

City of Merced

State Highway 59 Multi-use Path



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

For Caltrans use only: TAP STP RTP SRTS SRTS-NI SHA
 DAC Non-DAC Plan

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SECTION I. GENERAL INFORMATION

I. GENERAL INFORMATION

Project name: State Highway 59 Multi-use Path
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(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 \$ <u>957,561.00</u> Matching Funds \$ _____ (If Applicable) Other Project funds \$ _____ TOTAL PROJECT COST \$ <u>957,561.00</u>
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 # <u>5</u> of <u>5</u> (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.

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: State Highway 59 Multi-use Path

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: The road, curb, gutter and 10-foot wide multi-use pathway project is proposed on State Highway 59 generally between Cooper Avenue and 16th Street (Attachment A). This improvement will fill a gap of off-street pedestrian and bicycle facilities (lanes added in the future) by installing a 1,400-foot long multi-use pathway on the east side of State Highway 59 between 15.49 (post mile marker) and 15.62 (post mile marker), as well as pavement to be striped with bike lanes when the west side of the highway is widened. **Coordinates:** Lat 37.311, Long: -120.505. **Description:** a) the purpose is to add a multi-use pathway to provide a space for local residents to travel to and from employment and shopping districts; b) the need is due to current pedestrian and bicycle travel occurring on dirt between vehicle traffic and a fenced in mobile home park; and c) the scope includes finalization of plans, establishment of contracts, and constructing road pavement (temp use as shoulder and long term for a bike lane), curb, gutter and multi-use pathway. **Status:** NEPA and CEQA processes need to be initiated. No rights-of-way need to be acquired. 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 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 current pedestrian and bicycle travel occurring on dirt between vehicle traffic and a fenced in mobile home park. 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 pedestrians by providing a 1,400 foot stretch of multi-use pathway 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 south of 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 1,400 feet of safe off-street multi-use pathway for people to travel between residences and employment and shopping districts. Currently the only possible non-motorized travel is on dirt between state highway vehicle traffic and a fenced in mobile home park (see photos). There are no schools in the immediate area.

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 700 people reside directly east of the project location, within 0.25 miles, and about 1,500 people within 0.5 miles. Due to the relative low income of the population and the proximity to shopping on the north side of the railroad tracks, pedestrian activity in the area is high. , A major shopping district is located along Olive Ave., north and

east of the project (See the image on the following pages). It includes several “big box” as well as many smaller retail stores. The residential area directly adjacent to the project is a fenced-in mobile home park. A larger residential area is to the east of the mobile home park, and this area is surrounded by a railroad track on the north and northeast side, a creek on the east and southeast, and a state highway on the west. This arrangement forces the movement of this population to use Hwy 59 as a conduit to the northern destination sites.

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 helping connect to extensive retail employment locations along Olive Ave. and connecting to the greater Merced bike path network. The multi-use pathway will be utilized by both cyclists and pedestrians.

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 filling 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 pathway for traffic along the highway which does not exist now.

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 walking and biking either within vehicle travel lanes on a state highway or immediately adjacent on dirt, by providing them a safe way to avoid having to do that. The project addresses inadequate facilities by providing a sidewalk 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 no bicycle or pedestrian fatalities and three injuries (one of these involving a bicycle) in the project vicinity. The main safety hazard is that these non-motorized travelers have no sidewalk or bike lane to travel on and must travel on either dirt or within the state highway itself (see photos)

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. This project was not chosen because it had a 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 north of North Bear Creek Road was chosen because it did not have any major obstructions such as a water main in the way, and had a benefit/cost ratio of 2.02.

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 2.02.

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 5th and 45.8% of 7th 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 9th 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) disjointed 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 highway traffic speeds and amounts; and (3) lack of adequate ATP

facilities and other options to access destinations sites (shopping, employment, recreation) that limits health benefits otherwise gained by travel by foot or bike.

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) (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 (the subject of this application) 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) (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 (the subject of this application) and #4. On May 9, 2014 a second email was sent to 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)	\$75
Right-of-way Phase	400
Construction Phase Infrastructure	\$483
Construction Phase Non-infrastructure	
Total for ALL Phases	\$958

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

- Must indicate which funds are matching

Total Project Cost	\$958
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

	Proposed Allocation Date	Proposed Authorization (E-76) Date
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: N/A 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: N/A 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: N/A Date: _____
Name: Travis Kirk Phone: 209-819-9305
Title: _____ e-mail: tkirk@muhsd.org

Person to contact for questions: (same as above)

Caltrans District Traffic Operations Office Approval (NOT APPLICABLE)

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

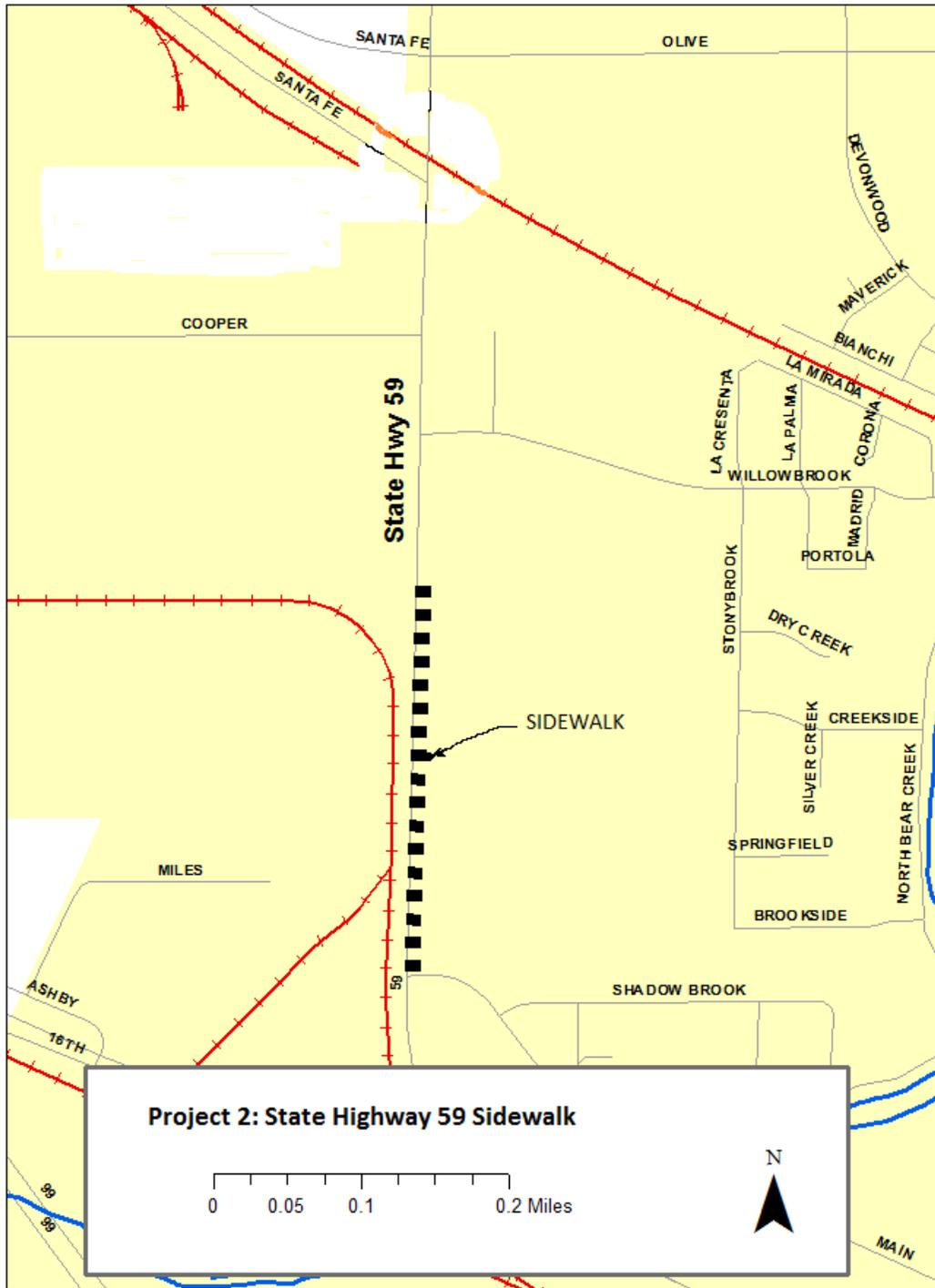
Attachments included with this application:

- A. Vicinity/Location Map
- B. Photos of Existing Location
- C. Preliminary Plan
- 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 Calculation (Question 4B)
- M. City's Grouping and Ranking of Projects

Not Applicable

Documentation of the Partnering Maintenance Agreement

Documentation of the Partnering Implementation Agreement

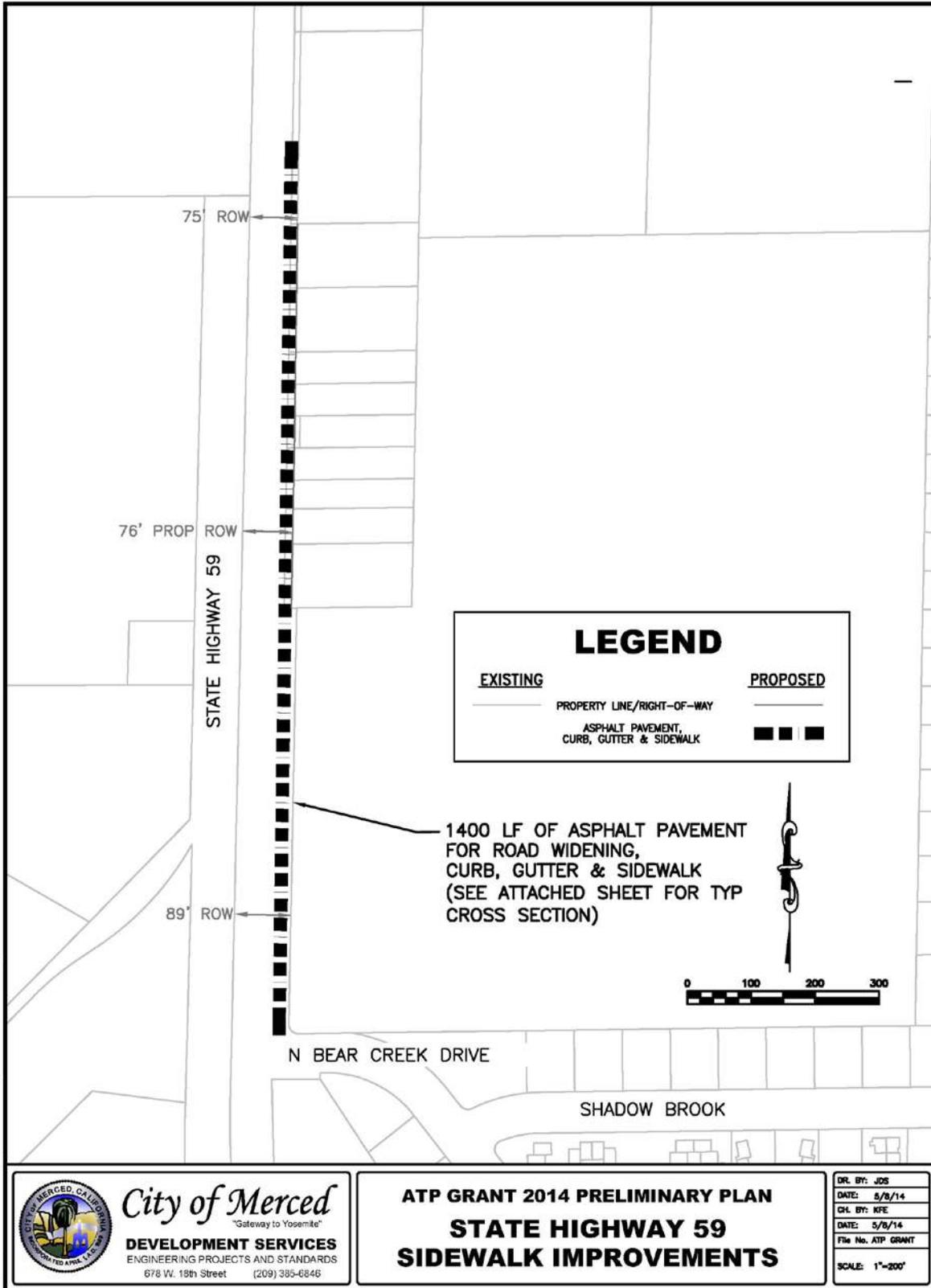


ATTACHMENT A / Project Vicinity/Location Maps



Pedestrian walking on gravel surface along west side of State Hwy 59 in the project area.

ATTACHMENT B / Project Pictures



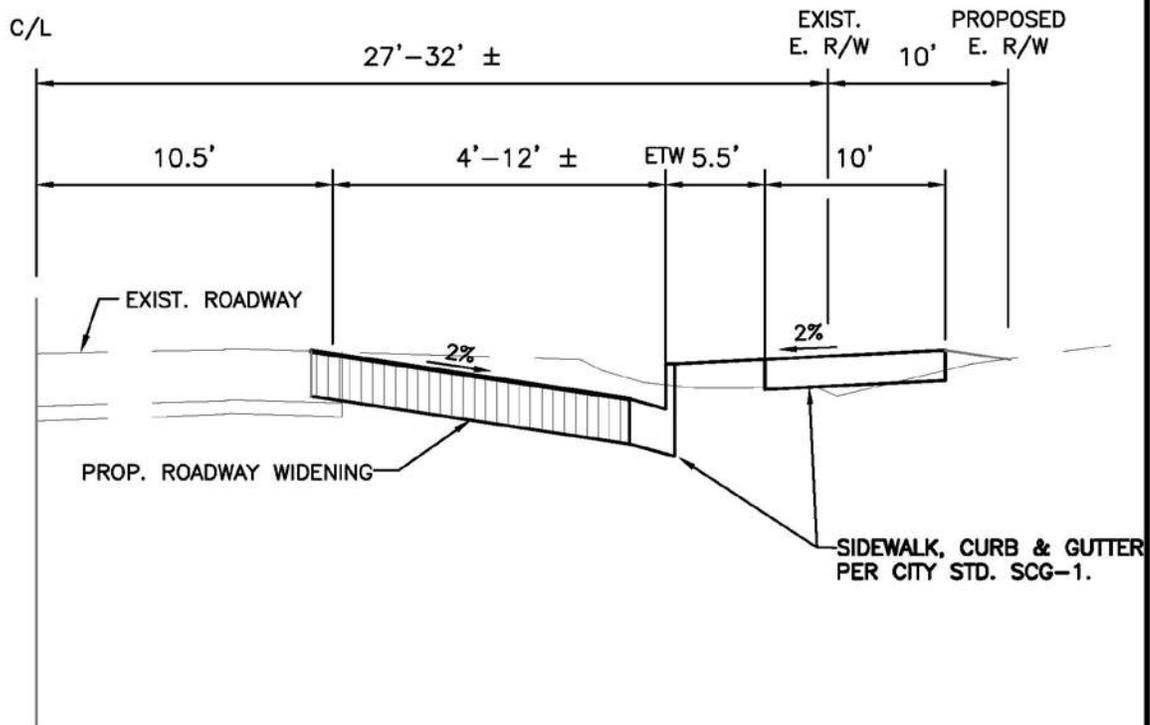
I:\Projects\ATP Grant App\ATP Grant App Prelim Plans.dwg



City of Merced
 "Gateway to Yosemite"
DEVELOPMENT SERVICES
 ENGINEERING PROJECTS AND STANDARDS
 678 W. 18th Street (209) 385-6846

ATP GRANT 2014 PRELIMINARY PLAN
STATE HIGHWAY 59
SIDEWALK IMPROVEMENTS

ATTACHMENT C / Preliminary Plan



I:\2014\ATP Grant\app\prelim\plans\dwg



City of Merced
 "Gateway to Yosemite"
DEVELOPMENT SERVICES
 ENGINEERING PROJECTS AND STANDARDS
 678 W. 18th Street (209) 385-6846

ATP GRANT 2014 PRELIMINARY PLAN
STATE HIGHWAY 59 SIDEWALK
HALF SECTION-ATP PROJECT 2

DR. BY: JDS
DATE: 5/8/14
CH. BY: KFE
DATE: 5/8/14
File No. ATP GRANT
SCALE: NTS

April 30, 2014

PROJECT COST ESTIMATE

ATP Grant 2014

CONSTRUCTION COSTS

59 Sidewalk Project				
Description	Units	Quantity	Unit	
Permits, Bonds, licenses, & Insurance	LS	1	\$ 20,000.00	\$20,000.00
Project Identification Sign	EA	2	\$ 10,000.00	\$20,000.00
Temporary Construction Entrance	EA	2	\$ 15,000.00	\$30,000.00
Temporary Concrete Washout (Portable)	EA	1	\$ 1,000.00	\$1,000.00
Surveying Services	LS	1	\$ 8,000.00	\$8,000.00
Storm Water Pollution Prevention Plan	LS	1	\$ 2,500.00	\$2,500.00
Monuments	EA	4	\$ 250.00	\$1,000.00
Existing Highway Facilities	LS	1	\$ 1,500.00	\$1,500.00
Clearing & Grubbing	LS	1	\$ 15,000.00	\$15,000.00
Remove & Relocate Sign	EA	6	\$ 350.00	\$2,100.00
Remove Existing Sign	EA	2	\$ 250.00	\$500.00
Remove Pavement Markers	LS	1	\$ 2,000.00	\$2,000.00
Concrete Sidewalk	SF	6000	\$ 6.00	\$36,000.00
Curb and Gutter	LF	700	\$ 12.00	\$8,400.00
Residential Driveway	EA	8	\$ 2,500.00	\$20,000.00
24" RCP Storm Drain	LF	418	\$ 80.00	\$33,440.00
18" RCP Storm Drain	LF	215	\$ 85.00	\$18,275.00
18" Elliptical RCP Storm Drain	LF	172	\$ 80.00	\$13,760.00
12" RCP Storm Drain	LF	20	\$ 90.00	\$1,800.00
Storm Drain Manhole (48")	EA	4	\$ 3,500.00	\$14,000.00
Storm Drain Manhole (84")	EA	2	\$ 5,000.00	\$10,000.00
Type "B" Catch Basin	EA	1	\$ 3,000.00	\$3,000.00
Type "C" Catch Basin	EA	3	\$ 3,000.00	\$9,000.00
Type "GCP" Inlet	EA	3	\$ 3,000.00	\$9,000.00
Adjust Sewer/Storm Drain Manholes to Grade	EA	3	\$ 1,000.00	\$3,000.00
Adjust Water Valve Boxes to Grade	EA	3	\$ 500.00	\$1,500.00
Adjust Utility Boxes to Grade	EA	4	\$ 700.00	\$2,800.00
Adjust Water Meter Box	EA	4	\$ 500.00	\$2,000.00
Street Light Pull Box	EA	6	\$ 800.00	\$4,800.00
Furnish and Install Streetlights	EA	6	\$ 5,000.00	\$30,000.00
Irrigation System	LS	1	\$ 300.00	\$300.00
Trees (24" Box + Installation)	EA	20	\$ 300.00	\$6,000.00
Stamped Concrete	SF	4650	\$ 10.00	\$46,500.00
Construct Ditch	LS	1	\$ 5,000.00	\$5,000.00
Traffic Striping and Pavement Markings	LS	1	\$ 15,000.00	\$15,000.00
Removal of Concrete Roadway Base (8")	SY	3880	\$ 6.50	\$25,220.00

TOTAL	\$422,395.00
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Contingency	\$42,239.50
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Total Construction Cost	\$464,634.50
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PROJECT INDIRECT COSTS

Description	Quantity	Unit	
Right of Way	10	\$ 40,000.00	\$400,000.00
Topographical/Geotechnical Data	1	\$ 4,646.35	\$4,646.35
Architectural/Engineering Fees	1	\$ 69,695.18	\$69,695.18
Plan Check	1	\$ 6,969.52	\$6,969.52
Inspection Services	1	\$ 6,969.52	\$6,969.52
Material Testing	1	\$ 4,646.35	\$4,646.35

Total Indirect Cost	\$492,926.90
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Total Project Cost	\$957,561.40
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ATTACHMENT D / Detailed Engineer's Estimate

City of Merced: State Highway 59 Multi-use Path

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	15.49	15.62	RTPA	
				MPO	Element
				MCAG	Local Assistance
Project Manager/Contact		Phone		E-mail Address	
John C. Sagin, Jr. AIA		209-385-6802		saginj@cityofmerced.org	
Project Title					
State Highway 59 Sidewalk					
Location, Project Limits, Description, Scope of Work					<input type="checkbox"/> See page 2
Curb, gutter and sidewalk is proposed on State Highway 59 generally between Santa Fe/Olive Avenue and 16th Street in the City of Merced. This improvement will fill a gap of off-street pedestrian and bicycle facilities by installing a 700-foot long sidewalk on the east side of State Highway 59 between 15.49 (post mile marker) and 15.62 (post mile marker). . The scope includes the finalization of plans, establishment of contracts, and constructing the sections of curb, gutter and sidewalk.					
<input checked="" type="checkbox"/> Includes ADA Improvements		<input checked="" type="checkbox"/> Includes Bike/Ped Improvements			
Component	Implementing Agency				
PA&ED	City of Merced				
PS&E	City of Merced				
Right of Way	City of Merced				
Construction	City of Merced				
Purpose and Need					<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 current pedestrian and bicycle travel occurring on dirt between vehicle traffic and a fenced in mobile home park;					
Project Benefits					<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			
Project Milestone					Proposed
Project Study Report Approved					08/30/14
Begin Environmental (PA&ED) Phase					09/30/14
Circulate Draft Environmental Document				Document Type	EIR
Draft Project Report					10/30/14
End Environmental Phase (PA&ED Milestone)					11/30/14
Begin Design (PS&E) Phase					12/30/14
End Design Phase (Ready to List for Advertisement Milestone)					01/30/15
Begin Right of Way Phase					07/30/15
End Right of Way Phase (Right of Way Certification Milestone)					n/a
Begin Construction Phase (Contract Award Milestone)					n/a
End Construction Phase (Construction Contract Acceptance Milestone)					10/30/15
Begin Closeout Phase					03/30/16
End Closeout Phase (Closeout Report)					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	TCRP No.
10	MER	SR-59				
Project Title: State Highway 59 Sidewalk						

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			70					70	
R/W SUP (CT)									
CON SUP (CT)									
R/W			400					400	
CON			483					483	
TOTAL			958					958	

Fund No. 1: Proposed Funding (\$1,000s)									Program Code
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)			5					5	
PS&E			70					70	
R/W SUP (CT)									
CON SUP (CT)									
R/W			400					400	
CON			483					483	
TOTAL			958					958	

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

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

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 Sidewalk						

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

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

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

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

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 Sidewalk						

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

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

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

Local Agency

Pedestrian Improvements for Project 2

CMAQ \$

\$957,561.00

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

	<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

Annual Auto Trips Reduced

$$AATR = W \times T \times A$$

700,000 trips/year

Annual Auto VMT Reduced

$$AAVMTR = W \times T \times L$$

700,000 miles/year

Capital Recovery Factor (CRF)

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

, where $i = 3\%$

$n = 20$

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

$$CRF = 0.0672$$

Annual Emission Reductions

ER

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

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
1318.28 lb./year	

Cost-Effectiveness of Funding

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

Cost-Effectiveness of Funding (CEF)

\$ 48.82 \$ / lb. emissions

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

1.64 kg/day

ADJUSTMENT FACTORS (A)

BIKE FACILITY CLASS	ADT (vehicles/day)	LENGTH (1-DIR.)	A
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)

# of ACTIVITY CENTERS	C: Within 1/2 Mile	C: Within 1/4 mile
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

ROG
NOx
PM2.5

AUTO TEF

0.399 g/trip
0.189 g/trip
0.003 g/trip

AUTO VMT

0.132 g/mi
0.146 g/mi
0.087 g/mi

Capital Recovery Factor (CRF)

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

, where i = 3%

n = 15

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

1.5580

CRF =

0.0838

Annual Emission Reductions ER

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

Bike Lanes: 15-Year Life

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
87.74 lb./year	

Cost-Effectiveness of Funding

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

Cost-Effectiveness of Funding (CEF)

\$ 914.15 \$ / lb. emissions

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

0.11 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

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

Phase 1: Organize the Planning Process (June 2012)
1. Establish a Planning Process and Public Outreach Plan
2. Implement Planning Process and Public Outreach Plan
Phase 2: Describe the Existing Setting (July – December 2012)
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
Phase 3: Identify New / Adjusted Bike Facilities (January – April 2013)
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
Phase 4: Hearing Preparation Tasks (May 2013)
1. Prepare Admin Final Draft of Plan
2. Prepare CEQA Document
3. Collect Letters of Support
Phase 5: Formal Adoption Process
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



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

ATTACHMENT J / Letters of Support – General



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



BUILDING HEALTHY
communities
Southwest Merced • East Merced County

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 Vizcaíno-Stewart
Building Healthy Communities,
Hub Manager



Isaí 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
facebook.com/bhcmerced
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
(A 501 (c) (3) Organization)



May 15, 2014

Officers

President
Sean McLeod
Attorney at Law

Vice President
Vanessa Lara
Merced Irrigation District

Treasurer
Stuart Spencer
Callister & Hendricks, PLC.

Past President
Sylvia Fuller
Retired

Board of Directors

Jill Alley
Catholic Healthcare West

Anna Bolling
Retired

Nikko S. Da Paz
U C Arts

Linda Farias
Merced County Health Care Consortium

Crystal Floyd
Eldon P. Floyd CPA

Don Helman
AT&T

Bob Harmon
Harmon Insurance

Sandy Lemas
County of Merced

Mary Miller
U.C. Merced

Scott Pettygrove
County of Merced

Zach Phonsavanh
Premier Valley Bank

Janice Rector
Human Services Agency

Barbara Richey
London Properties

Diana Shaver
Foster Farms

Mike Smith
Smith & Stapp, CPAs

Mike Troxell
California Highway Patrol

Abby Urquiso
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 collaborate 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 walkable 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 bicycling; incorporate student safety into more comprehensive community-building efforts; and reinvest in schools to maximize walking, bicycling, and transit for the neighborhoods that the schools will serve our lower income neighborhoods.

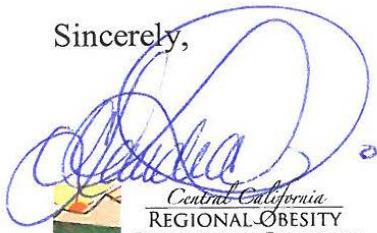
With childhood obesity at an all-time high, many health advocates such as CCROPP are calling for greater access to walkable and bike able schools as an important element of a comprehensive approach for addressing this epidemic. Children who can safely walk or bicycle to and from school can build physical activity into their daily routine and incorporate additional minutes of exercise. In 1969, about half (48 percent) of K-8th grade students walked or bicycled 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 build the capacity of creating, implementing and evaluating an effective SRTS district policy that will effectively build 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 build 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 for any further information.

Sincerely,




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



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.

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 Hub, 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.calendow.org

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

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

King, Bill

From: Svendsen, Joel
Sent: Thursday, May 15, 2014 2:59 PM
To: King, Bill
Subject: FW: Caltrans District of Traffic Operations Approvals
Attachments: ATP Project SR 59 Sidewalk.pdf

Letter of Support email

From: Singh, Parminder@DOT [<mailto:parminder.singh@dot.ca.gov>]
Sent: Thursday, May 15, 2014 1:57 PM
To: Svendsen, Joel
Cc: Elwin, Ken; Gill, Bob@DOT; Sagin, John
Subject: FW: Caltrans District of Traffic Operations Approvals

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: Monday, May 12, 2014 1:53 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

From: Singh, Parminder@DOT
Sent: Thursday, May 01, 2014 4:43 PM
To: Baxter, Ken W@DOT
Subject: Fw: Caltrans District of Traffic Operations Approvals

I sent this application to you per our discussion for resources. Please forward my earlier email to Bill or Vu. Thanks.

From: Singh, Parminder@DOT
Sent: Thursday, May 01, 2014 11:30 PM Coordinated Universal Time
To: Baxter, Ken W@DOT

ATTACHMENT K / Caltrans Letters of Support

Subject: FW: Caltrans District of Traffic Operations Approvals

Hi Ken,

To catch up time, agency submitted the attached document for Traffic ops review and signatures for the proposed project for ATP call for projects. Please let me know if Traffic Ops need more info.

Thanks

From: Svendsen, Joel [<mailto:svendsenj@cityofmerced.org>]

Sent: Thursday, May 01, 2014 4:08 PM

To: Singh, Parminder@DOT

Cc: Sagin, John@MERCED@DOT; Elwin, Ken; Gill, Bob@DOT

Subject: RE: Caltrans District of Traffic Operations Approvals

Parminder,

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 North Bear Creek Road. This project includes a 700 foot stretch of curb, gutter and sidewalk on the east side of Highway 59 north of North Bear Creek Road. 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>

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

Benefit / Cost Calculation Result

1. Project Information

Application ID	Merced 4	Version	1
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2. Countermeasures and Crash Data

Crash Data Time Period	01/01/2009	to	05/15/2014	Years	5.37
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- Install sidewalk / pathway (to avoid walking along roadway)

CM Number	Project Type	Crash Type	CRF	Life
R37	Ped and Bike	Ped & Bike	80	20

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
Ped & Bike	0	3	0	0	0	3

Annual Benefit	\$ 96,536	Cost	\$ 957,561
Life Benefit	\$ 1,930,726	B/C Ratio	2.02

3. Benefit Cost Result

Total Benefit	\$ 1,930,726
Total Cost	\$ 957,561
B/C Ratio	2.02

Safety Practitioner / Engineer: John Sagin

Signature:

By signing this B/C Calculation Result, you are attesting to your authority / responsibility at your local agency for this work and you are attesting to the accuracy of the values on this page and that they have been entered into the HSIP Application Form correctly. **DO NOT SIGN** if any of this is not the case.

ATTACHMENT L / Cost Benefit Calculation (Question 4B)

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-feet 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 and Ranking of Projects