" <Virginia.Clark@CCC.CA.GOV>
To: "Wohlgemuth, Janet@CCC" <Janet.Wohlgemuth@CCC.CA.GOV>
CC: "Burks-Herrmann, Brenda@CCC" <Brenda.Burks-Herrmann@CCC.CA.GOV>,"Rankin, Michelle@CCC" <Michelle.Rankin@CCC.CA.GOV>

Janet

Please review this ATP project

Virginia Clark

Region Deputy, Region 1

California Conservation Corps

(916) 341-3147

fx(877) 834-4177

virginia.clark@ccc.ca.gov

PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL

Visit our web site at www.ccc.ca.gov for more information about the California Conservation Corps

Visit our web site at www.WatershedStewards.com for more information about the Watershed Stewards Program

---

From: Elizabeth Caraker [mailto:caraker@monterey.org]
Sent: Thursday, May 15, 2014 1:17 PM
To: calocalcorps@gmail.com; Clark, Virginia@CCC
Subject: ATP for City of Monterey

Cynthia Vitale/Virginia Clark:

On behalf of the city of Monterey, please review the attached North Fremont Bicycle and Pedestrian Access and Safety Project project description and cost estimates.

The anticipated timing for construction is October 2015 - March 2016.

Thank you.

--
Elizabeth Caraker, AICP

Principal Planner

City of Monterey

831-646-1739

Re: ATP for City of Monterey

1 message

Calcc Calcc <calocalcorps@gmail.com> Sun, May 18, 2014 at 1:57 PM
To: Bob Hennessey <bob@sjcccharterschool.org>, "SJCCandCS ." <alvaro@sjcccharterschool.org>
Cc: "virginia.clark@ccc.ca.gov" <virginia.clark@ccc.ca.gov>, caraker@monterey.org

Bob and Al,

Please see the attached ATP project info from the City of Monterey and let Elizabeth Caraker, who is cc'd here, and me know if San Jose Conservation Corps would like to partner on this project and which items on the project your corps would like to do.

Thank you,
Paige Brokaw

On Thu, May 15, 2014 at 1:17 PM, Elizabeth Caraker <caraker@monterey.org> wrote:

> Cynthia Vitale/Virginia Clark:
> On behalf of the city of Monterey, please review the attached North Fremont Bicycle and Pedestrian Access and Safety Project project description and cost estimates.
>
> The anticipated timing for construction is October 2015 - March 2016.
>
> Thank you.
>
> --
> Elizabeth Caraker, AICP
> Principal Planner
> City of Monterey
> 831-646-1739