

# City of Merced

## State Highway 59 & BNSF Railroad Multiuse Pathway Crossing



District 10 Appl. ID#: CITY OF MERCED-2  
 MERCED CO.  
 STATE HIGHWAY 59 & BNSF RAILROAD  
 MULTI USE PATHWAY CROSSING

APPLICATION FOR ACTIVE TRANSPORTATION PROGRAM CYCLE 1 / May 21, 2014

For Caltrans use only:	<input type="checkbox"/> TAP	<input type="checkbox"/> STP	<input type="checkbox"/> RTP	<input type="checkbox"/> SRTS	<input type="checkbox"/> SRTS-NI	<input type="checkbox"/> SHA
	<input type="checkbox"/> DAC	<input type="checkbox"/> Non-DAC	<input type="checkbox"/> Plan			

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**SECTION I. GENERAL INFORMATION**

**I. GENERAL INFORMATION**

**Project name:** State Highway 59 & BNSF Railroad Multiuse Pathway Crossing

(fill out all of the fields below)

1. APPLICANT (Agency name, address and zip code) City of Merced, 678 W 18th Street, 95340	2. PROJECT FUNDING ATP funds Requested \$ 945,026.00 Matching Funds \$ _____ Other Project funds \$ _____ TOTAL PROJECT COST \$ 945,026.00
3. APPLICANT CONTACT (Name, title, e-mail, phone #) John Sagin, Principal Architect, saginj@cityofmerced.org 209-385-6802	5. PROJECT COUNTY(IES): Merced County
4. APPLICANT CONTACT (Address & zip code) same as above	7. Application # 2 of 5 (in order of agency priority)
6. CALTRANS DISTRICT #- Click Drop down menu below District 10	

**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>	MCAG
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.
12.  Yes, the applicant has a STATE MA with Caltrans. Agreement No. 10-5085R
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)

**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

## SECTION II. PROJECT INFORMATION

**Location:** Multi-use pathway and widening of State Highway 59 at the BNSF railroad crossing which is between Olive Avenue and Cooper Avenue. The improvement proposes to fill a gap in the multi-use pathway on the east side of the highway by installing a 298-foot long multi-use pathway which will connect the north and south pieces across the BNSF railroad, as well as to a multi-use path that heads east, eventually connecting to the community-wide Bear Creek pathway. Also proposed is a widening of the highway just north of the railroad crossing between 16.01 (post mile marker) and 16.04 (post mile marker). **Coordinates:** Lat. 37.313, Long: - 120.505. **Description:** a) the purpose is to add off-street bike and pedestrian facilities to provide a space for local residents to travel to and from employment and shopping districts and make the road safer to travel on; b) the need is due to the presence of a residential enclave that has limited access to the surrounding City due to barriers (railroad, creek and a state highway); and c) the scope includes the finalization of plans, establishment of contracts, constructing the sections of multi-use pathway, and widening the roadway (to be striped for a bike lane concurrent with future widening of Hwy 59 on the west side). The project is located on the east side of Hwy 59. **Status:** NEPA and CEQA processes need to be initiated. Preliminary plans and specs are completed; award of grant would provide funds to complete environmental review, to complete plans and to issue construction permits.

## SECTION III. SCREENING CRITERIA

### **1. Demonstrated Need of the Applicant- Items to Consider:**

The purpose of the project is to add off-street bike and pedestrian facilities to provide a space for local residents to travel to and from employment and shopping districts. The need is due to the presence of a residential enclave that has limited access to the surrounding city due to barriers (railroad, creek and a state highway). The goals of this project are to provide safe bicycle and

pedestrian routes, reduce emissions, promote a healthy lifestyle, lessen congestion, and improve the economy.

This project will greatly improve mobility for bicyclists and pedestrians by linking the bicycle and pedestrian facilities north of the BNSF Railroad Crossing to those south of the crossing on the east side of Highway 59. Also, a 1,400-foot gap in a multi-use pathway will be filled on the east side of Highway 59 north of North Bear Creek Drive. Quality of service will be improved by lessening congestion on Highway 59 near the BNSF Railroad Crossing, and improving the air quality. This project will improve access for school age children who don't have cars as well as the economically disadvantaged.

## **2. Consistency with Regional Transportation Plan**

The Regional Transportation Plan (RTP) for Merced County was adopted July 15, 2010. A new RTP is being prepared and expected to be adopted in June 2014. On pages 27-28, the 2010 RTP lists goals and policies for bicycle and pedestrian transportation, including "pursue bicycle and pedestrian related funding sources to implement local and regional plans". On pages 79-81 the plan states that local jurisdictions will "Seek funding to construct bicycle and pedestrian facilities" and "aggressively pursue Safe Routes to Schools funding to improve pedestrian safety". These same statements are proposed for the 2014 RTP.

## **SECTION IV. NARRATIVE QUESTIONS**

### **Q1. POTENTIAL FOR INCREASED WALKING AND BICYCLING**

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

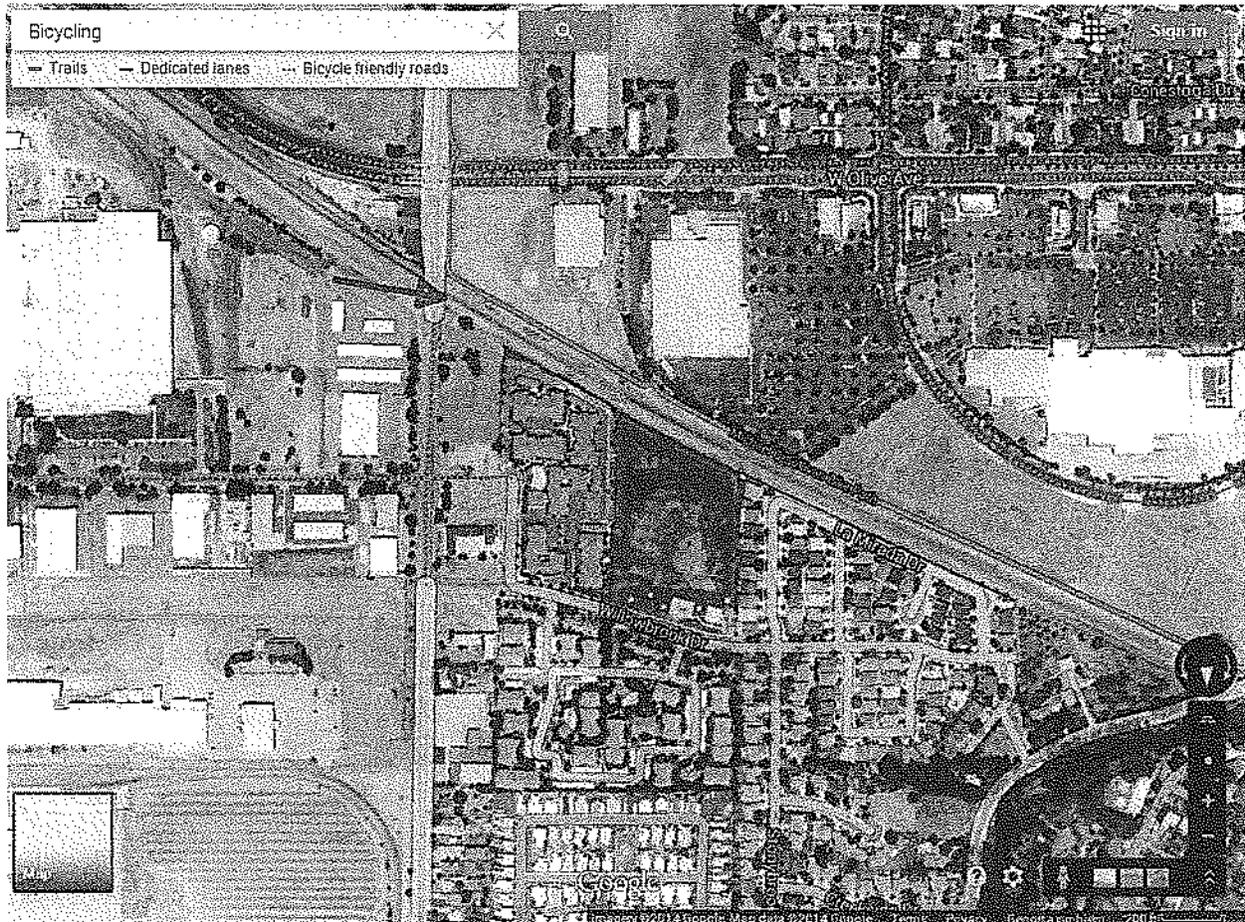
The project encourages increased walking and bicycling by providing a safe off-street space for people to travel between residences and employment and shopping districts. Currently there is no safe paved passage across the railroad tracks (see photos).

**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.**

About 500 people reside directly southeast of the project location, within 0.25 miles, and about 1,000 people within 0.5 miles. A major shopping district is located along Olive Ave., directly east of the project. It includes several “big box” as well as many smaller retail stores.

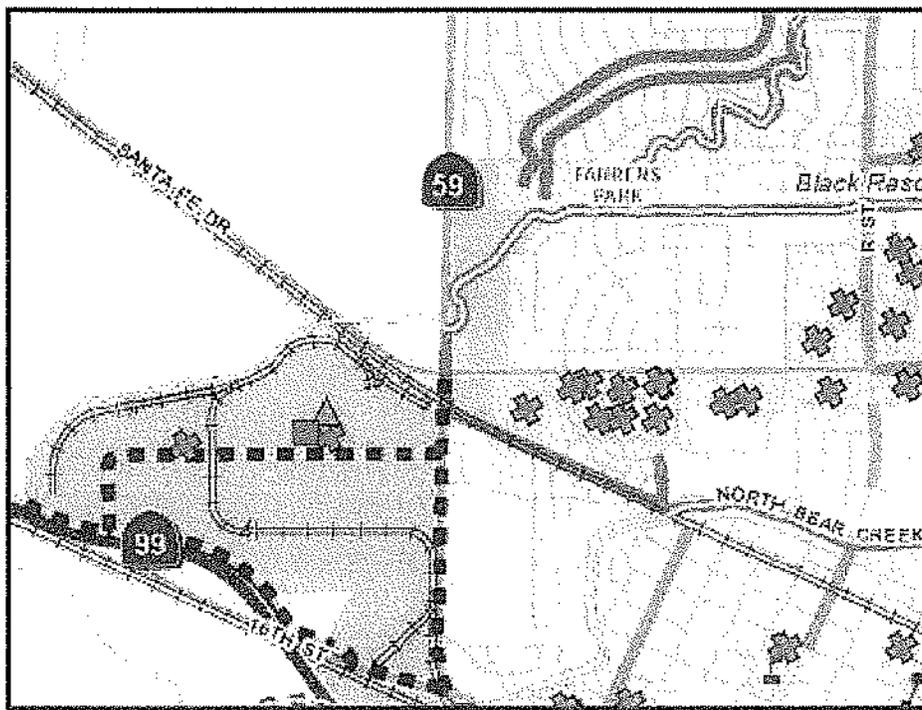
See project location in the aerial photo below (highlighted by the red arrow), which also shows the residential area to the southeast, the shopping district to the east, and the bike path system.

Also note the residential area is surrounded by the railroad track on the northeast side, a creek on the east and southeast, and a state highway on the west.



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 improves walking and bicycling routes by connecting to extensive retail employment locations along Olive Ave. and connecting to the greater Merced bike path network.

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. The project improves connectivity by removing a gap in non-motorized access, between the southern and northern sides of the Santa Fe railroad tracks. On the north side of the tracks area multi-use pathways (green lines) that connect with and is integrated with the greater system of bike paths throughout the city and shopping and employment areas (green stars). On the south side of the tracks is a residential enclave (right side of Hwy 59) that does not have safe access to the wider system, as it is surrounded by the railroad tracks, the creek, and the state highway. On the left side of Hwy 59 (shown in gray), is a large industrial area that would be accessible to residents on the north side of the tracks.



## **Q2 POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLE FATALITIES AND INJURIES**

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

The project will reduce the potential for pedestrian and bicycle injuries and fatalities by providing a safe crossing over the railroad tracks which does not exist now. A separated multi-use pathway will provide the adequate travel space and distance from arterial level traffic for active transportation mobility users.

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

- o Reduces speed or volume of motor vehicles**
- o Improves sight distance and visibility**
- o Improves compliance with local traffic laws**
- o Eliminates behaviors that lead to collisions**
- o Addresses inadequate traffic control devices**
- o Addresses inadequate bicycle facilities, crosswalks or sidewalks**

The project will eliminate behaviors that lead to collisions, namely pedestrians and bicyclists crossing railroad tracks within vehicle travel lanes on a state highway, by providing them a safe way to avoid having to do that. The project addresses inadequate facilities by providing a multi-use pathway where there is no facility now.

**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.** According to the Merced Police Department's Records Management System from the Crime Analyst, for the period of 1/1/2011 – 12/31/2013, there have been zero bicycle or pedestrian fatalities and one bicycle-related injury in the project vicinity (see below). The main safety hazard is that these non-motorized travelers have no

sidewalk or bike lane to travel on and must travel directly over railroad tracks while immediately adjacent to arterial level traffic that itself is confined to a narrow travel lanes (see photos).

<b>Merced Police Department's Records Management System</b>	<b>Number of Collisions</b>	<b>Number of Injury</b>	<b>Number Killed</b>	<b>PC</b>	<b>BC</b>
Project 2. Highway 59 Sidewalk	5	3	0	0	1

**Q3. PUBLIC PARTICIPATION and PLANNING (0-15 POINTS)**

A. The community-based public process that culminated in the proposed project is detailed in the Public Participation Chapter of the City's *2013 Bicycle Transportation Plan*. See Attachment F, Web-link to City's Bike Plan to access and view this Chapter. Basically, the development of the *2013 BTP* blended Caltrans' minimum content requirements of a BTP with an extensive public outreach process, more fully described in Question 3B below. See Attachment G, *Plan Development Schedule*, to view the general scope and schedule used to craft the City's 2013 BTP; a detailed narrative of this scope and schedule is part of Chapter 8 of the 2013 BTP. In addition to the regularly scheduled meetings of the City of Merced Bicycle Advisory Commission, at which draft chapters/sections the *2013 BTP* were presented and discussed, four community workshops were held to afford greater opportunity for the public to participate in the crafting of the plan. The public comments received at these workshops are included in Appendix H of the *2013 BTP*. **Public Workshop #1** was held on August 29, 2012. Public notice was sent as a press release and to groups and individuals who had previously expressed interest in bicycling issues in Merced. The Merced County Association of Governments (MCAG) in coordination with Golden Valley Health Centers hosted the event at the Senior Health and Wellness Center (857 West Childs Avenue) from 6:00 p.m. to 7:00 p.m.

**Public Workshop #2** was held February 13, 2013, in the Sam Pipes Room, Merced Civic Center, from 6 p.m. to 8 p.m. This workshop was hosted by the City of Merced with assistance from many stakeholders (see Question 3B below). At this workshop, the public provided information about their bicycling habits and needs by mapping: 1) where they ride; 2) what streets they avoid riding on; and, 3) by identifying where they would like to ride if improvements were made.

Various City Staff were present to discuss road maintenance and traffic safety concerns. Bike Plan stakeholders participated as station facilitators and note takers. Public notice was provided by flyers that were distributed throughout the City at locations frequented by bicyclists including numerous neighborhood shopping and dining areas, UC Merced, Merced College, Downtown Merced, the Merced Civic Center and local bicycle shops. A 30-second radio announcement in English and Spanish languages was played in the days preceding the event. Press releases were run in local newspapers. The event was also advertised in the City's monthly billing newsletter. Information about the workshop was posted on several websites including those of the City of Merced, MCAG, the Merced Bike Coalition, Building Healthy Communities and Golden Valley Health Centers. Language interpretation service was made possible for Spanish and Hmong speakers through City Staff and Golden Valley Health Centers efforts.

**Public Workshop #3** was held March 11, 2013, in the Sam Pipes Room, Merced Civic Center, from 6 p.m. to 8 p.m. This workshop was hosted by the City of Merced with assistance from many stakeholders. At this workshop, the public provided information about their bicycling habits and needs at three work stations including: 1) High School Bicycle Routes; 2) North / South Bikeway; and, 3) Fixing Existing Bikeways/Maintenance. A Bicycle Safety Class was also held. Bike Plan stakeholders participated as station facilitators and note takers. Public notices and provision for language interpreters were performed as described in Workshop #2.

**Community Workshop:** On October 27, 2012, Golden Valley Health Centers and The Merced Bike Coalition co-hosted *The South Merced Bike Summit* at Tenaya Middle School. The event

was filled with fun and informative activities for the whole family. Over 50 attendees had the opportunity to participate in the discussion about how to make South Merced more bicycle-friendly and how to increase the number of students who ride their bikes to school. Participants with a bike had the opportunity to take a bike tour of South Merced and experience what it is like to ride on the south side of town where there are fewer bike lanes and no bike paths. At the end of the day the participants agreed on three priorities that would make South Merced a more bicycle friendly community: (a) teach bicycle safety in schools; (b) connect bike lanes throughout the City and County; and (c) maintain streets clear of hazards (of all sorts)

Public comments gathered at these workshops were cataloged and assessed by City Staff and the Bicycle Advisory Commission in order to: 1) develop the list of projects; 2) devise a prioritization methodology; and 3) to rank the projects in the plan. Public comments received at these workshops are included in the *City of Merced Bicycle Transportation Plan (BTP)*, Appendix H - "Public Workshop Comments." See Attachment F, Web-link to City's Bike Plan to access and view this appendix.

The Draft 2013 BTP was presented to several appointed and elected bodies at publically noticed meetings prior to being certified by the Merced County Association of Governments (MCAG), who then delivered it to Caltrans. These bodies included: (a) the City of Merced Bicycle Advisory Commission; (b) the City of Merced Recreation and Parks Committee; (c) the City of Merced Planning Commission; and (d) the Merced City Council. Through regularly scheduled meetings of the Bicycle Advisory Commission, which involves policy and bike-related projects, the community will continue to be engaged in the implementation of the plan and associated projects.

B. The local participation process that resulted in the identification and prioritization of the project is described herein. Stakeholders and underserved communities involved with crafting the 2013 BTP included (a) Merced Bicycle Coalition; (b) Building Healthy Communities; (c)

Merced/Mariposa Asthma Coalition; (d) UC Merced Transportation and Parking Services; (e) Merced County Public Health Department; (f) Merced City School District and Merced Union High School District; and (g) Golden Valley Health Center. These stakeholders performed many functions during the creation of the 2013 BTP, including: (a) assisted with the design, format and operation of the workshops; (b) provided community outreach to their members to bring community members to the event; (c) and offered comments on the draft plan.

With regard to the ATP grant application, many of these stakeholders including the school districts participated in the nomination of projects to include in the grant applications, and also contributed to the narratives, data, figures and images of the ATP grant applications for the selected projects. Their support for the 2013 BTP can be found in the Appendix A, "Plan Certification and Letters of Support," of the BTP. See Attachment F, Web-link to City's Bike Plan to access and view this appendix. Their support for the subject project is posted in Attachment J.

C. The project cost is not over \$1 Million. The project is prioritized in Appendix E of the *City of Merced 2013 Bicycle Transportation Plan* (see Attachment F), however. Regardless of cost, as a project of the 2013 BTP, the proposed improvement supports the reduction of regional greenhouse gas emission and safety goals of the City. The BTP is consistent with the City's Climate Action Plan and the safety-related policies of the *Merced Vision 2030 General Plan*. *City of Merced Bicycle Transportation Plan (BTP)*, Appendix B, "Bicycle-related policies in associated Planning Document." See Attachment F, Web-link to City's Bike Plan to access and view this appendix.

#### **Q4. 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 G Street Undercrossing project was considered in which the purpose was to construct an arterial road underpass to connect existing Class I bike-paths. The construction of the underpass would have provided the benefit of a safe environment to cross a high-speed major arterial road while enhancing the value of existing bike paths for commuting and recreational uses. The costs would include burying the final segment of a drainage ditch south of Cardella Road, acquiring right-of-way, moving a water main out of the way, and constructing a Class I bike path to existing pathways under the arterial. That projects benefit/cost ratio was 4.55. This project was not chosen because it had a much lower benefit/cost ratio than the one chosen, needed right-of-way, and had a water main in the way of construction.

Several bike lane construction projects were considered; on McKee Road from Yosemite Avenue to Black Rascal Creek, on Gerard Avenue from Coffee Street to Brimmer Road, on Coffee Street from Childs Avenue to Gerard Avenue, and on G Street (east side) from Bellevue to Farmland Road. The benefit would include filling in gaps in bikeway infrastructure within developed areas of the City in areas with high ATP demand due to presence of schools, shopping or employment. The cost would have included widening roadways so bike lanes can be added. This project had a benefit/cost ratio that was very low due to the combination of a low number of accidents that had occurred on the road and the high cost of constructing the bike lanes. This project was not chosen because of the low benefit/cost ratio of below 1.

The Multi-use Sidewalk project on State Highway 59 at the BNSF Railroad Crossing was chosen because it already had right-of-way acquired, did not have any major obstructions such as a water main in the way, and had the highest benefit/cost ratio at 5.82.

B. The ratio of the benefits of the project relative to both the total project cost and funds requested was calculated using the Transportation Injury Mapping System (TIMS) at <http://tims.berkeley.edu/tools/bc> (see Attachment L). The project's Benefit/Cost Ratio is 5.82.

**Q5. IMPROVE PUBLIC HEALTH (0-10 points)**

The project will improve public health by creating environments conducive to physical activity for use by populations who have a high risk factor for obesity, physical inactivity, asthma, or other health issues. Walking and bicycling are excellent forms of physical activity for these populations, and the proposed multi-use pathway enables local population to access area shopping centers, recreational sites, and other neighborhoods. Efforts by the City of Merced to create and/or improve bike lanes and walking paths, will improve the walkability and bikeability of Merced resulting in increased physical activity of residents and ultimately lower rates of chronic disease. Chapter 7 of the City's 2013 Merced Bicycle Transportation Plan (see Attachment F) addresses the health-related public benefits of bicycling, and include: 1) improved air quality; 2) increased physical activity and associated benefit to obesity and diabetes; and 3) reduced greenhouse gas emissions.-

**HIGH RISK POPULATIONS**

**Asthma:** Although asthma rates aren't available by city, asthma is a major health problem throughout Merced County. According to data by California Breathing, 35.2% of children in Merced County vs. 17.1% statewide report 'Lifetime Asthma' meaning they have been diagnosed at some point been diagnosed by a health provider. For adults, Merced County Lifetime Prevalence is 17.8% vs. 14.0% statewide. A particular concern related to asthma is the rate of hospitalizations related to asthma. Within the City of Merced, zip code 95341 has an asthma hospitalization rate of 130.4 per 100,000. Zip code 95340 has an asthma hospitalization rate of 256.4 per 100,000. 95348 has an asthma hospitalization rate of 116.9 per 100,000. All rates are much higher than state average of 94.3 per 100,000 population.

**Obesity:** Merced County has the highest obesity rates in the state at 31% according to the Robert Wood Johnson Foundation (RWJF) 2014 Health Rankings released April 2014. Childhood obesity is especially concerning in the City of Merced with 40.9% of children being overweight

or obese according to 2010 Kids Data (Kidsdata.org). Within the Merced City School District, 51.2% of 5<sup>th</sup> and 45.8% of 7<sup>th</sup> graders are not in the healthy fit zone in the area of body composition measured through body mass index (BMI). This is also the case with 47.9% of 9<sup>th</sup> graders in Merced Union High District according to the California Department of Education 2012-2013 physical fitness report.

**Physical Inactivity:** In Merced County nearly 1 in 5 adults are physically inactive meaning they report no leisure time physical activity. Currently, the City of Merced has a walk score of 39 (walkscore.com) and is categorized as “car-dependent” (meaning most all errands require a car).

**Other Health Issues:** Diabetes is another health concern closely tied to physical inactivity. Within the City of Merced, zip code 95341 has a diabetes hospitalization rate of 127.4 per 100,000. Zip code 95340 has a diabetes hospitalization rate of 344.8 per 100,000. Zip code 95348 has a diabetes hospitalization rate of 167.3 per 100,000. The average diabetes hospitalization rate in California is 145.6 per 100,000.

**Q6. BENEFIT TO DISADVANTAGED COMMUNITIES (0-10 points)**

#	Application Questions:	answer
6.A.I.	...located in... Y/N	Y
6.A.II.	...significantly benefit... Y/N	Y
6.A.II.a.	...median income...	\$29,792
6.A.II.a.	...EnviroScreen score...	43.56
6.A.II.a.	...% free/reduced price meals	NA: This is a non-SRTS project
6.A.II.b.	...other criteria...	n/a
6.B.	Describe how...	see below

**The project is entirely located within a disadvantaged community. 100% of the project funding will benefit a disadvantaged community.**

The project is entirely in ZIP Code 95348 for which the CalEnviroScreen score is 43.56, which is in the highest 10% of scores. This may be seen on the OEHHA website at the following address by typing in '95348' in the 'find address' box at the upper right, then clicking on the map to show the score:

<http://oehha.maps.arcgis.com/apps/OnePane/basicviewer/index.html?appid=5e1542837d4246b282ddbaa92b0e790f>

Also note the project is in Census tract 10.05 in Merced County (also known as tract 06047001005), with a Median household income of \$29,792 according to the Census Bureau's 5-year ACS estimates for 2008-2012. The state of California's Median household income for the same period is \$61,400.  $29,792 / 61,400$  is 48.5%. Therefore this tract's median income is also less than 80% of the statewide median.

Several challenges and/or barriers to infrastructure, safety and public health are present in this disadvantaged community which the project will partially remedy. The following items contribute to this need, and include; (1) disconnected active transportation pedestrian and bicycle improvements; i.e. there is a gap in ATP facilities; (2) bicyclists and pedestrians are forced to travel immediately next to arterial level traffic at a constrained choke point; (3) lack of adequate ATP facilities and other options to access shopping areas limits health benefits otherwise gained by travel by foot or bike; and (4) the lack of facilities and choke point of a Highway and railroad crossing are access barriers to nearby sidewalks and bikeways.

**Q7. USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A QUALIFIED COMMUNITY CONSERVATION CORPS (0 to -5 points)**

A. On April 16, 2014, the City coordinated with the Virginia Clark ([Virginia.clark@ccc.ca.gov](mailto:Virginia.clark@ccc.ca.gov)) (916-341-3147) of the California Conservation Corp (CCC) by email to identify how a state conservation corps can be a partner with regards to ATP Applications #1, #2 and #4. On May 9, 2014 a second email was sent to regarding applications #3 and #5. The information presented consisted of a project description, map, estimate, schedule and preliminary plan, where appropriate.

B. On April 16, 2014, the City coordinated with the Cynthia Vitale ([calocalcorps@gmail.com](mailto:calocalcorps@gmail.com)) (916-558-1516) of the California Association of Local Conservation Corps (CALCC) by email to identify how a state conservation corps can be a partner with regards to ATP Applications #1, #2 and #4. On May 9, 2014 a second email was sent to [Cynthia@csgcalifornia.com](mailto:Cynthia@csgcalifornia.com) regarding applications #3 and #5. The information presented consisted of a project description, map, estimate, schedule and preliminary plan, where appropriate.

C. The City of Merced does intend to utilize the CCC or a certified community conservation corps on all items where participation is indicated, however, as of the date of submittal of the ATP applications to Caltrans, the CCC and CALCC have either declined to participate, or have not replied to the information provided as described above. Therefore, no agreements between the City and these entities have been included in this application.

**Q8. APPLICANT'S PERFORMANCE ON PAST GRANTS**

City of Merced has performed satisfactorily on all past jobs.

**SECTION V. PROJECT PROGRAMMING REQUEST**

A *Project Programming Request (PPR) Form* has been completed for this application and is provided as Attachment E.

**SECTION VI. ADDITIONAL INFORMATION**

**FUNDING SUMMARY**

**ATP Funds being requested by Phase (to the nearest \$1000)**

PE Phase (includes PA&ED and PS&E)	\$111
Right-of-way Phase	
Construction Phase Infrastructure	\$834
Construction Phase Non-infrastructure	
<b>Total for ALL Phases</b>	<b>\$945</b>

**All Non-ATP fund types on this project\* (to the nearest \$1000)**


- Must indicate which funds are matching

Total Project Cost	\$945
Projects is Fully Funded	YES

**ATP Work Specific Funding Breakdown (to the nearest \$1000)**

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**

76) Date Proposed Allocation Date Proposed Authorization (E-

PA&ED or E&P	9/30/2014	12/30/2014
PS&E	1/30/2015	7/30/2015
Right-of-way		
Construction	10/30/2015	5/30/2016

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.

**SECTION VII. NON INFRASTRUCTURE SCHEDULE INFORMATION**

**Not Applicable**

**SECTION 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: *John Bramble* Date: 05-19-2014  
Name: John Bramble Phone: 209-385-6834  
Title: City Manager e-mail: bramble@cityofmerced.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: *Ken Elwin* Date: 5/16/14  
Name: Ken Elwin Phone: 209-385-6898  
Title: City Engineer e-mail: elwink@cityofmerced.org

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

Signature: *NA* Date: \_\_\_\_\_  
Name: John Curry Phone: 209-723-7606  
Title: Superintendent e-mail: jcurry@weaverusd.k12.ca.us

**Person to contact for questions: (same as above)**

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

Signature: *NA* Date: \_\_\_\_\_  
Name: Matthew Adams Phone: 209-385-6308  
Title: Transportation Supervisor e-mail: madams@mcsd.k12.ca.us

**Person to contact for questions: (same as above)**

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

Signature: *NA* Date: \_\_\_\_\_  
Name: Travis Kirk Phone: 209-819-9305  
Title: \_\_\_\_\_ e-mail: tkirk@muhsd.org

**Person to contact for questions:**

Name: \_\_\_\_\_ Phone: \_\_\_\_\_  
Title: \_\_\_\_\_ e-mail: \_\_\_\_\_

**Caltrans District Traffic Operations Office Approval**

Signature: *See Attachment K* Date: \_\_\_\_\_  
Name: Vu Nguyen Phone: (209)603-5126  
Title: Supervising Senior Engineer e-mail: vu.h.nguyen@dot.ca.gov

## **SECTION IX. ADDITIONAL APPLICATION ATTACHMENTS**

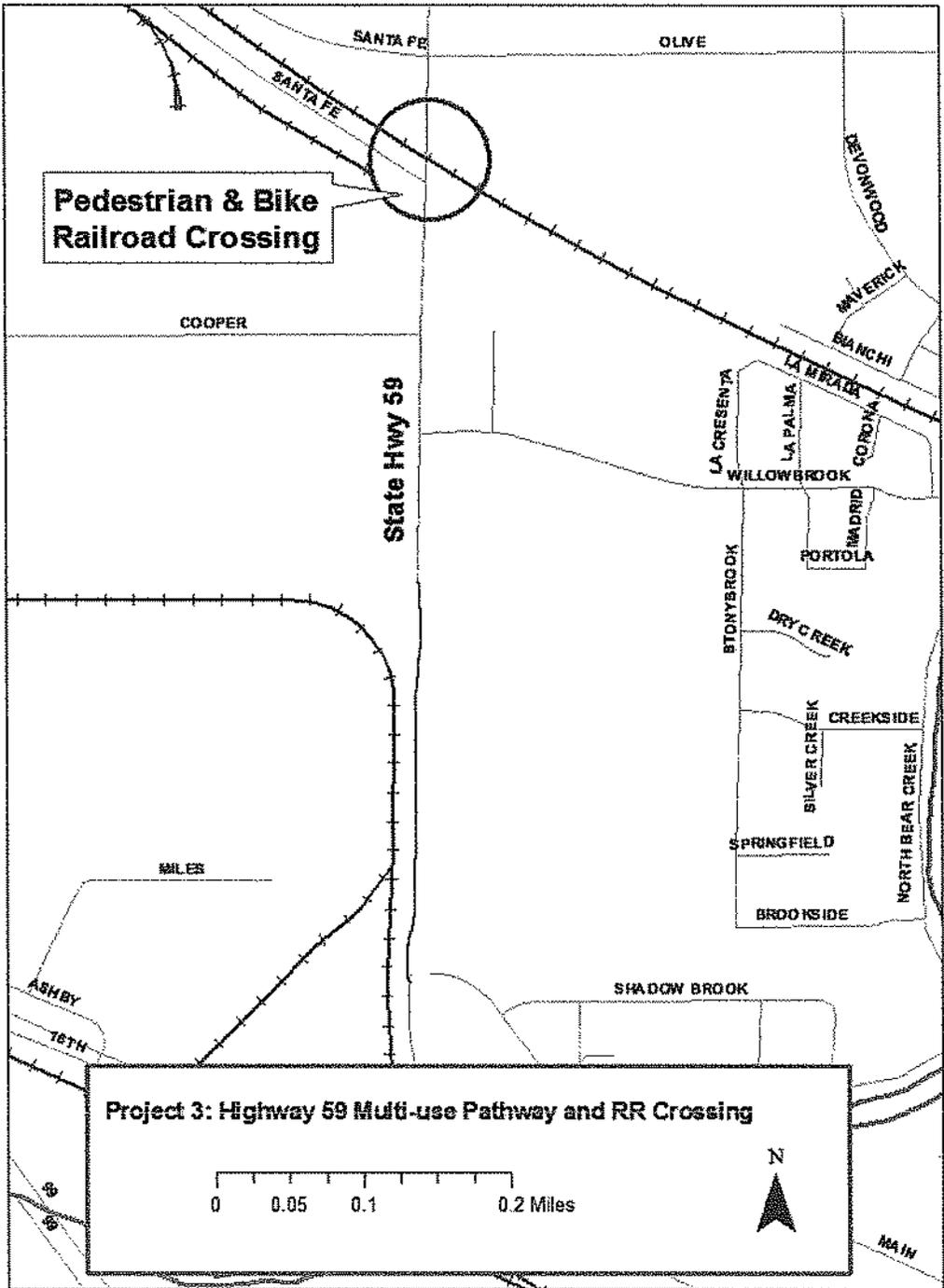
Attachments included with this application:

- A. Vicinity/Location Map
- B. Photos of Existing Location
- C. Preliminary Plans
- D. Detailed Engineer's Estimate
- E. Project Programming Request (PPR) (DTP-0001) Form
- F. Online link to an approved Bicycle Transportation Plan (Attachment identifies chapter pages that are applicable to the proposed project).
- G. Documentation of the public participation process.
- H. Letter of Support from impacted school(s).
- I. School Data (ATP application questions #26 to #33)
- J. Additional documentation, letters of support, etc (optional)
- K. Letters of Support from Caltrans (Required for projects on the State Highway System(SHS))
- L. Cost Benefit Calculations (Question 4B)
- M. City's Grouping/Ranking of Projects

### **Not Applicable**

Documentation of the Partnering Maintenance Agreement

Documentation of the Partnering Implementation Agreement

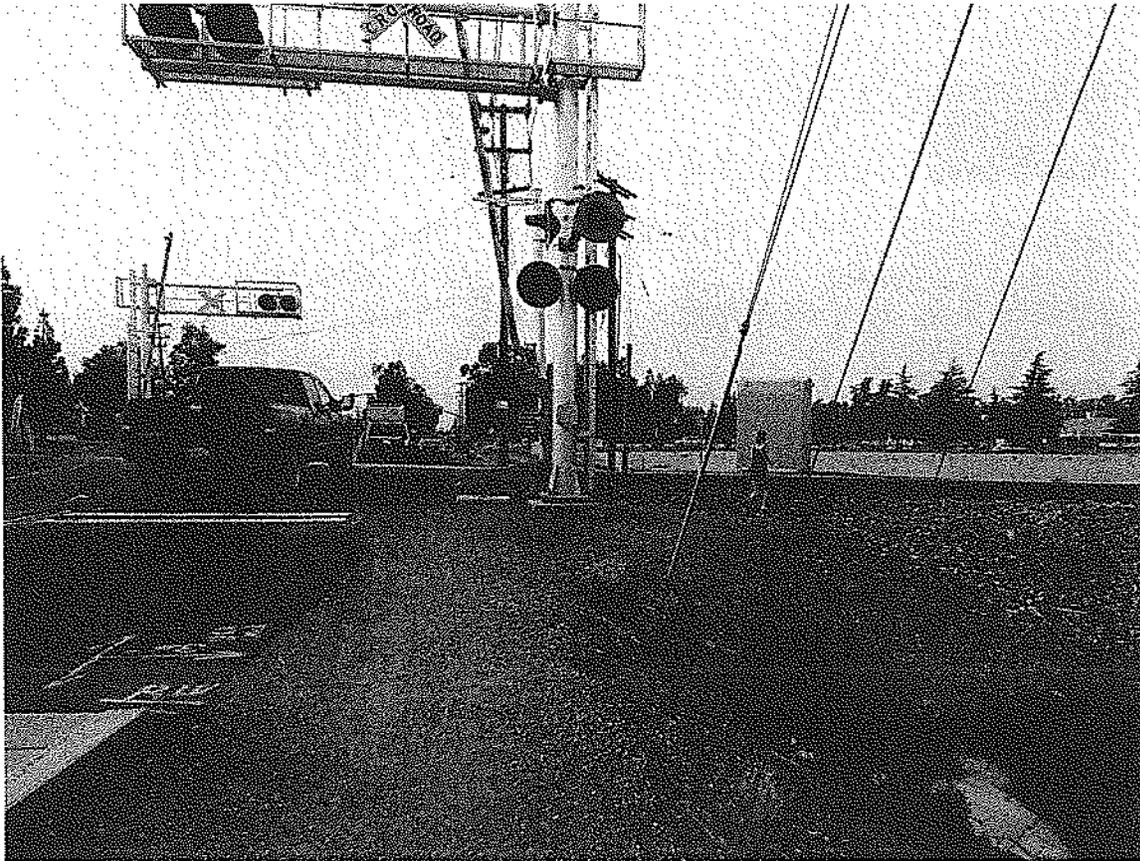


**ATTACHMENT A / Project Vicinity/Location Maps**



Approaching the BNSF Railroad Crossing looking north

## ATTACHMENT B / Project Pictures



Approaching the BNSF Crossing (note the pedestrian crossing on the rock railroad bed)



Hwy 59/Railroad Crossing looking north towards Olive Avenue.



On the BNSF crossing facing north: the multiuse path is on the right and turns to the east to run parallel to the railroad tracks.



# PROJECT COST ESTIMATE

ATP Grant 2014

## CONSTRUCTION COSTS

59 & RR Crossing				
Description	Units	Quantity	Unit	
Permits, Bonds, Licenses, & Insurance	LS	1	\$10,000.00	\$10,000.00
Public Convenience and Safety	LS	1	\$15,000.00	\$15,000.00
Project Funding Source Sign	EA	2	\$1,000.00	\$2,000.00
Monumentation	EA	3	\$1,000.00	\$3,000.00
Relocate Irrigation (Sprinklers) Facilities	LS	1	\$1,000.00	\$1,000.00
Remove Corrugated Pipe	LS	1	\$500.00	\$500.00
Remove Traffic Stripes and Pavement Markings	LS	1	\$5,000.00	\$5,000.00
Clearing and Grubbing	LS	1	\$5,000.00	\$5,000.00
Asphalt Pavement Removal	SF	1,000	\$10.00	\$10,000.00
Roadway Excavation	CY	2,000	\$16.00	\$32,000.00
Embankment Construction	CY	1,000	\$75.00	\$75,000.00
Aggregate Base Class 2	TN	1,000	\$20.00	\$20,000.00
Hot Mix Asphalt (Type B)	TN	250	\$100.00	\$25,000.00
12" Storm Drain Pipe	LF	55	\$150.00	\$8,250.00
12" Flared End	EA	4	\$500.00	\$2,000.00
Concrete Bike Path	SF	2,385	\$8.00	\$19,080.00
Stamped Concrete	SF	143	\$15.00	\$2,145.00
Adjust Utility Boxes to Grade	EA	1	\$200.00	\$200.00
Install Traffic Sign	EA	1	\$500.00	\$500.00
Relocate Traffic Sign	EA	2	\$500.00	\$1,000.00
Object Markers	EA	4	\$300.00	\$1,200.00
Pavement Markers and Markings	LS	1	\$10,000.00	\$10,000.00
Remove Crossing Gate and Lights	LS	1	\$5,000.00	\$5,000.00
Install Railroad Crossing Gate	EA	1	\$250,000.00	\$250,000.00
Install Shared Use Path Crossing Gate	EA	2	\$50,000.00	\$100,000.00
Railroad Crossing Platform (8'x10')	EA	5	\$8,000.00	\$40,000.00

Provided by R  
 Provided by R  
 Provided by R  
 Provided by R

TOTAL \$642,875.00

Contingency \$64,287.50

**Total Construction Cost** **\$707,162.50**

## PROJECT INDIRECT COSTS

Description	Quantity	Unit	
Topographical/Geotechnical Data	1	\$ 7,071.63	\$7,071.63
Architectural/Engineering Fees	1	\$ 106,074.38	\$106,074.38
Plan Check	1	\$ 10,607.44	\$10,607.44
Engineering Fees -Railroad	1	\$ 96,431.25	\$96,431.25
Inspection Services	1	\$ 10,607.44	\$10,607.44
Material Testing	1	\$ 7,071.63	\$7,071.63

Provided by R

Total Indirect Cost \$237,863.75

**Total Project Cost** **\$945,026.25**

# ATTACHMENT D / Detailed Engineer's Estimate

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION  
**PROJECT PROGRAMMING REQUEST**  
 DTP-0001 (Revised July 2013)

General Instructions

<input checked="" type="checkbox"/> New Project					Date:	5/5/14
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
10						
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
MER	SR-59	16.01	16.04	RTPA		
				MPO	Element	
				MCAG	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
John C. Sagin, Jr. AIA		209-385-6802		saginj@cityofmerced.org		
<b>Project Title</b>						
State Highway 59 Multi-use Pathway at Railroad Crossing						
<b>Location, Project Limits, Description, Scope of Work</b>						<input type="checkbox"/> See page 2
Multi-use pathway and widening of State Highway 59 at the BNSF railroad crossing which is between Olive Avenue and 16th Street in the City of Merced. The improvement proposes to fill a gap in the multi-use pathway east of the highway by installing a 298-foot long stretch which will connect the north and south pieces across the BNSF railroad. Also proposed is a widening of the highway just north of the railroad crossing between 16.01 (post mile marker) and 16.04 (post mile marker). The scope includes the finalization of plans, establishment of contracts, constructing the sections of multi-use pathway, and widening the roadway.						
<input checked="" type="checkbox"/> Includes ADA Improvements			<input checked="" type="checkbox"/> Includes Bike/Ped Improvements			
<b>Component</b>		<b>Implementing Agency</b>				
PA&ED		City of Merced				
PS&E		City of Merced				
Right of Way		City of Merced				
Construction		City of Merced				
<b>Purpose and Need</b>						<input type="checkbox"/> See page 2
The purpose is to add off-street bike and pedestrian facilities to provide a space for local residents to travel to and from employment and shopping districts. The need is due to the presence of a residential enclave that has limited access to the surrounding city due to barriers (railroad, creek, and a state highway).						
<b>Project Benefits</b>						<input type="checkbox"/> See page 2
The project will lessen congestion on State Highway 59 which improves the level of service, improve air quality by reducing emissions, increase safety, promote healthy living, and ensure access to all including disadvantaged communities who don't own a car. The project will reduce greenhouse gas emissions by 1400 lb/year.						
<input type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals			<input checked="" type="checkbox"/> Reduces Greenhouse Gas Emissions			
<b>Project Milestone</b>						<b>Proposed</b>
Project Study Report Approved						08/30/14
Begin Environmental (PA&ED) Phase						09/30/14
Circulate Draft Environmental Document				<b>Document Type</b> EIR	10/30/14	
Draft Project Report						11/30/14
End Environmental Phase (PA&ED Milestone)						12/30/14
Begin Design (PS&E) Phase						01/30/15
End Design Phase (Ready to List for Advertisement Milestone)						07/30/15
Begin Right of Way Phase						n/a
End Right of Way Phase (Right of Way Certification Milestone)						n/a
Begin Construction Phase (Contract Award Milestone)						10/30/15
End Construction Phase (Construction Contract Acceptance Milestone)						03/30/16
Begin Closeout Phase						04/30/16
End Closeout Phase (Closeout Report)						05/30/16

**ADA Notice** For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-8410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

## ATTACHMENT E / Project Programming Request (PPR)

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2013)

Date: 5/5/14

District	County	Route	EA	Project ID	PPNO	TCRF No.
10	MER	SR-59				
Project Title: State Highway 59 Multi-use Pathway at Railroad Crossing						

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)			5					5
PS&E			106					106
R/W SUP (CT)								
CON SUP (CT)								
R/W								
CON			834					834
<b>TOTAL</b>			<b>945</b>					<b>945</b>

Fund No. 1:									Program Code
Proposed Funding (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)			5					5	
PS&E			106					106	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			834					834	
<b>TOTAL</b>			<b>945</b>					<b>945</b>	

Fund No. 2:									Program Code
Proposed Funding (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

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

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2013)

Date: 5/5/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
10	MER	SR-59				
Project Title: State Highway 59 Multi-use Pathway at Railroad Crossing						

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

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

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

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

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION  
**PROJECT PROGRAMMING REQUEST**  
 DTP-0001 (Revised July 2013)

Date: 5/5/14

District	County	Route	EA	Project ID	PPNG	TCRP No.
10	MER	SR-59				
Project Title: State Highway 59 Multi-use Pathway at Railroad Crossing						

Fund No. 8:									Program Code
Proposed Funding (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 9:									Program Code
Proposed Funding (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 10:									Program Code
Proposed Funding (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

## Local Agency

### Pedestrian Improvements for Project 3

**CMAQ \$** \$945,025.00  
**LIFE** 20 years

#### TRIPS ELIMINATED:

Auto Trips (T) 14000 trips 1-dir./week  
 Length of Trips (L) 1 miles 1-dir./trip  
 Weeks of Operation (W) 50 weeks

#### TRIPS ADDED:

Additional Trip Adjust. (A) 1 default for ped. Project

#### EMISSION FACTOR INPUTS FOR AUTO TRAVEL:

Table 3: Avg. Auto Emission Factors

	AUTO TEF		AUTO VMT	
ROG	0.353	g/trip	0.119	g/mi
NOx	0.162	g/trip	0.13	g/mi
PM2.5	0.004	g/trip	0.087	g/mi

#### Annual Auto Trips Reduced

AATR = W x T x A 700,000 trips/year

#### Annual Auto VMT Reduced

AAVMTR = W x T x L 700,000 miles/year

#### Capital Recovery Factor (CRF)

CRF =  $[(1 + i)^n \times (i)] / [(1 + i)^n - 1]$

, where  $i = 3\%$   
 $n = 20$

$(1 + i)^n = 1.8061$   
 CRF = 0.0672

#### Annual Emission Reductions

$(\text{ROG} + \text{NOx} + \text{PM2.5}) = (\text{AATR} \times \text{AUTO TEF}) + (\text{AAVMTR} \times \text{AUTO VMT}) / 454$

Note: 1 pound = approx. 454 grams

727.75 ER (ROG)	lbs/year
450.22 ER (NOx)	lbs/year
140.31 ER (PM2.5)	lbs/year
<b>1318.28 lb./year</b>	

#### Cost-Effectiveness of Funding

CEF =  $(\text{CRF} \times \text{Funding}) / (\text{ROG} + \text{NOx} + \text{PM2.5})$

Cost-Effectiveness of Funding (CEF)

\$ 48.18 \$ / lb. emissions

CMAQ: Air Pollution Reductions (kg/day) =  $(\text{lbs./year}) / (2.2 \times 365)$

1.64 kg/day

## Local Agency

### Bicycle Facilities for Project 3: Bike Paths or Lanes

<b>ATP \$</b>	\$945,025	
<b>LIFE</b>	20 years	<u>Class 1 bike paths = 20 years</u> Class 2 bike lanes = 15 years
<b>Days (D)</b>	200 days/year	
<b>Avg. Length (L) of Bike Trip</b>	1.8 miles 1-dir./trip	
<b>Annual Avg. Daily Traffic (ADT)</b>	14,000 trips/day	2-dir. traffic volumes on roadway parallel to bike project
<b>Adjust. (A) on ADT for auto trips replaced by bike trips</b>	0.0105	
<b>Credit (C) for Activity Centers near the bike project</b>	0.0005	

#### Annual Auto Trips Reduced

$$AAATR = D \times ADT \times (A + C) \quad 31,920 \text{ trips/year}$$

#### Annual Auto VMT Reduced

$$AAVMT = AAATR \times L \quad 57,456 \text{ miles/year}$$

#### EMISSION FACTOR INPUTS FOR AUTO TRAVEL: *Table 3: Avg. Auto Emission Factors*

<u>Bike Paths: 20-Year Life</u>	<u>AUTO TEF</u>	<u>AUTO VMT</u>
ROG	0.353 g/trip	0.119 g/mi
NOx	0.162 g/trip	0.13 g/mi
PM2.5	0.004 g/trip	0.087 g/mi

#### Capital Recovery Factor (CRF)

$$CRF = \frac{(1+i)^n \times i}{(1+i)^n - 1} \quad , \text{ where } i = 3\%$$

$$n = 20$$

$$(1+i)^n = 1.8061$$

$$CRF = 0.0672$$

#### Annual Emission Reductions

$$(ROG + NOx + PM2.5) = (AAATR \times \text{AUTO TEF}) + (AAVMT \times \text{AUTO VMT}) / 454$$

Note: 1 pound = approx. 454 grams

	ER	<u>Bike Paths: 20-Year Life</u>
39.88 ER (ROG)		lbs/year
27.84 ER (NOx)		lbs/year
11.29 ER (PM2.5)		lbs/year
<hr/>		
	79.01 lb./year	

#### Cost-Effectiveness of Funding

$$CEF = (CRF \times \text{Funding}) / (ROG + NOx + PM2.5)$$

#### Cost-Effectiveness of Funding (CEF)

$$\text{\$} \quad \dots \quad 803.93 \text{ \$/lb. emissions}$$

$$\text{CMAQ: Air Pollution Reductions (kg/day)} = (\text{lbs./year}) / (2.2 \times 365)$$

$$0.10 \text{ kg/day}$$

**ADJUSTMENT FACTORS (A)**

Activity	ADT	Distance	Factor
Bike Path & Bike Lane	ADT ≤ 12,000	L ≤ 1 mile	0.0104
		1 mile < L ≤ 2 miles	0.0155
		L > 2 miles	0.0207
Bike Path & Bike Lane	12,000 < ADT ≤ 24,000	L ≤ 1 mile	0.0073
		1 mile < L ≤ 2 miles	0.0109
		L > 2 miles	0.0145
Bike Lane	24,000 < ADT ≤ 30,000	L ≤ 1 mile	0.0052
		1 mile < L ≤ 2 miles	0.0078
		L > 2 miles	0.0104

**ACTIVITY CENTER CREDITS (C)**

Activity Center Count	Factor 1	Factor 2
3	0.0005	0.001
> 3 but < 7	0.001	0.002
7 or more	0.0015	0.003

Activity Centers include banks, churches, hospitals, transpo center, office park, post office, public library, shopping area or mall, grocery store, university or junior college.

**Bike Lanes: 15-Year Life**

	AUTO TEF		AUTO VMT
ROG	0.399	g/trip	0.132 g/mi
NOx	0.189	g/trip	0.146 g/mi
PM2.5	0.003	g/trip	0.087 g/mi

**Capital Recovery Factor (CRF)**

$$CRF = \frac{[1 + i]^n \times i}{[1 + i]^n - 1}$$

, where i = 3%

n = 15

$$(1 + i)^n = 1.5580$$

$$CRF = 0.0838$$

**Annual Emission Reductions ER**

**Bike Lanes: 15-Year Life**

$$(ROG + NOx + PM2.5) = (AATS \times AUTO\ TEF) + (AAVMT \times AUTO\ VMT) / 454$$

Note: 1 pound = approx. 454 grams

44.76 ER (ROG)	lbs/year
31.77 ER (NOx)	lbs/year
11.22 ER (PM2.5)	lbs/year
<b>87.74 lb./year</b>	

**Cost-Effectiveness of Funding**

$$CEF = (CRF \times Funding) / (ROG + NOx + PM2.5)$$

**Cost-Effectiveness of Funding (CEF)**

$$\text{\$ } 902.18 \text{ \$/ lb. emissions}$$

$$CMAQ: \text{ Air Pollution Reductions (kg/day) = (lbs./year) / (2.2 \times 365)}$$

$$0.11 \text{ kg/day}$$

**City of Merced 2013 Merced Bicycle Transportation Plan Website:**

[http://www.cityofmerced.org/depts/cityclerk/boards\\_n\\_commissions/bicycle\\_advisory\\_commission/merced\\_bike\\_plan.asp](http://www.cityofmerced.org/depts/cityclerk/boards_n_commissions/bicycle_advisory_commission/merced_bike_plan.asp)

Applicable Pages:

***Proposed System:*** Chapter 5

Appendix C, Proposed Bikeways, pgs. 6-7.

Appendix E, Project #34, Rank 2, with priority rating of 8.7, pg. E-3

***Benefits:*** Chapter 7

***Community Participation:*** Chapter 8

Appendix A, Evidence of Community Support (General Info)

Appendix H, Public Workshop Comments (General Info)

**ATTACHMENT F / Web-link to City's Bike Plan**

**Table 8.1: City of Merced 2013 BTP Plan Development Schedule**

<b>Phase 1: Organize the Planning Process (June 2012)</b>
1. Establish a Planning Process and Public Outreach Plan
2. Implement Planning Process and Public Outreach Plan
<b>Phase 2: Describe the Existing Setting (July – December 2012)</b>
1. Map and Describe Existing Land Uses, Bike Routes, Lanes, Paths, and Parking Facilities
2. List Past Bike Expenditures
3. Estimate Number of Current Bike Commuters
4. Assess Bike Plan Consistency with other Plans
5. Map and Describe "Mobility Connections" and "Changing and Storage Sites"
6. Describe Affect of Education and Enforcement on Bike-Related Accidents
<b>Phase 3: Identify New / Adjusted Bike Facilities (January – April 2013)</b>
1. Identify which 2003 Bike Plan projects were constructed or not
2. Map and Describe proposed Bike Routes, Lanes, Paths, and Parking Facilities
3. Map and Describe proposed "Mobility Connections" and "Changing and Storage Sites"
4. List anticipated Expenditures for Bike-Related Projects
5. Prioritize Bike-Related Projects
6: Estimated Increase in Number of Bike Commuters
<b>Phase 4: Hearing Preparation Tasks (May 2013)</b>
1. Prepare Admin Final Draft of Plan
2. Prepare CEQA Document
3. Collect Letters of Support
<b>Phase 5: Formal Adoption Process</b>
1. Plan Comments from Bicycle Advisory Commission (June 2013)
2. Plan Comments from Parks Commission (June 2013)
3. Plan Recommendation from Planning Commission (August 2013)
4. Plan Adoption by City Council (September 2013)
5. Plan Certified by MCAG (October 2013)
6. Submit Adopted and Certified Plan to Caltrans (October 2013)

**ATTACHMENT G / Public Participation Process**

**NOT APPLICABLE, this is not a SRTS project**

**ATTACHMENT H / Letters of Support from Impacted Schools**

**NOT APPLICABLE, this is not a SRTS project**

**ATTACHMENT I / School Data**



DEPARTMENT OF PUBLIC HEALTH

Kathleen Grassi, R.D., M.P.H.  
Director

May 15, 2014

Re: Active Transportation Program

To Whom It May Concern:

The Merced County Department of Public Health (Department) is pleased to support the City of Merced's Active Transportation Plan grant applications to Caltrans which will enhance the mobility and safety of bicyclists and pedestrians. The Department believes the proposals to improve the ease and safety of active transportation will result in enhanced public health for residents of Merced.

Through the CA4Health initiative, the Department has partnered with South Merced schools to promote walking and bicycling among students. Through encouragement activities and conversations, residents have expressed concerns about safety, maintenance and lack of sidewalks and bike lanes. The Department applauds measures to address resident concerns and create a safe environment for students and families.

Walking and bicycling are excellent forms of physical activity for children and adults and can contribute to the reduction in risks for chronic diseases such as obesity and diabetes. Other public health benefits of walking and bicycling include increased air quality with possible reduction of asthma rates.

The Department supports the City of Merced's applications 1-5 and their effort to seek funding that will support healthy and active lifestyles for Merced residents.

Sincerely,

Kathleen Grassi, RD, MPH  
Director  
Merced County Department of Public Health

KAG:sn

ATTACHMENT J / Letters of Support – General



BUILDING HEALTHY  
communities

HEALTH HAPPENS HERE

To whom it may concern,

Building Healthy Communities (BHC) is pleased to support the City of Merced's Active Transportation Plan grant applications to Caltrans which will enhance the mobility and safety of bicyclists and pedestrians.

Each grant application submitted is aimed to build a healthier community. Proposed applications #4 Childs Avenue ATP project and proposed application #5 ADA ramp around schools, meet specific priorities of BHC, to build healthy communities where children and families are healthy, safe, and ready to learn. All three of the applications address solutions to a plethora of concerns that have been expressed by community residents that use those facilities or streets.

Applications 4 and 5 support the work of providing adequate access to and from school that BHC is working on in collaboration with partners involving agency, government, and non-profit sector. In the past, we have also engaged with different community organizations in conducting bicycle rodeos and began conversations about different policy implementations that would reflect safer conditions for bicyclists and implementation of different transportation programs.

In the fall of 2012 bus route for high school age students were cut and a lot of students began either walking or biking, which also increased the amount of drivers on the road. Different videos were created to show dirt paths and high speed traffic roadways like Childs Ave. that students needed to use. Due to the lack of funding, no modifications have been made. Bus routes were partially reinstated, but a lot of students are still required to walk or bike to school.

We have partnered and endorsed the City of Merced in the past and have supported them during the formation of their Bicycle Transportation Plan. We will continue to be active participants in outreaching and connecting community residents to all their great work.

On behalf of Building Healthy Communities, I strongly support the City of Merced's efforts to enhance active transportation modes throughout our community.

Sincerely,

Tatiana Vizcaino-Stewart  
Building Healthy Communities,  
Hub Manager

Isai Palma  
Building Healthy Communities,  
Hub Coordinator

Mailing Address  
658 W. Main Street  
Merced, CA 95340

Contact Numbers  
Main: (209) 383-4242  
Fax: (209) 383-4254

Web  
[www.bhcmerced.com](http://www.bhcmerced.com)  
[facebook.com/bhcmerced](https://facebook.com/bhcmerced)  
[twitter.com/bhcmerced](https://twitter.com/bhcmerced)

**United Way of Merced County**  
658 W. Main Street, Merced, CA 95340  
Phone (209) 383-4242 Fax(209) 383-4254  
[www.unitedwaymerced.org](http://www.unitedwaymerced.org)  
(A 501 (c) (3) Organization)



May 15, 2014

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Attorney at Law

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Merced Irrigation District

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County of Merced

Mary Miller  
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Janice Rector  
Human Services Agency

Barbara Richey  
London Properties

Diana Shaver  
Foster Farms

Mike Smith  
Smith & Stupp, CPAs

Mike Troxell  
California Highway Patrol

Abby Urquiza  
Educ. Employees Credit Union

City of Merced  
678 W. 18th Street  
Merced CA 95340

To Whom It May Concern,

On behalf the Central California Regional Obesity Prevention Program (CCROPP) at United Way of Merced County, we are writing to express our full support and intent to collahorate and partner with Merced City Planning Department to enhance the mobility and safety of pedestrians and bicyclists in the City of Merced thru this Active Transportation Grant from Caltrans. For the past six years CCROPP and the City of Merced have worked with school districts, community and parent stakeholders to align land use and transportation projects to meet the community's interest in diverse and walkahle programs that will support active living and safe physical activity. We continue to work on goals that will be to make areas surrounding schools safe and accessible for walking and hicycling; incorporate student safety into more comprehensive community-huilding efforts; and reinvest in schools to maximize walking, bicycling, and transit for the neighborhoods that the schools will serve our lower income neighborhoods.

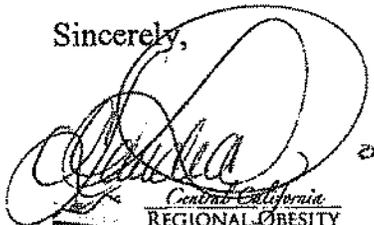
With childhood ohesity at an all-time high, many health advocates such as CCROPP are calling for greater access to walkahle and hike ahle schools as an important element of a comprehensive approach for addressing this epidemic. Children who can safely walk or bicycle to and from school can huild physical activity into their daily routine and incorporate additional minutes of exercise. In 1969, ahout half (48 percent) of K-8th grade students walked or hicycled to school. By 2009, only 13 percent did so. Many factors, including schools' locations, safety, poor infrastructure and distracted drivers have led to this decrease in children walking and biking to and from school. However, promoting walkable schools cannot be considered without taking into consideration the many children from lower-income neighborhoods and the schools that have existed for over fifty years that lack the infrastructure to support safe routes to school.

CCROPP pledges to partner with the City of Merced and Weaver Union School District (WUSD) to huild the capacity of creating, implementing and evaluating an effective SRTS district policy that will effectively huild the infrastructure, improve safety and change the travel behaviors of students, parents and guardians, pedestrians and drivers. Weaver's Safe Routes to School Policy Program will include SRTS Five E's goals and objectives. We are committed as partners are provide the support, training, technical assistance, bilingual staff and expertise to huild Weaver's school environment that will promote and protect children's health, well-being and ability to learn by supporting daily healthy physical activity.

We look forward to our partnership with the City of Merced to create sustainable healthy communities that support active living throughout our city. When communities are planned and built well and supported by all the city departments; residents benefit from the positive outcomes in a number of ways. I applaud the efforts of the City of Merced and its partners to improve the quality of life for all of our residents by improving the infrastructure throughout our city that will improve safe routes to school, increase the number of residents walking or biking, and change the behaviors of drivers to drastically reduce the pedestrian vs. vehicle fatality in our city.

Merced County CCROPP looks forward to our collaboration on this very important initiative. Please feel free to contact me by phone at (209) 383-4242 or via email at [claudia@unitedwaymerced.org](mailto:claudia@unitedwaymerced.org) for any further information.

Sincerely,



Central California  
REGIONAL OBESITY  
PREVENTION PROGRAM  
Healthy Environments • Healthy Choices • Healthy People

Claudia G. Corchado, Program Manager  
Central California Regional Obesity Prevention Program  
Merced County Project

The  
California  
Endowment

May 14, 2014

Subject: Letter of Support for City of Merced's Active Transportation  
Plan grant applications (4, 3, and 1)

To Whom It May Concern:

The California Endowment maintains a strong commitment to supporting the development of healthy, thriving communities throughout California that encourage active transportation and healthy lifestyles. We are thus supportive of the City of Merced's applications for Active Transportation Plan (ATP) funding and strongly consider these requests.

1000 North  
Alameda Street  
Los Angeles  
CA 90012  
213.928.8800  
FAX 213.928.8801  
800.449.4149

While we are supportive of each of the applications being submitted, we are particularly supportive of applications for funding for improvements and activities on Childs Avenue (Application #4), State Highway 59 (#3) and Bike Lane Markings (#1).

The Endowment is investing heavily in the healthy development of Merced communities in southwest Merced and east Merced County through the Building Healthy Communities (BHC) initiative, a ten-year effort to improve community health. Merced BHC includes among its priorities the development of safe routes to school as well as community improvements and education that empower residents of all ages to be healthy and physically active.

Our BHC partners include several organizations that have been involved in the development of the funding applications, and which will continue to support and provide complementary resources to make the most of the ATP funding should it be granted. These partners include: United Way of Merced/BHC Hnb, Central California Regional Obesity Prevention Program, Weaver Union School District, and Golden Valley Health Centers.

Critical needs exist for the improvements and related activities proposed in the funding applications, especially in the areas of safe routes to school for students as seen in the City's application for Childs Avenue ATP work that will address the current situation which requires students to walk to/from school on a dirt pathway directly between vehicular traffic and an open irrigation canal. Improvements to address this situation, as well as other educational campaign efforts on SRTS policies and youth engagement in ATP-relevant community service projects within Weaver Unified School District, are in desperate need.

[www.cafea.org](http://www.cafea.org)

In support of the proposed applications, the Endowment through its Building Healthy Communities network of partners can: Promote, connect, and coordinate proposed activities with those of the BHC Merced network through regular updates and discussions at the BHC Merced monthly Hub Committee meetings; connect complementary activities with those proposed through Endowment-funded grantees implementing aligned work (e.g., CCROPP, Golden Valley Health Centers); promote proposed events such as educational efforts like planned bicycle rodeo events and bike to school days through BHC partners/grantees; and encourage active use of the proposed improvements through all partners as well as residents convened by BHC community organizing partners.

Thank you for your consideration of these important applications. If you have questions about this correspondence, do not hesitate to contact me.

Sincerely,

*Brian L. Mimura*

BRIAN L. MIMURA, MPH  
Program Manager  
The California Endowment  
(559) 443-5312  
bmimura@calendow.org



Merced Bicycle Coalition  
731 E. Yosemite Ave. Suite B, #427  
Merced, CA 95340

*Making our community safer, our air cleaner, and our citizens healthier  
by promoting bicycling as a safe and normal means of everyday transportation and recreation*

May 15, 2014

To Whom It May Concern:

It is with great enthusiasm that the Merced Bicycle Coalition expresses its support for the City of Merced's 2014 ATP grant applications. We commend the City Planning staff, Bicycle Advisory Commission, associated community organizations, and community participants for the city's collective support of bicycling. Such efforts underscore Merced's commitment to bicycling as a viable and accessible means of transportation, as a strategy for reducing greenhouse gas emissions from automobile travel, and as a vehicle for promoting the health and wellbeing of our citizens.

The U.S. Department of Transportation has found that half of all trips made by Americans are less than three miles, a distance comfortably within cycling range. A comprehensive approach to enhancing bicycling infrastructure—as supported by our Bicycle Transportation Plan, ATP grants, and community grant initiatives (such as Safe Routes to School, which through the efforts of the Bicycle Coalition has helped educate area school children about safe bicycling and has helped fund improvements to streets and sidewalks)—can encourage more cyclists to ride safely and securely. Projects that make bicycling even more convenient are popular, relatively uncomplicated to implement, and environmentally friendly—such that all of us, even if we don't ride, benefit from bicycle planning and infrastructure.

The mission of the Merced Bicycle Coalition is to make our air cleaner, our community safer, and our citizens healthier by promoting bicycling as a safe and normal means of transportation and recreation. We look forward to working with the City staff, Bicycle Advisory Commission, and other community groups to implement bicycle infrastructure in Merced.

Dwight Mills Ewing  
President, Merced Bicycle Coalition

## King, Bill

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**From:** Svendsen, Joel  
**Sent:** Thursday, May 15, 2014 2:58 PM  
**To:** King, Bill  
**Subject:** FW: Caltrans District of Traffic Operations Approvals  
**Attachments:** ATP Project SR 59 and RR Xing.pdf; Prelim Plan for SR 59 and RR Xing.pdf

Letter of support from Caltrans, see instructions below, thanks

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**From:** Singh, Parminder@DOT [<mailto:parminder.singh@dot.ca.gov>]  
**Sent:** Thursday, May 15, 2014 1:52 PM  
**To:** Svendsen, Joel  
**Cc:** Elwin, Ken; Gill, Bob@DOT; Sagin, John  
**Subject:** FW: Caltrans District of Traffic Operations Approvals

---

**From:** Singh, Parminder@DOT  
**Sent:** Monday, May 12, 2014 1:55 PM  
**To:** Vu H Nguyen; Bajwa, Arvinder S@DOT  
**Cc:** Gavino, Nestor B@DOT  
**Subject:** Re: Caltrans District of Traffic Operations Approvals

Hi Vu and Arvinder,

I discussed this project with Vu. The project was evaluated by District 10 Traffic operations and Traffic Safety . Vu mentioned that the proposed improvements has no negative impact on SR 59 and Caltrans has no comments for this project. Please let me know if you have anything to add before end of tomorrow. Otherwise I would forward this email to agency so that this can be attached to application for processing.

Thanks

Parminder Singh, DLAE  
Tel : 209-948-3689  
Fax: 209-948-3820

Hi Joel, Please attach this email with your application. It would be treated a letter of support for this project .The letter of support does not guarantee that project would be funded. Thanks

---

**From:** Singh, Parminder@DOT  
**Sent:** Friday, May 02, 2014 7:00 AM  
**To:** Baxter, Ken W@DOT  
**Subject:** Fw: Caltrans District of Traffic Operations Approvals

Hi Ken, The second project for Traffic ops.Thanks.

---

**From:** Svendsen, Joel [<mailto:svendsenj@cityofmerced.org>]  
**Sent:** Thursday, May 01, 2014 11:02 PM Coordinated Universal Time  
**To:** Singh, Parminder@DOT  
**Cc:** Sagin, John@MERCED@DOT; Elwin, Ken <[ElwinK@cityofmerced.org](mailto:ElwinK@cityofmerced.org)>; Gill, Bob@DOT  
**Subject:** RE: Caltrans District of Traffic Operations Approvals

Parminder,

## ATTACHMENT K / Caltrans Letters of Support

Please find attached the ATP Grant Application signature page, project description, vicinity map, detailed cost estimate and the preliminary plan for the project on State Highway 59 at the BNSF Railroad crossing. This project includes a multi-use pathway across the railroad and widening of the highway north of the railroad crossing. Please call me if you have any questions, thank you

Joel

---

**From:** Singh, Parminder@DOT [<mailto:parminder.singh@dot.ca.gov>]  
**Sent:** Thursday, May 01, 2014 7:34 AM  
**To:** Svendsen, Joel  
**Cc:** Sagin, John; Elwin, Ken  
**Subject:** Re: Caltrans District of Traffic Operations Approvals

Hi Joel, It would be little different than below. Agency need to prepare these documents and Caltrans need to review it. I would give you call.  
Thanks

---

**From:** Svendsen, Joel [<mailto:svendsenj@cityofmerced.org>]  
**Sent:** Thursday, May 01, 2014 12:00 AM Coordinated Universal Time  
**To:** Singh, Parminder@DOT  
**Cc:** Sagin, John@MERCED@DOT; Elwin, Ken <[ElwinK@cityofmerced.org](mailto:ElwinK@cityofmerced.org)>  
**Subject:** Caltrans District of Traffic Operations Approvals

Parminder,

We have narrowed the Active Transportation Program Grant Projects down to two projects of which one of the projects Caltrans is already in support of (HWY 59 Multi-use Pathway at the BNSF RR Crossing and Road Widening). The other project will include a 700' long stretch of sidewalk on the east side of HWY 59 just north of North Bear Creek Drive. Here is a list of what we think is needed for traffic operations approvals;

Detailed cost estimate for project  
Preliminary plan  
Project description  
Vicinity map

Please let me know if you will need anything else, thank you

Joel D Svendsen PE  
Associate Engineer  
City of Merced  
678 West 18th Street  
Merced, Ca 95340

P-209-385-6820  
F-209-385-6211



## ATP Application Groups

### APPLICATION 1 – BIKE LANE MARKINGS (AGENCY PRIORITY #4 OF 5)

Project/Segment	Road	Reach
1a/19	Barclay Way	M Street to El Capitan H.S.
1b/20	Bancroft	Cardella Road to Barclay Way
1c/22	G St (east side)	Mercy to Bellevue Road
1d/26B	Parsons Avenue	Olive to Marie
1e/26D	Parsons Avenue	Brookdale to Yosemite Avenue
1f/32	Olive Avenue	G Street to Larkspur
1g/56	G Street	Childs Avenue to Mission Avenue

### APPLICATION 2 – STATE HIGHWAY 59 MULTI-USE PATHWAY (AGENCY PRIORITY #2 OF 5)

Project/Segment	Road	Reach
2/34	Highway 59	Between North Bear Creek Drive and Cooper

### APPLICATION 3 - STATE HIGHWAY 59 MULTI-USE PATHWAY @ RR CROSSING (AGENCY PRIORITY #5 OF 5)

Project/Segment	Road	Reach
3/34	Highway 59	100-foot north and south of the BNSF railroad

### APPLICATION 4 - CHILDS AVENUE ATP PROJECT (AGENCY PRIORITY #1 OF 5)

Project/Segment	Road	Reach
4/50	Childs Avenue	Parsons Avenue to Coffee

### APPLICATION 5 – ADA RAMPS AROUND SCHOOLS (AGENCY PRIORITY #3 OF 5)

Project/Segment	Road	Reach
5a		Chenoweth Elementary School
5b		John Muir Elementary School
5c		Fremont Charter Elementary
5d		Charles Wright Elementary School
5e		Don Stowell Elementary School
5f		Sheehy Elementary School

## ATTACHMENT M / City's Grouping/Ranking of Projects

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