



ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Application Form for Part A

Parts B & C must be completed using a separate document

PROJECT unique APPLICATION NO.:

01-Mendocino Council of Governments-02

Auto populated

Total ATP Funds Requested:

\$ 1,232

(in 1000s)

Auto populated

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

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

Part A: General Project Information

Part B: Narrative Questions

Part C: Application Attachments

Application Part A: General Project Information

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

IMPLEMENTING AGENCY'S NAME:

Mendocino Council of Governments

IMPLEMENTING AGENCY'S ADDRESS

CITY

ZIP CODE

367 N. State Street, Suite 206

Ukiah

CA

95482

IMPLEMENTING AGENCY'S CONTACT PERSON:

Phillip J. Dow, P.E.

CONTACT PERSON'S TITLE:

Executive Director

CONTACT PERSON'S PHONE NUMBER:

707-463-1859

CONTACT PERSON'S EMAIL ADDRESS :

dowp@dow-associates.com



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

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

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

PROJECT PARTNERING AGENCY'S NAME:

Round Valley Indian Tribes

PROJECT PARTNERING AGENCY'S ADDRESS

CITY

ZIP CODE

77826 Covelo Road

Covelo

CA

95428

PROJECT PARTNERING AGENCY'S CONTACT PERSON:

Cheryl Bettega

CONTACT PERSON'S TITLE:

Transportation Coordinator

CONTACT PERSON'S PHONE NUMBER:

707-983-8111

CONTACT PERSON'S EMAIL ADDRESS :

cbettega@rvit.org

MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans?

Yes No

Implementing Agency's Federal Caltrans MA number

01-614OR

Implementing Agency's State Caltrans MA number

00441S

* Implementing Agencies that do not currently have a MA with Caltrans, must be able to meet the requirements and enter into an MA with Caltrans prior to funds allocation. The MA approval process can take 6 to 12 months to complete and there is no guarantee the agency will meet the requirements necessary for the State to enter into a MA with the agency. Delays could also result in a failure to meeting the CTC Allocation timeline requirements and the loss of ATP funding.

PROJECT NAME: (To be used in the CTC project list)

S.R. 162 Corridor Multi-Purpose Trail - Phase II

Application Number: **out of** **Applications**

PROJECT DESCRIPTION: (Max of 250 Characters)

Construct a Class 1 multi-purpose paved trail (10 ft. wide, 2 ft. shoulders) along the State Route 162 within State right-of-way as well as on Tribal Lands.

PROJECT LOCATION: (Max of 250 Characters)

Project is located in and near the community of Covelo (pop. 1255) along SR 162 between Biggar Lane and Hurt Road.



PROJECT TYPE (Check only one: I, NI or I/NI)

Infrastructure (I) **OR Non-Infrastructure (NI)** **OR Combination (N/NI)**

“Plan” applications to show as NI only

Development of a Plan in a Disadvantaged Community: Yes No

If Yes, check all Plan types that apply:

- Bicycle Plan**
- Pedestrian Plan**
- Safe Routes to School Plan**
- Active Transportation Plan**

Indicate any of the following plans that your agency currently has: (Check all that apply)

Bicycle Plan Pedestrian Plan Safe Routes to School Plan Active Transportation Plan

PROJECT SUB-TYPE (check all Project Sub-Types that apply):

- Bicycle Transportation** % of Project 60.0 % (ped + bike must = 100%)
- Pedestrian Transportation** % of Project 40.0 %
- Safe Routes to School** *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

How many schools does the project impact/serve: 4

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

School name: Multiple Schools
 School address: Multiple Schools
 District name: Round Valley Unified School District
 District address: Howard & High Streets, P.O. Box 276, Covelo, CA 95428
 Co.-Dist.-School Code: 23-65607-6025175

School type (K-8 or 9-12 or Both) **Both** Project improvements maximum distance from school 1.7 mile

Total student enrollment: _____
 % of students that currently walk or bike to school% _____ %
 Approx. # of students living along route proposed for improvement: _____
 Percentage of students eligible for free or reduced meal programs ** _____ %

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

A map must be attached to the application which clearly shows the limits of: 1) the student enrollment area, 2) the students considered to be along the walking route being improved, 3) the project improvements.



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

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

For all trails projects:

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

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

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

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

PROJECT STATUS and EXPECTED DELIVERY SCHEDULE

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

The agency is responsible for meeting all CTC delivery requirements or their ATP funding will be forfeited. For projects consisting of entirely non-infrastructure elements are not required to complete all standard infrastructure project milestones listed below. Non-infrastructure projects only have to provide dates for the milestones identified with a “*” and can provide “N/A” for the rest.

MILESTONE:	DATE COMPLETED	OR	EXPECTED DATE
CTC - PA&ED Allocation:	_____		7/30/16
* CEQA Environmental Clearance:	_____		8/4/17
* NEPA Environmental Clearance:	_____		9/29/17
CTC - PS&E Allocation:	_____		11/24/17
CTC - Right of Way Allocation:	_____		4/13/18
* Right of Way Clearance & Permits:	_____		9/14/18
Final/Stamped PS&E package:	_____		12/7/18
* CTC - Construction Allocation:			3/22/19
* Construction Complete:			7/31/20
* Submittal of “Final Report”			12/31/20



PROJECT FUNDING (in 1000s)

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

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

ATP funds for PA&D:	\$146	
ATP funds for PS&E:	\$40	
ATP funds for Right of Way:	\$94	
ATP funds for Construction:	\$952	
ATP funds for Non-Infrastructure:	\$0	<i>(All NI funding is allocated in a project's Construction Phase)</i>
Total ATP funds being requested for this application/project:	\$1,232	

Local funds leveraging or matching the ATP funds: \$20

For local funding to be considered Leveraging/Matching it must be for ATP eligible activities and costs. Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

Additional Local funds that are 'non-participating' for ATP: _____

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

TOTAL PROJECT FUNDS: \$1,252

ATP - FUNDING TYPE REQUESTED:

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

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

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

MCOG is a small rural agency with limited staffing and no experience in federal construction project delivery.

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



ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Part B: Narrative Questions (Application Screening/Scoring)

Project unique application No.: 01-Mendocino Council of Governments -2

Implementing Agency’s Name: Mendocino Council of Governments

Important:

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

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

The following Screening Criteria are requirements for applications to be considered for ATP funding. Failure to demonstrate a project meets these criteria will result in the disqualification of the application.

1. Demonstrated fiscal needs of the applicant:

The Covelo community and County of Mendocino have **no funding available** for this project. Funding available from MCOG to supplement this application is from a portion of Regional Surface Transportation Program (RSTP) funds that have accumulated over years and is for the express purpose of forging partnerships to address regional transportation issues that would otherwise languish. All preconstruction activities as well as right-of-way and construction are dependent upon Active Transportation Program funding. Now that the TE program lapsed, MCOG has no implementation funds at its disposal.

2. Consistency with Regional Plan.

The 2010 Mendocino County Regional Transportation Plan (RTP) was adopted September 19, 2011. It is available on the MCOG website at: mendocinocog.org. The proposed project directly addresses Goals and Objective in the RTP as identified in the following sections of the Policy Element: (1) **Climate Change & the Environment** – contributes to greenhouse gas reductions, (2) **Land Use, Accessibility & the Economy** – encourages equity, (3) **Complete Streets** – provides new facilities, (4) **State Highway System** – funding partnership to correct safety concerns (5) **Non-Motorized Transportation** – provide alternative transportation and encourage healthier lifestyles, and (6) **Financial** – partnering to construct regional priority projects.

See Attachment I



Part B: Narrative Questions

Detailed Instructions for: **Question #1**

QUESTION #1

POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. (0-30 POINTS)

A. Describe the following:

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

Based on extensive community input, users of the proposed facility will encompass the full range of types in the community, from school children to senior citizens. There are trip attractors within the corridor that will appeal to adults (casino, gas station, convenience store, tribal headquarters, and health center) as well as children (convenience store, park, activities at Tribal headquarters). The Round Valley School District reports that approximately 153 of the district's 350 (k-12) students are bussed through the corridor. A breakdown of the number of those that reside close enough to regularly use the proposed facility is not available. However, sixty-six (43%) of these students are in grades 6-12 and are considered candidates for new facility use. The primary factor that dictates current use is that children in the community are warned to avoid using this corridor due to lack of facilities and an alarming pedestrian/bicycle fatality record within the S.R. 162 corridor. The proposed project will provide a separate facility that will eliminate conflicts with motor vehicles that now exist within the corridor, endangering adults as well as children.



The School District Superintendent and adult volunteers lead students across S.R. 162 to campus.



Active transportation use along S.R. 162 corridor was monitored for a 12 hour period (7am – 7pm) at two locations in the Phase II segment: one location just north of Biggar Lane, and the other location just north of the Tribal Offices, but south of Hurt Road.

Results of the May 5 and 6, 2015 monitoring are:

North of Biggar Lane: 14 pedestrians (all adults) and 9 bicyclists (5 adults, 4 children)

North of Tribal Offices: 7 pedestrians (all adults) and 8 bicyclists (4 adults, 4 children)

Existing use is not likely to impress reviewers, but there are absolutely no shoulders on this highway that experiences a fatality rate 21.6 times the statewide average. People are not encouraged to walk or cycle on this highway segment; but there are no viable alternatives.

With this project there will undoubtedly be an increase in users so that usage will likely become locally significant, but it will remain modest by urban standards.

Due the low population in the area, the projected increase in use is expected to be modest upon project completion. However, based on the high level of community interest and priority, the expected percentage increase is expected to be very high (a 300% increase immediately and perhaps 500% within 5 years could be expected).

- B. Describe how the project links or connects, or encourages use of existing routes (for non-infrastructure applications) to transportation-related and community identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community identified destinations via: (12 points max.)**
- a. creation of new routes
 - b. removal of barrier to mobility
 - c. closure of gaps
 - d. other improvements to routes
 - e. educates or encourages use of existing routes

In the S.R. 162 Corridor segment, destinations from central Covelo include the Tribal Commerce Center, Tribal Performance Grounds, Shady Oaks Park, and the Tribal Health Center (Phase I). The East-West Trail links these destinations with residential areas to the west and the town's schools



complex, via Henderson Lane (Phase I). Phase II will complete the corridor project by accessing tribal offices and meeting rooms, the Mendocino National Forest offices, and residential areas along Hurt Road (west), Mina Road (north), and S.R. 162 (east).

The separated multi-use facility creates a **new route** (with the East-West facility in Phase I), **removes a substantial barrier to mobility by providing a facility where one does not now exist** (Phase I & Phase II), and **educates and encourages use** (through an NI project funded in Phase I and continuing into Phase II). There is not a public transit system in Covelo and there are no active transportation facilities along the corridor. Therefore, there are **no routes to improve or gaps to close** in the system. Active transportation now requires walking or cycling along the narrow highway edge-line or within the highway travel lanes.

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

Over the years, MCOG has completed both modal (Rails with Trails, Pacific Coast Bikeway, etc.) and community plans through Caltrans planning grants. Through various funding sources, high priority improvements have either been constructed or are programmed in the rural communities of Laytonville, Point Arena, and Gualala. A Rails with Trails project is now underway in Ukiah. Due to needs expressed by the community in the planning process and safety issues on the S. R. 162 Corridor, the priority project in Covelo logically emerged as MCOG's next top priority.

On November 4, 2013 the MCOG Board held its meeting in Covelo at the Round Valley Indian Tribes offices. The Board heard input from the community and from a group of school children regard the need for the priority project identified in the *Covelo/Round Valley Non-Motorized needs Assessment and Engineered feasibility Study*. The Board subsequently accepted the final study at their February meeting.



At the May, 2014 meeting, Executive Director Dow recommended the Covelo project as the priority project for Cycle 1 ATP. The Board approved the recommendation to “...prepare an ATP application for the priority project in Covelo with MCOG as the applicant agency...”.

(See Attachment C for MCOG Staff Report and approved meeting minutes).



Round Valley from above (Covelo in left-center)



Part B: Narrative Questions

Detailed Instructions for: **Question #2**

QUESTION #2

POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-25 POINTS)

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

Existing active transportation users in the State Route 162 corridor encounter a facility with no shoulder improvements, bounded by drainage ditches to the east and west. Although there are short segments with room for non-motorized travel, much of the highway has only inches of usable surface between the edge lines and slopes that descend into roadside ditches. The corridor is unforgiving, hazardous for motorists and non-motorized travelers alike. There is little difference in the roadway cross-section in the first mile (Phase I - funded for Project Development in Cycle 1) or the last half mile (Phase II) of the project. If anything, the Phase II segment is more constrained because of the constraints imposed by the bridge over Mill Creek.

There were two collisions of note on S.R. 162 within the Phase II segment:

1. 02/09/2010: Auto/Bicycle collision resulting in a **fatality**
2. 01/02/2011: Broadside 2 vehicle collision resulting **2 injuries** and one **fatality**

(See SWITRS report and TIMS map in Attachment I)

The fatality rate for the half-mile segment of S.R. 162 included in Phase II is **21.6 times the statewide average for similar facilities** (see Attachment I for methodology).

Sometimes an accident rate or fatality rate higher than the statewide average in rural areas (subject to relatively low traffic volumes) manifests itself as a statistical aberration. However, in the previous 5-year period, there were also **two fatalities, including one pedestrian**, in the 1.05 mile long S.R. 162 highway segment included in Phase I of this project. However, in the previous 5-year period, there were also **two fatalities, including one pedestrian**, in the 1.05 mile long S.R. 162 highway segment included in Phase I of this project.



There is no statistical aberration at play in the S.R. 162 corridor in Covelo. Bicyclists and pedestrians have died at an alarming frequency in this community of less than 1,300 residents.



A mother and daughter riding on S.R. 162

- B. Describe how the project/program/plan will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities; including but not limited to the following possible areas: (15 points max.)**

- Reduces speed or volume of motor vehicles in the proximity of non-motorized users.

There will likely be **limited reduction of speed on approaches** to County road junctions and intersections due to the installation of enhanced crosswalk markings and signage. The visual effect of bicyclists and pedestrians on a separated facility within the highway corridor may have a calming effect on travel speeds when the new facility active transportation facility is occupied. Providing a non-motorized travel option within the corridor may result in a minor reduction in vehicular travel.

- Improves sight distance and visibility between motorized and non-motorized users.

Sight distance improvements will be limited to locations where the Class I multi-modal trail crosses County road junctions and intersections within the State Route 162 right-of-way. Sight distance on the remainder of the highway (where the Class I facility lies west of the highway right-of-way) will remain unchanged.

- Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users.



The infrastructure component will physically **eliminate the opportunity for conflict points** between vehicles and pedestrians and bicyclists in the State Route 162 corridor due to physical separation, either on Tribal Lands or within the highway right-of-way (separated from the road shoulder).

- **Improves compliance with local traffic laws for both motorized and non-motorized users.**

Safety education activities were included in a NI component of Cycle 1 for the entire community. This funded project will be underway as this Cycle 2 project is in the project development phase. It includes information and instruction on current traffic laws, local infractions, consequences, and best practices.

- **Addresses inadequate traffic control devices.**

The project area is very rural and traffic control devices are infrequent. A cursory review of traffic control devices in the State Route 162 corridor does not reveal any inadequacies. However, the proposed project will **improve traffic control devices at intersections and junctions of county roads** by installing high visibility crosswalks and signing.

- **Eliminates or reduces behaviors that lead to collisions involving non-motorized users.**

This separated active transportation facility will physically **eliminate the opportunity** for vehicular collisions with pedestrians and bicyclist throughout the State Route 162 corridor. Behaviors that lead to collisions will be influenced by activities funded in the Cycle 1 NI component.

- **Addresses inadequate or unsafe traffic control devices, bicycle facilities, trails, crosswalks and/or sidewalks.**

The focus of Phase II (Biggar to Hurt) of the multi-purpose trail addresses the inadequacies of the existing corridor in meeting the needs of active transportation users. There are no traffic control devices (other than speed limit signs) within Phase II of the State Route 162 corridor. **There are no bicycle facilities, pedestrian facilities trails, or crosswalks in the project area, even though there are active transportation attractors within the corridor and generators (residential housing) to the north, east, and west of the northern terminus.**



Part B: Narrative Questions

Detailed Instructions for: Question #3

QUESTION #3

PUBLIC PARTICIPATION and PLANNING (0-15 POINTS)

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

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

In February, 2010, *Making Safe & Healthy Community Connections in Round Valley*, a report to the Round Valley Indian Tribes & Round Valley Indian Health Center was completed. It was funded by a Caltrans Environmental Justice: Context Sensitive Planning Grant. Planning partners included the Round Valley Indian Tribes, the Round Valley Indian Health Center, Friends of the Round Valley Library, Round Valley Chamber of Commerce, Mendocino County, Mendocino Council of Governments, and Caltrans. The design and implementation proposals that were incorporated into the report were based on an extensive charrette process, focus group meetings and workshops between August 21 and August 26, 2008. The names of 152 attendees of the Opening Workshop, 43 attendees of the Design Workshop, and 39 attendees of the Closing Workshop are listed in the appendix. Focus groups meetings with Local/Regional/State Government, Health/Emergency responders, business & Tribal Leaders were also conducted during this period. The final report that resulted from this process prioritized trail improvements as High Priority, Medium Priority, or Low/Long Term Priority. The three segments identified in the report as High priority are: (1) from central Covelo north along 162 to the point it turns east at Mina Road. (2) from the elementary, middle, and high schools west along foothill Boulevard to the Tribal Housing Area between Foothill and Henderson, and east along Howard to central Covelo (3) from Tribal Housing to Indian Health Center, along Crawford Road and Biggar Lane.

Building on momentum created by identifying priorities in the 2010 report, a second Environmental Justice grant was obtained by MCOG through Caltrans to prepare a non-motorized needs technical study to identify improvements for bicycle and pedestrian access to schools, services, Tribal facilities, and other destinations on County and Tribal roads. Caltrans also obtained State Planning & Research funding to prepare an engineered feasibility study for improving SR 162 for bicycle and



pedestrian use in Round Valley and the community of Covelo. The combined product, the *Covelo/Round Valley Non-Motorized Needs Assessment & Engineered Feasibility Study* (GHD, January, 2014) was recently completed and accepted by the Mendocino Council of Governments on February 3, 2014. A more focused public outreach and engagement process was completed with this study. All of the effort was concentrated on detailing the implementation needs for the Segment 1, Segment 2, and Segment 3 priorities identified in the 2010 planning effort.

Two workshops were held in conjunction with this study, the first of February 28, 2013 and the second on September 5, 2013. Appendix A of the engineered feasibility study documents the engagement of the following groups: Technical Advisory Group, tribes, media, youth, and community in general.

The public input received throughout the local participation process reinforced the priorities of the 2010 study. Prior to the final draft of the engineered feasibility study, the Mendocino Council of Governments met in Covelo in November 2013 and received positive feedback on the conclusions and priorities set forth in the draft document. At the March 3, 2014 MCOG meeting in Ukiah, the Executive Director reported to the Board the staff intent to prepare an ATP application for funding the priority project identified in the *Covelo/Round Valley Non-Motorized Needs Assessment & Engineered Feasibility Study*.

Sources: *Making Safe & Healthy Community Connections in Round Valley* (Alta Planning & Design, 2010) and *Covelo/Round Valley Non-Motorized Needs Assessment & Engineered Feasibility Study* (GHD, January 2014) can both be found on the MCOG website at: www.mendocinocog.org

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

For the initial planning study, *Making Safe & Healthy Community Connections in Round Valley*, there were focus group meetings, workshops an extensive charrette process between August 21 and August 26, 2008. The names of 152 attendees of the Opening Workshop, 43 attendees of the Design Workshop, and 39 attendees of the Closing Workshop are listed in the appendix. Focus groups meetings with Local/Regional/State Government, Health/Emergency responders, business & Tribal Leaders were also conducted during this period.



The *Covelo/Round Valley Non-Motorized Needs Assessment & Engineered Feasibility Study* (GHD, January, 2014) focused on identifying potential projects in the High Priority areas as determined by the public process in the 2010 study. Two workshops were held in conjunction with this study, the first of February 28, 2013 and the second on September 5, 2013. Appendix A of the engineered feasibility study documents the engagement of the following groups: Technical Advisory Group, tribes, media, youth, and community in general.

- C. What: Describe the feedback received during the stakeholder engagement process and describe how the public participation and planning process has improved the project's overall effectiveness at meeting the purpose and goals of the ATP. (5 points max)**

The 2014 process confirmed that the previously identified areas designated as High Priority for improvement remained the community's primary concern. Within the High Priority area, there was unanimity that the initial project should serve the SR 162 corridor from Howard Street to the Tribal Health Center at Biggar Lane, but then continue to Hurt Road. Although a Project Study Report had been completed to widen SR 162 to accommodate shoulders/bike lanes, the Covelo community clearly favored a Class I facility separated from the highway. Secondary to the north-south corridor facility, a high interest in completing a connection from Henderson Lane to intersect the SR 162 Corridor Trail was recorded. This trail would link the schools complex and residential areas to the southwest of the main trail.

The public engagement process in Covelo was conclusive regarding community concerns and priorities. Provided that ATP funding can be secured to construct the community priority as identified herein, there is little doubt that the goals of the ATP will be achieved because a safe facility, serving local generators and attractors providing an alternative to vehicle transportation, will certainly increase the proportion of biking and walking trips in the community with associated benefits of enhanced public health and greenhouse gas production in this severely disadvantaged community.

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

This application is for environmental, design, right-of-way and construction funding. The primary source of stakeholder engagement during the implementation phase will be through postings of



Project Development Team meeting agendas on the MCOG website with contact information provided for input opportunity.



Part B: Narrative Questions

Detailed Instructions for: **Question #4**

QUESTION #4

IMPROVED PUBLIC HEALTH (0-10 points)

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

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

Localized health data was made available by:

Samantha Kinney, MPH, Senior Public Health Analyst

Public Health Prevention & Planning Unit

Mendocino County Health & Human Services Agency

The lack of a safe, functional, and dedicated active transportation alternative that connects the core Covelo community with facilities and services to the north along the State Route 162 corridor impacts the entire community. Therefore, intended users span all age groups and ethnicities in this extremely disadvantaged and culturally diverse community. The main transportation-related health issues at play in Covelo are:

- There is a general lack of active transportation alternatives throughout the community
- The top active transportation priority as identified in the extensive community process identified in Question #3, will provide a dedicated active transportation facility that links facilities and services to the community
- The existing travel route along the shoulders of State Route 162 has a high rate of collisions, including bike/pedestrian fatalities, suppressing use of the active transportation mode for trips along the State Route 162 corridor (indeed, children in the community are cautioned to avoid walking/biking along the corridor).

Covelo is a diverse community. U.S Census Bureau data reported in *2009-2013 American Community Survey 5-Year Estimates* for Census Tract 101, indicates that about 28% of the population is under age 20 and about 25% is over 62. The non-Hispanic white population is about 42%, Hispanic or Latino nearly 19%, and American Indian population nearly 32%. In general there



is a rich mix of ethnicity in the community with a significant component of both younger and older residents.

Data from local Indian Health Centers indicate that, while 60% of clientele is Native American, 81% of **diabetes** patients are Native American, 71% of all **hypertension** cases are Native American, and 60% of chronic **heart disease** patients are Native American. Clearly the Native American community is over-represented with regard to the disorders identified above.

California Physical Fitness Tests in 2012-2013 indicated 76% of fifth graders and 82% of seventh graders in Round Valley “needed improvement” in aerobic capacity. 2013-2014 FITNESSGRAM test scores are reported in *2013-14 California Physical Fitness Test*.

FITNESSGRAM shows that the percentages of tested Round Valley Unified School District that met all six fitness standards for FY 2013-14 were: **Grade 5: 17.6%; Grade 7: 15.8%; Grade 9: 0.00%** Although the entire community will accrue health benefits from the proposed improvements, the best sources of locally-specific health information clearly indicate that Native Americans (32% of overall population) and school age children will disproportionately benefit from this project and should be targeted for health improvement.

The importance of providing a dedicated active transportation facility separated from State Route 162 travel lanes cannot be over-emphasized. There are two documented pedestrian/bicycle fatalities along the State Route 162 corridor in the past 5 years. This is an extremely high number given the area population of only 1255, but not that inconsistent with known hazards of rural life. According to the County Health Status Profile 2015 (California Department of Health), the Age-Adjusted Death Rate due to **motor vehicle crashes** is 15.0 compared to the California average of 7.6. Data from *Healthy Mendocino* indicates that the Pedestrian Death Rate in Mendocino County is 3.2 per 100,000 residents; that is one of the highest in California.

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



Part A identified the following specific health concerns that are documented in the Covelo area:

- a. Diabetes
- b. Hypertension
- c. Heart Disease
- d. School- Age Fitness
- e. Death Rate Due to Motor Vehicle Crashes

The *2008 Physical Activity Guidelines for Americans* (U.S. Department of Health and Human Services) reports that, in addition to many other health benefits, there is **strong evidence** that regular physical activity will lower the risk of **coronary heart disease, high blood pressure, and Type 2 diabetes**. This addresses health concerns a. through c. above.

In regard to children and adolescents, these *guidelines* state that “Regular physical activity in children and adolescents promotes a healthy body weight and body composition.” **Bicycle riding** and/or **walking** and **running** are listed as examples of (1) moderate-intensity aerobic (2) vigorous-intensity aerobic, and bone-strengthening activities that are beneficial to children and adolescents. This addresses health concern d. above.

The *guidelines* further state that “Actions by communities can influence whether regular physical activity is an easy choice. Communities can provide many opportunities for physical activity, such as walking trails, bicycle lanes on roads, sidewalks, and sports fields.”

This project will not only provide a new facility that will address community needs, it will also promote a healthier lifestyle by providing an opportunity for active transportation in a location where no pedestrian/bike facilities exist. As the planned facilities will be separated from motor vehicle traffic, local health concern e. will also be addressed.

Phase I of this project (funded in Cycle I) provides a Non-Infrastructure element that will concentrate on a community-wide program of active transportation safety and education. This will include a media campaign, community events, as well as school related safety training and education



activities. The community will be well prepared to access the new active transportation facility that will prove a much safer and healthier transportation alternative.

Data Sources:

2009-2013 American Community Survey 5-Year Estimates:

<http://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml>

County Health Status Profile 2015: www.cdph.ca.gov/programs/ohir/Pages/CHSP.aspx

Healthy Mendocino: <http://www.healthymendocino.org>

FITNESSGRAM: <http://www.cde.ca.gov/ta/tg/pf/>

2008 Physical Activity Guidelines for Americans: www.health.gov/paguidelines



Part B: Narrative Questions Detailed Instructions for: **Question #5**

QUESTION #5

BENEFIT TO DISADVANTAGED COMMUNITIES (0-10 points)

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

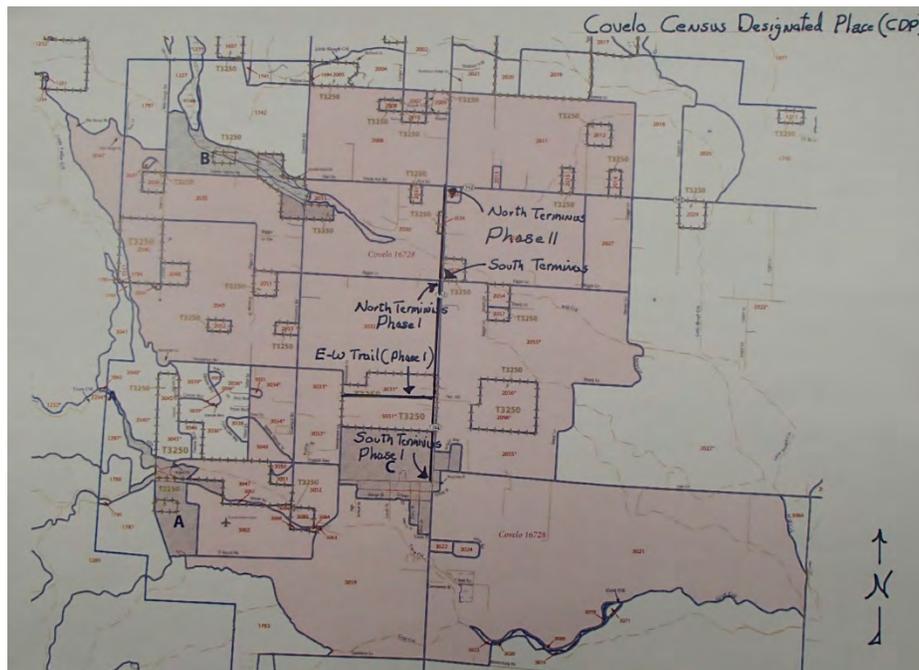
BENEFIT TO DISADVANTAGED COMMUNITIES (0-10 points)

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

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

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

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



Project Phase I and Phase II within Covelo Census Data Place (pink) of Census Tract 101



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

- Provide all census tract numbers: **101 (entire project within 101)**
 - Provide the median income for each census track listed: **\$27,831 (101)**
 - Provide the population for each census track listed: 2010 census: **1,255**
- See CDP Map in Appendix I**

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

- Provide all census tract numbers
- Provide the CalEnviroScreen 2.0 score for each census track listed
- Provide the population for each census track listed

Option 3: Percentage of students eligible for the Free or Reduced Price Meals Programs:

- Provide percentage of students eligible for the Free or Reduced Meals Program for each and all schools included in the proposal
 1. Round Valley Elementary: **98.4%**
 2. Round Valley Middle School (included with elementary): **98.4%**
 3. Round Valley High School: **98.0%**

Option 4: Alternative criteria for identifying disadvantaged communities: **N.A.**

- Provide median household income (option 1), the CalEnviroScreen 2.0 score (option 2), and if applicable, the percentage of students eligible for Free and Reduced Meal Programs (option 3)
- Provide ADDITIONAL data that demonstrates that the community benefiting from the project/program/plan is disadvantaged
- Provide an explanation for why this additional data demonstrates that the community is disadvantaged

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

What percent of the funds requested will be expended in the disadvantaged community? 100%
Explain how this percent was calculated.

Census data available for the Covelo area is within a Census Data Place (CDP) that is used by demographers in very rural areas of the nation to define small communities that are not within corporate boundaries but are functioning as communities. The proposed ATP project lies entirely within the Covelo CDP indicating that 100% of the funds will be expended in a disadvantaged community. See map (Attachment I) showing shaded CDP are and the limits of the project that lie within.

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



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

The **infrastructure component** will provide a Class I (separate facility) multi-use trail adjacent to and along an existing State highway corridor where no active transportation improvements currently exist. It will also provide enhanced access from the corridor to the community's schools and residential areas with an east-west trail component from the State highway corridor. The project will improve safety and encourage active transportation by providing a greatly improved alternative to the existing State Route 162 alternative that lacks shoulder areas. It will provide an active transportation alternative to school children as well as the community as a whole.

Biking and walking are the only forms of transportation for many Round Valley residents. There are no public transportation options of any kind in the community.

A NI component (**funded in ATP Cycle 1 and allocated April, 2015**) will provide a clear benefit to low-income residents, especially those who rely on biking and walking, in that the project will: (1) provide safety education to increase pedestrian and bicyclist safety prior to completion of the proposed facility, and also provide training in safe use of the trails once they are completed (2) partner with Friends of the Round Valley Public Library to offer bike safety education class for adults (at events or as community classes), a Bike Clinic (collect donated bikes and use them to teach repair/recycling, with participants fixing up an old bike that they are then allowed to keep), and a Bike Bank/Library Program that makes bikes available for use in town (3) Coordinate with Friends of the Round Valley Public Library(which has merged with the Chamber of Commerce) and local businesses to develop a promotion program that awards incentives to customers who arrive at the business on foot or on bike.

The entire project lies within a disadvantaged community. Therefore 100% of the benefit of this project will accrue to a disadvantaged community.



Part B: Narrative Questions

Detailed Instructions for: Question #6

QUESTION #6

COST EFFECTIVENESS (0-5 POINTS)

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

In order to provide an active transportation option in the State Route 162 corridor, there were three alternatives considered:

- Highway Widening:** In July 2012, Caltrans completed a Project Study Report (PSR) for the segment of State Route 162 between East Lane and Biggar Lane (post miles 29.25 to 30.27). The project would widen the highway to provide 5 feet shoulders. The 2012 capital costs for the Caltrans improvement was \$5,007,000 with another \$1,768,000 in support costs for a total cost of \$6,775,000. There is no PSR for a State highway improvement for the Phase II segment from Biggar Lane to Hurt Road; however, highway and roadside conditions are the same (except for needed bridge widening at Mill Creek). It can be assumed that roadway costs would be about half with added costs for the bridge, or about \$3.8 million. The highway widening was rejected in Phase I because (a) it did not address the challenging area between Howard Street and East Lane, (b) it did not address community desires for a bicycle/pedestrian facility separated from highway travel lanes, (c) the PSR fell short of providing a facility consistent with community desires to construct an active transportation facility beyond Biggar Lane to Hurt Road, another 0.5 miles northward, (d) costs of the project, considered not cost-effective, but also un-fundable by MCOG. **With a separated facility already selected for Phase I, it would be inconsistent to consider the highway option for Phase II.**
- County Road Widening:** The Covelo/Round Valley Non-Motorized Needs Assessment & Engineered Feasibility Study (Alta, 2014) assessed County road alternatives for active transportation facility development. County roads in the community are generally narrower than State Route 162, are similarly constrained by drainage facilities, are generally more impacted by trees, utility poles and driveways, and offer a more circuitous route to meet



travel desires in the community. Prescriptive right-of-way along County road corridors may be even more challenging than the State Route 162 corridor due to the sheer number of property owners that would be impacted. Improvement of a County road alternative did not meet the needs of the community and costs were not developed for this alternative.

3. **Proposed Project:** The State Route 162 Corridor Multi-Purpose Trail meets strong community desires for a dedicated active transportation facility, separated from highway travel lanes, that provides access to business and community assets along the highway corridor between Howard Street and Hurt Road. The proposed facility can be constructed at a fraction of the cost of highway widening. This statement is likely to also be true for the County road widening option, although valuation was not pursued for that option.

Based on community input in the planning process and community response to Cycle I funding, there is evidence of latent demand for the proposed (safer) facility that will likely result in use that greatly exceeds present use.

Benefits of the proposed project thoroughly address the goals of the Active Transportation Program in that the project will: (1) increase the proportion of trips by walking and biking by providing a vastly improved alternative, (2) remove conflicts with vehicles and providing a more direct route will increase safety and mobility, (3) proportionally reduce greenhouse gases and other vehicle emissions generated in this rural area (4) improve public health by providing an active transportation facility along a popular travel corridor, (5) be constructed entirely within and be used by a severely disadvantaged community, and (6) construct a facility that responds to widespread community input.

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

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



Total Project B/C = 6.50

Funds Requested B/C = 6.61

See Attachment I, Q #6 for input and data.

Bike/Ped data: Part A (page 3)

Safe Routes to School data: Part A (page 4)

Crash Data: TIMS search of the corridor from 1/1/2009 to 12/31/2013

Cost Input: Project Estimate (Attachment G)

MCOG used the tool, reporting glitches regularly. Although we appreciate the need to provide a standard B/C analysis tool for application across the state, one size does not necessarily fit all. Considering that 50% of ATP funding is available for statewide competition, MCOG believes rural areas are at a competitive disadvantage using proposed input (and weighting) data.

The following factors common to most rural areas are at play:

- **Construction costs** are generally higher because rural roads because countermeasures generally involve significant widening, due to lack of shoulders
- Rural **collision rates** are sometimes quite high, but using number of collisions may not reflect severity of situation.
- GHG credit is undervalued in areas where there is limited or **no transit alternative**.
- Using sheer **user numbers** may not adequately reflect the **overall benefit** to a community with low population.



Part B: Narrative Questions Detailed Instructions for: **Question #7**

QUESTION #7

LEVERAGING OF NON-ATP FUNDS (0-5 points)

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

Funding Plan:

ATP: \$1,232,000 (State funds requested)

Non-ATP \$ 20,000 (PS&E) Local RSTP

Total: \$1,252,000

Leveraging: \$20,000 toward cost of new phase of project (\$60,000 PS&E)

- 1 Point: commitment of funding to new phase
- 1 Point: 1% < 1.60% < 11.4%

Total Leveraging: 2 Points



Part B: Narrative Questions

Detailed Instructions for: Question #8

QUESTION #8

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

Step 1: Is this an application requesting funds for a Plan (Bike, Pedestrian, SRTS, or ATP Plan)?

Yes (If this application is for a Plan, there is no need to submit information to the corps and there will be no penalty to applicant: 0 points)

No (If this application is NOT for a Plan, proceed to Step #2)

Step 2: The applicant must submit the following information via email concurrently to **both** the CCC **AND** certified community conservation corps prior to application submittal to Caltrans. The CCC and certified community conservation corps will respond within five (5) business days from receipt of the information.

- Project Title
- Project Description
- Detailed Estimate
- Project Schedule
- Project Map
- Preliminary Plan

California Conservation Corps representative:

Name: Wei Hsieh

Email: atp@ccc.ca.gov

Phone: (916) 341-3154

Community Conservation Corps representative:

Name: Danielle Lynch

Email: inquiry@atpcommunitycorps.org

Phone: (916) 426-9170

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

- Neither corps can participate in the project (0 points)
- Applicant intends to utilize the CCC or a certified community conservation corps on the following items listed below (0 points).

CCC Ukiah has accepted partnership to perform landscaping. Local Conservation Corps indicated they are unable to participate. See Attachment C.

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

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



Part B: Narrative Questions

Detailed Instructions for: Question #9

QUESTION #9

APPLICANT'S PERFORMANCE ON PAST GRANTS AND DELIVERABILITY OF PROJECTS

(0 to-10 points OR disqualification)

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

MCOG has successfully delivered many planning grant projects over the years and has administered several planning grants on behalf of Caltrans.

MCOG was awarded \$847,000 in ATP Cycle I for the Preliminary Engineering and NI phase of the S.R. 162 Corridor Multi-Purpose Trail Phase I project. Allocation for both NI construction and PE was granted by the CTC on March 26, 2015. MCOG also was granted implementing agency status for the Mendocino County Health and Human Services Agency (HHSA) STRS Project from Cycle I and was allocated \$871,000 in NI funding.

MCOG had not previously acted as an implementing agency through Caltrans Local Assistance.

- B. **Caltrans response only:**

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



Part C: Application Attachments

Applicants must ensure all data in this part of the application is fully consistent with the other parts of the application. See the Application Instructions and Guidance document for more information and requirements related to Part C.

List of Application Attachments

The following attachment names and order must be maintained for all applications. Depending on the Project Type (I, NI or Plans) some attachments will be intentionally left blank. All non-blank attachments must be identified in hard-copy applications using "tabs" with appropriate letter designations

Application Signature Page Attachment A
Required for all applications

ATP - PROJECT PROGRAMMING REQUEST (ATP-PPR) Attachment B
Required for all applications

Engineer's Checklist Attachment C
Required for Infrastructure Projects

Project Location Map Attachment D
Required for all applications

Project Map/Plans showing existing and proposed conditions Attachment E
Required for Infrastructure Projects (optional for 'Non-Infrastructure' and 'Plan' Projects)

Photos of Existing Conditions Attachment F
Required for all applications

Project Estimate Attachment G
Required for Infrastructure Projects

Non-Infrastructure Work Plan (Form 22-R) Attachment H
Required for all projects with Non-Infrastructure Elements

Narrative Questions backup information Attachment I
Required for all applications
Label attachments separately with "H-#" based on the # of the Narrative Question

Letters of Support Attachment J
Required or Recommended for all projects (as designated in the instructions)

Additional Attachments Attachment K
Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.

Attachment A
Application Signature Page



Part C: Attachments Attachment A: Signature Page

IMPORTANT: Applications will not be accepted without all required signatures.

Implementing Agency: Chief Executive Officer, Public Works Director, or other officer authorized by the governing board

The undersigned affirms that their agency will be the "Implementing Agency" for the project if funded with ATP funds and they are the Chief Executive Officer, Public Works Director or other officer **authorized by their governing board with the authority to commit the agency's resources and funds.** They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge. For infrastructure projects, the undersigned affirms that they are the manager of the public right-of-way facilities (responsible for their maintenance and operation) or they have authority over this position.

Signature: *Phillip J. Dow* Date: 05/22/15
 Name: Phillip J. Dow Phone: 707-463-1806
 Title: Executive Director e-mail: dowp@dow-associates.com

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

(For use only when appropriate)

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

Signature: See fully executed Agreement in Attachment K Date: _____
 Name: _____ Phone: _____
 Title: _____ e-mail: _____

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

(For use only when appropriate)

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

Signature: *Mike Gorman* Date: 5/22/15
 Name: Mike Gorman Phone: 707-943-6171 x102
 Title: Superintendent e-mail: mgorman@ml09.us

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

(For use only when appropriate)

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

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

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

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

Attachment B

ATP – Project Programming Request

(pages 1 - 2)

ATP PROJECT PROGRAMMING REQUEST

Date: 5/21/2015

Project Information:					
Project Title: S.R. 162 Corridor Multi-Purpose Trail Phase II					
District	County	Route	EA	Project ID	PPNO
1	Mendocino	162			

Funding Information:
DO NOT FILL IN ANY SHADED AREAS

Proposed Total Project Cost (\$1,000s)									Notes:
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)				146				146	
PS&E					60			60	
R/W					94			94	
CON						952		952	
TOTAL				146	154	952		1,252	

ATP Funds	Infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)				146				146	
PS&E					40			40	Notes:
R/W					94			94	
CON						952		952	
TOTAL				146	134	952		1,232	

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

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

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

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

ATP PROJECT PROGRAMMING REQUEST

Date: 5/21/2015

Project Information:					
Project Title: S.R. 162 Corridor Multi-Purpose Trail Phase II					
District	County	Route	EA	Project ID	PPNO
1	Mendocino	162			

Funding Information:
DO NOT FILL IN ANY SHADED AREAS

Fund No. 2:	Future Source for Matching								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									Mendocino Council of Governments
PS&E					20			20	Notes:
R/W									Local RSTP Funds
CON									
TOTAL					20			20	

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

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

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

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

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

Attachment C
Engineer's Checklist
(pages 1 – 2)

ATP Engineer's Checklist for Infrastructure Projects

Required for "Infrastructure" applications ONLY

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

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

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

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

The following checklist is to be completed by the engineer in "responsible charge" of defining the projects Scope, Cost and Schedule per the expectations of the CTC's PSR Equivalent. The checklist is expected to be used during the preparation of the documents, but not initialed and stamped until the final application and application attachments are complete and ready for submission to Caltrans.

1. **Vicinity map /Location map** Engineer's Initials: JW
 - a. The project limits must be clearly depicted in relationship to the overall agency boundary

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

3. **Typical cross-section(s)** showing existing and proposed conditions. Engineer's Initials: JW
(Include cross-section for each controlling configuration that varies significantly from the typical)
 - a. Show and dimension: changes in lane widths, ROW lines, side slopes, etc.

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

Form Date: **March, 2015**

ATP Cycle 2 - Application Form – Attachment C

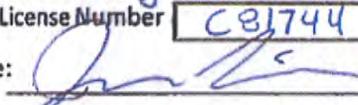
5. **Crash/Safety Data, Collision maps and Countermeasures:** Engineer's Initials: JW
 a. Confirmation that crash data shown occurred within influence area of proposed improvements.
6. **Project Schedule and Requested programming of ATP funding** Engineer's Initials: JW
 a. All applicants must anticipate receiving federal ATP funding for the project and therefore the project schedules and programming included in the application must account for all applicable requirements and timeframes.
 b. "Completed Dates" for project Milestone Dates shown in the application have been reviewed and verified
 c. "Expected Dates" for project Milestone Dates shown in the application account for all reasonable project timetables, including: Interagency MOUs, Caltrans agreements, CTC allocations, FHWA authorizations, federal environmental studies and approvals, federal right-of-way acquisitions, federal consultant selections, project permits, etc.
 d. The fiscal year and funding amounts shown in the PPR must be consistent with the values shown in the project cost estimate(s), expected project milestone dates and expected matching funds.
7. **Warrant studies/guidance (Check if not applicable)** Engineer's Initials: JW
 N/A a. For new Signals – Warrant 4, 5 or 7 must be met (CA MUTCD): Signal warrants must be documented as having been met based on the CA MUTCD
8. **Additional narration and documentation:** Engineer's Initials: JW
 a. The text in the "Narrative Questions" in the application is consistent with and supports the engineering logic and calculations used in the development of the plans/maps and estimate
 b. When needed to clarify non-standard ATP project elements (i.e. vehicular roadway widening necessary for the construction of the primary ATP elements); appropriate documentation is attached to the application to document the engineering decisions and calculations requiring the inclusion of these non-standard elements.

Licensed Engineer:

Name (Last, First): Willor, Jesse

Title: Civil Engineer

Engineer License Number: C81744

Signature: 

Date: 5/21/2015

Email: jesse.willor@ghd.com

Phone: 707-267-2293

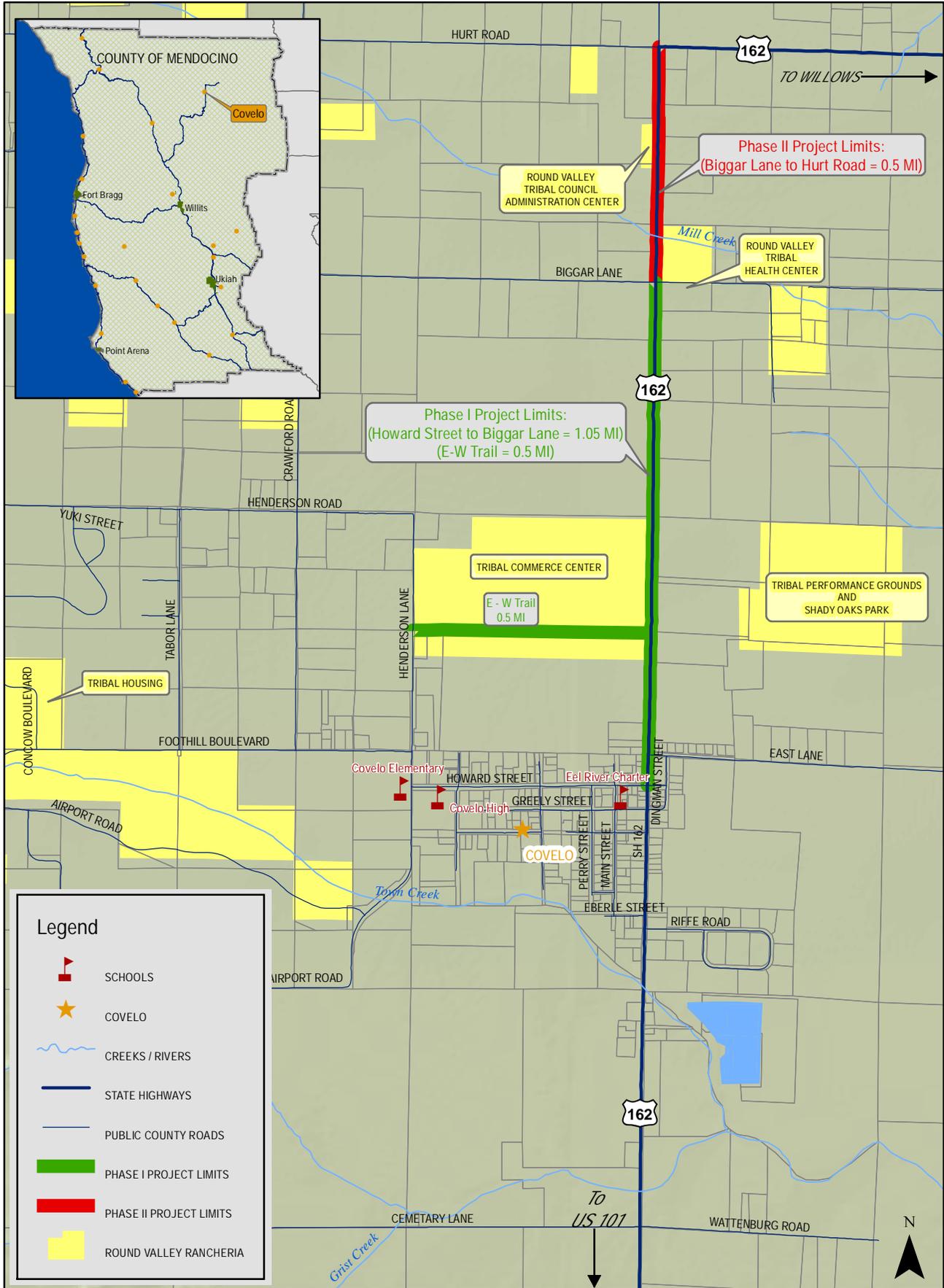
Engineer's Stamp:



Attachment D
Project Location Map

Location Map

COVELO S.R.162 CORRIDOR MULTI-PURPOSE TRAIL



Attachment E
Project Map/Plans
(pages 1-9)

MENDOCINO COUNCIL OF GOVERNMENTS & CALTRANS COVELO / ROUND VALLEY NON-MOTORIZED NEEDS ASSESSMENT & EFS

CONCEPTUAL STATE ROUTE 162 CLASS I TRAIL IMPROVEMENT PLANS

OCTOBER 2013

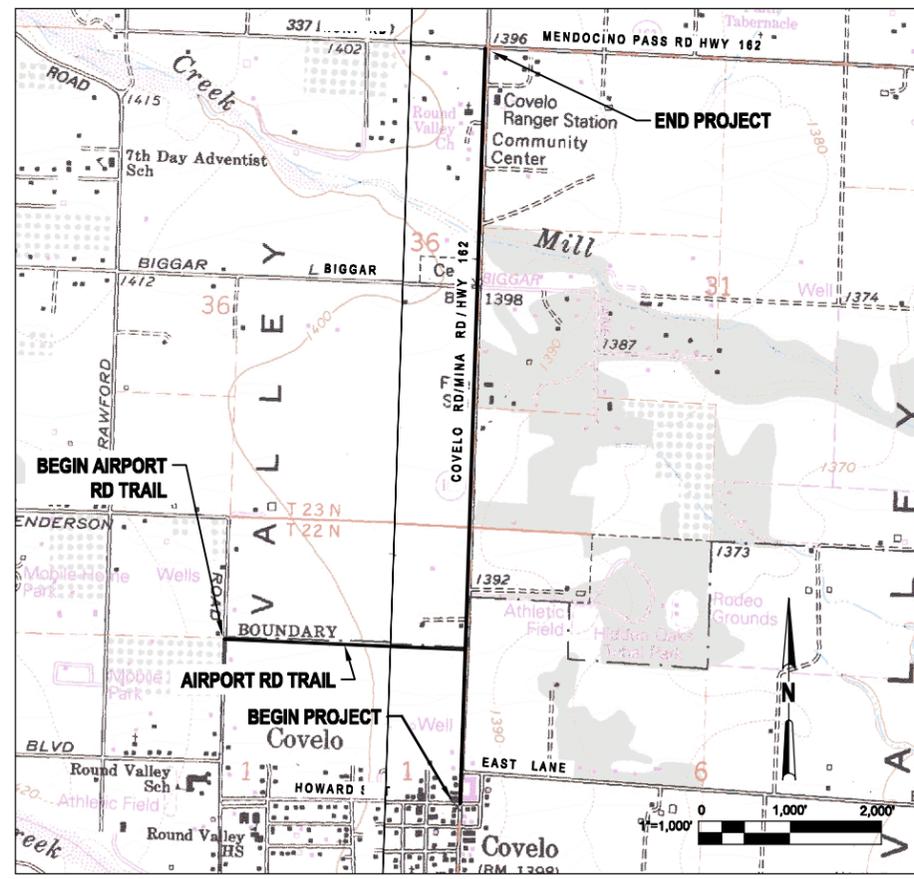
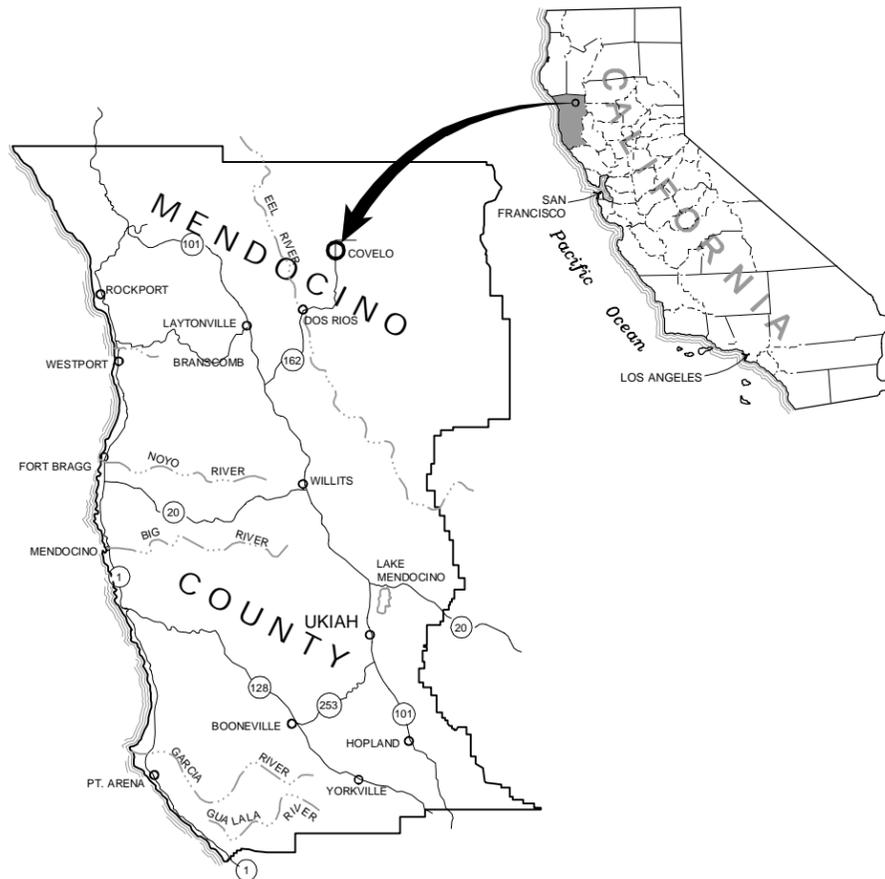
PREPARED BY



AREA MAP

LOCATION MAP

SHEET INDEX



SHEET NO.	DRAWING	DESCRIPTION
GENERAL		
1	1	COVER SHEET
TRAIL PLANS - HIGHWAY 162		
2	2	DRAFT TRAIL ALIGNMENT LAYOUT HOWARD STREET TO STA 18+00
3	3	DRAFT TRAIL ALIGNMENT LAYOUT STA 18+00 TO STA 39+00
4	4	DRAFT TRAIL ALIGNMENT LAYOUT STA 39+00 TO STA 61+00
5	5	DRAFT TRAIL ALIGNMENT LAYOUT STA 61+00 TO HURT ROAD
TRAIL PLANS - EAST-WEST TRAIL		
6	6	DRAFT TRAIL ALIGNMENT LAYOUT HENDERSON LANE TO STA 21+50
7	7	DRAFT TRAIL ALIGNMENT LAYOUT STA 21+50 TO HIGHWAY 162
SECTIONS		
8	8	TYPICAL CROSS SECTIONS
9	9	TYPICAL CROSS SECTIONS

No	Revision	Note	Drawn	Job Manager	Project Director	Date

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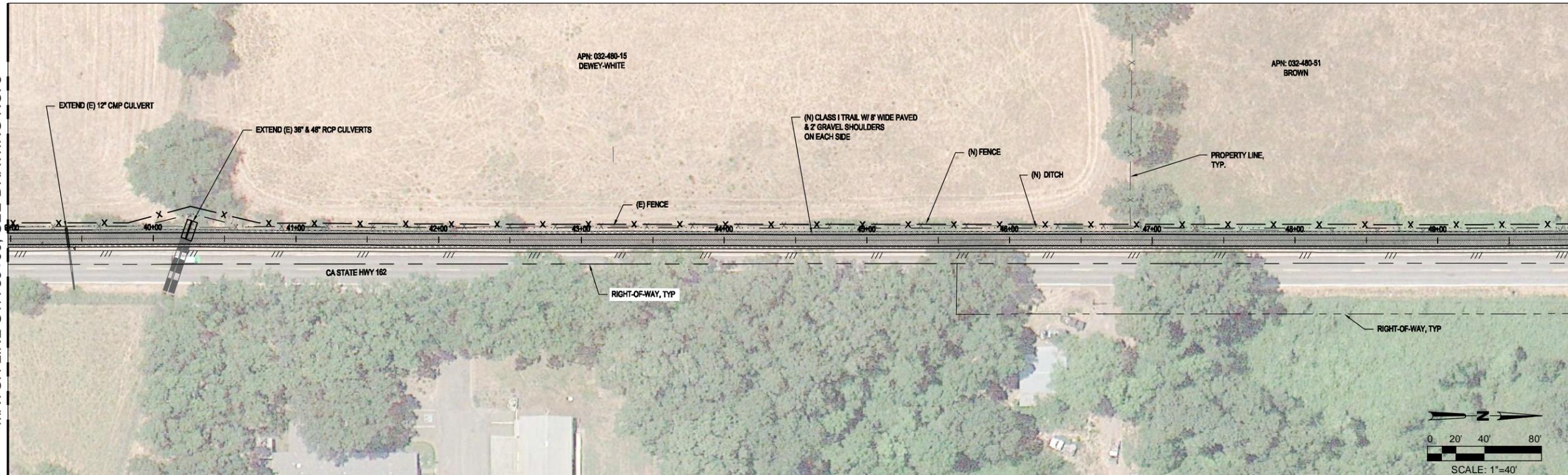
DRAFT



Drawn	SJD	Designer	JJW
Drafting Check	JS	Design Check	MAP
Approved (Project Director)			
Date			
Scale	ASSHOWN		

Client	MENDOCINO COUNCIL OF GOVERNMENTS & CALTRANS		
Project	COVELO / ROUND VALLEY NON-MOTORIZED NEEDS ASSESSMENT & EFS		
Title	COVER SHEET		
Contract No.	8410146		
Original Size			
Scale	Ansi D		
Drawing No:	1		
Rev:	1 of 9		

MATCH LINE STA 39+00, SEE DRAWING NO. 3

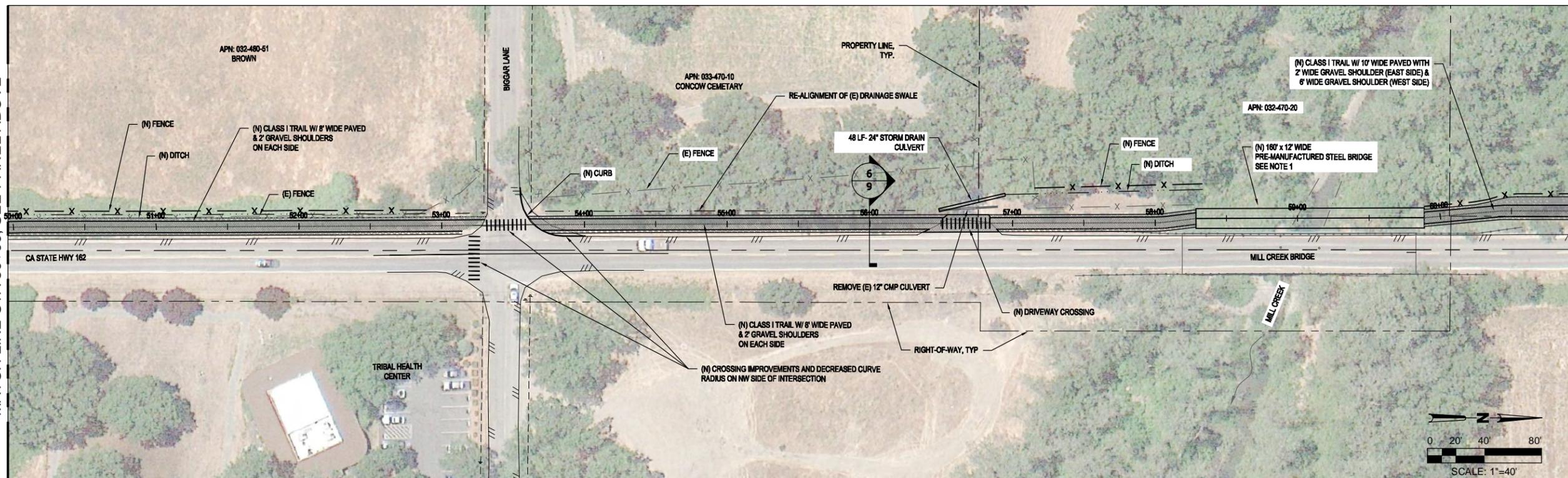


MATCH LINE STA 50+00, SEE PANEL BELOW

LEGEND	
	(N) CURB
	(N) SIDEWALK/ CONCRETE
	(N) CLASS II BIKE LANE
	(N) CLASS I TRAIL
	(N) HIGH VISIBILITY CROSSING
	(N) SIGN
	(N) FENCE
	(E) FENCE
	(E) EDGE OF PAVEMENT
	(E) DITCH
	(N) DITCH

SURVEY NOTES
 TOPOGRAPHIC SURVEY, RIGHT-OF-WAY, PROPERTY LINES, OWNERSHIP AND EXISTING FEATURES BY RAU & ASSOCIATES. SEE SURVEY DATED MARCH 2013 FOR DETAILS NOT SHOWN HERE.

MATCH LINE STA 50+00, SEE PANEL ABOVE



MATCH LINE STA 61+00, SEE DRAWING NO. 5

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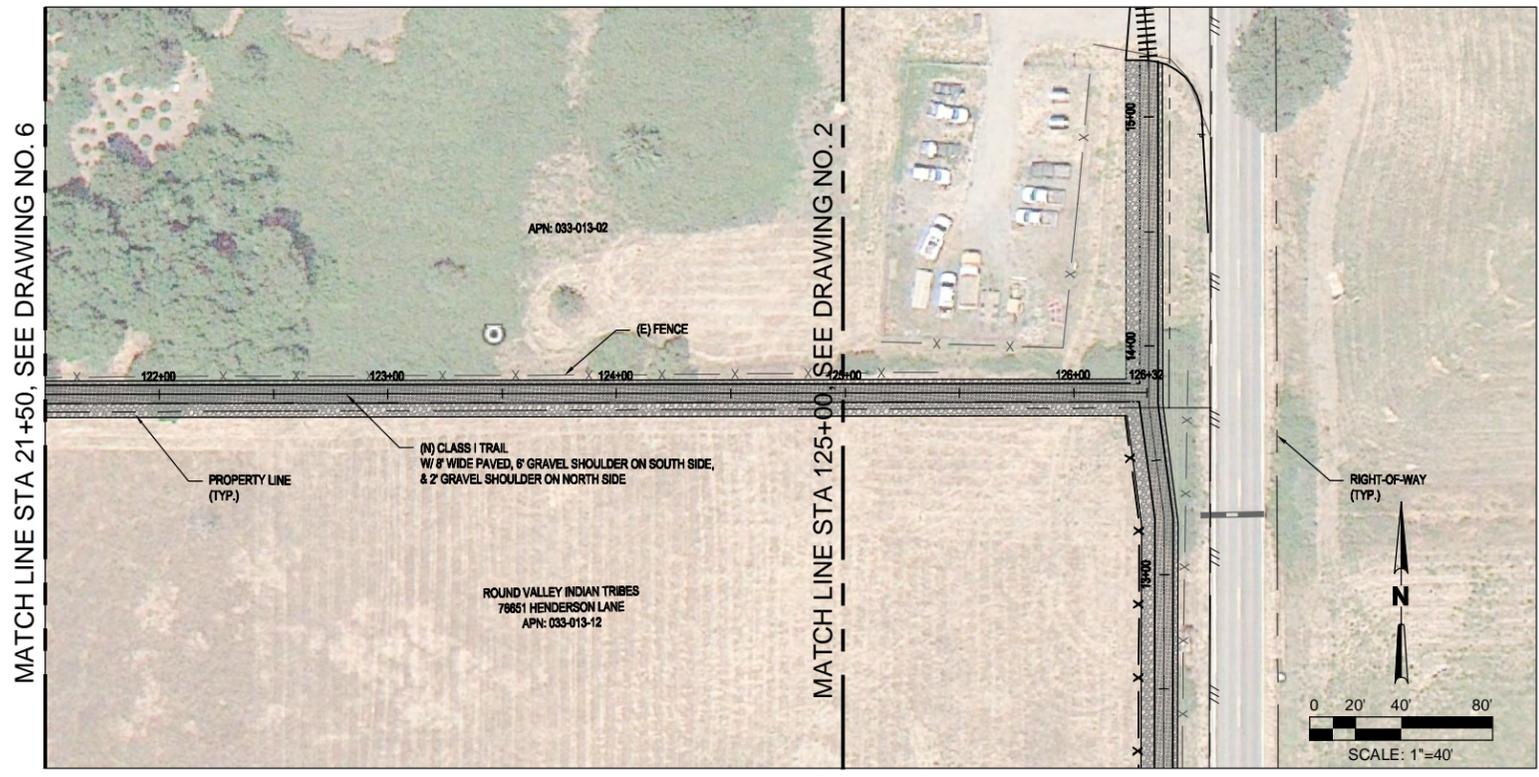
FOR REVIEW ONLY

DRAFT

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 W www.ghd.com

Drawn JJW	Designer JJW
Drafting MP Check	Design Check MP
Approved (Project Director)	Date
Scale ASSHOWN	This Drawing shall not be used for Construction unless Signed and Sealed For Construction

Client **MENDOCINO COUNCIL OF GOVERNMENTS & CALTRANS**
 Project **COVELO / ROUND VALLEY NON-MOTORIZED NEEDS ASSESSMENT & EFS**
 Title **HIGHWAY 162 DRAFT TRAIL ALIGNMENT LAYOUT**
 Contract No. 8410146
 Original Size **Ansi D** Drawing No: **4** of 9
 Rev: **4**

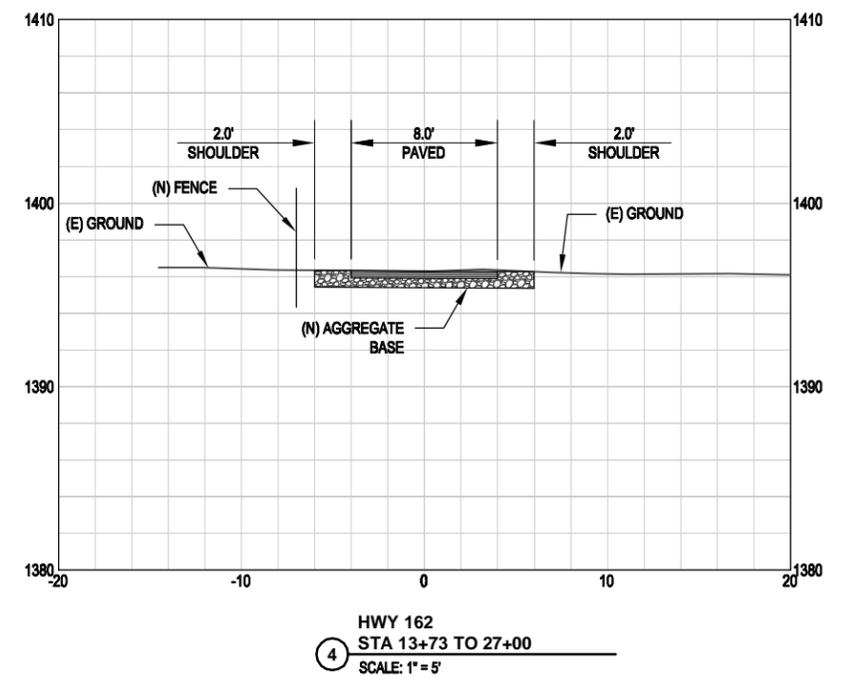
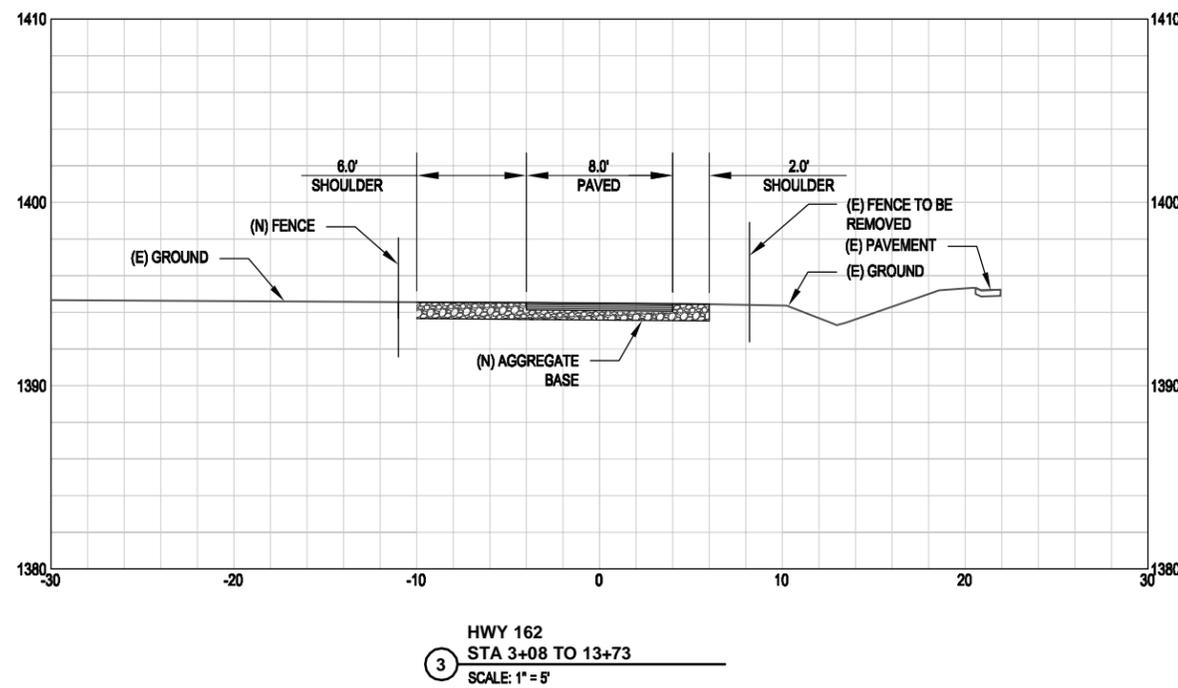
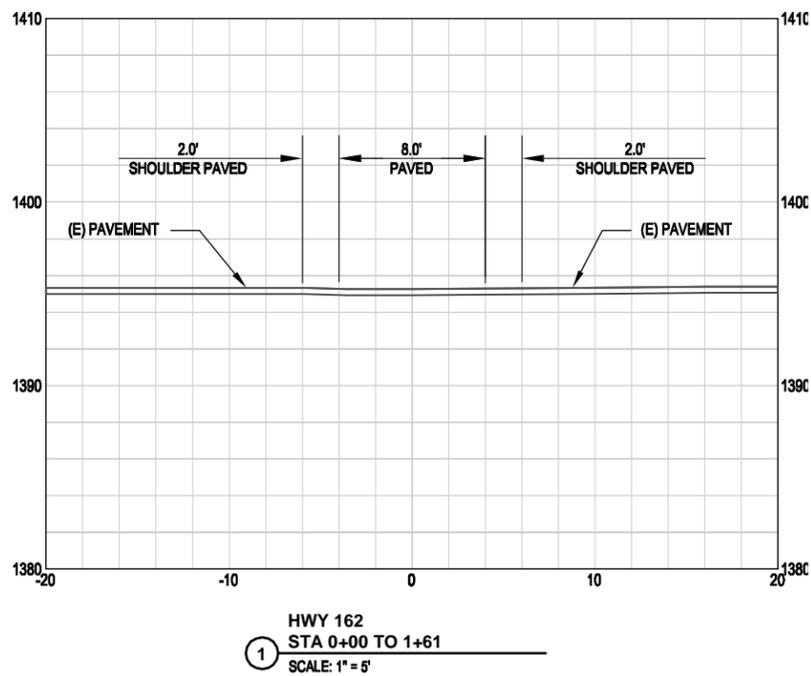
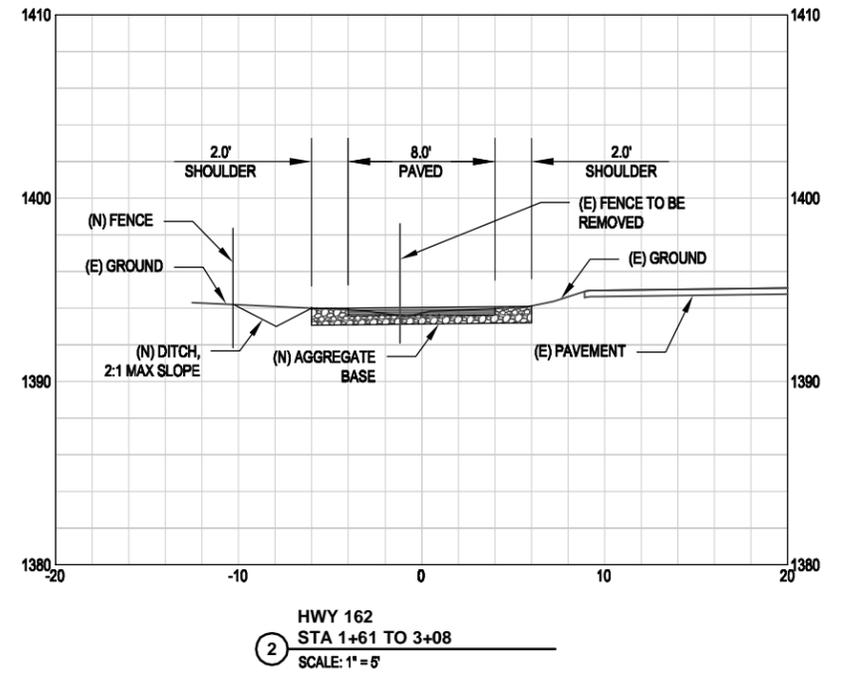
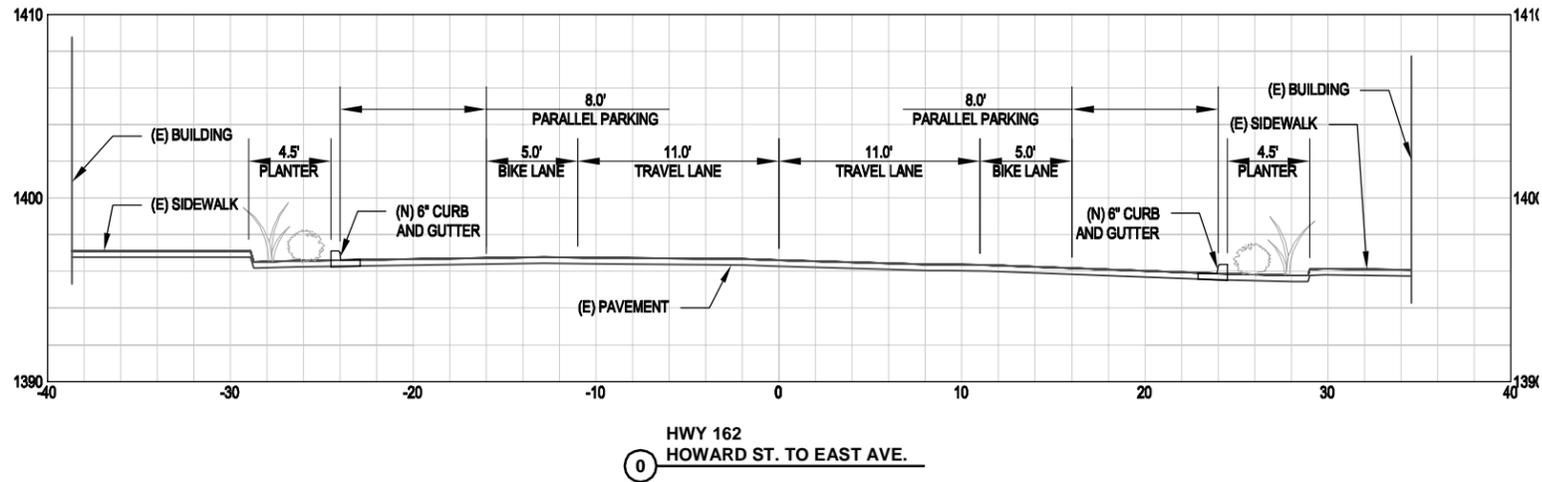


LEGEND	
	(N) CURB
	(N) SIDEWALK/ CONCRETE
	(N) CLASS II BIKE LANE
	(N) CLASS 1 TRAIL
	(N) HIGH VISIBILITY CROSSING
	(N) SIGN
	(N) FENCE
	(E) FENCE
	(E) EDGE OF PAVEMENT
	(E) DITCH
	(N) DITCH

SURVEY NOTES

TOPOGRAPHIC SURVEY, RIGHT-OF-WAY, PROPERTY LINES, OWNERSHIP AND EXISTING FEATURES BY RAU & ASSOCIATES. SEE SURVEY DATED MARCH 2013 FOR DETAILS NOT SHOWN HERE.

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					FOR REVIEW ONLY			Drafting MP Check Design Check MP	Title CROSS COUNTRY TRAIL DRAFT TRAIL ALIGNMENT LAYOUT
							Approved (Project Director) Date	Contract No. 8410146 Original Size	Site 7 of 9
No Revision Note: * indicates signatures on original issue of drawing or last revision of drawing					Drawn Job Manager Project Director Date			Scale ASSHOWN This Drawing shall not be used for Construction unless Signed and Sealed For Construction	Ansi D Drawing No: 7 Rev:



No	Revision	Note: * indicates signatures on original issue of drawing or last revision of drawing	Drawn	Job Manager	Project Director	Date
-	-	-	-	-	-	-

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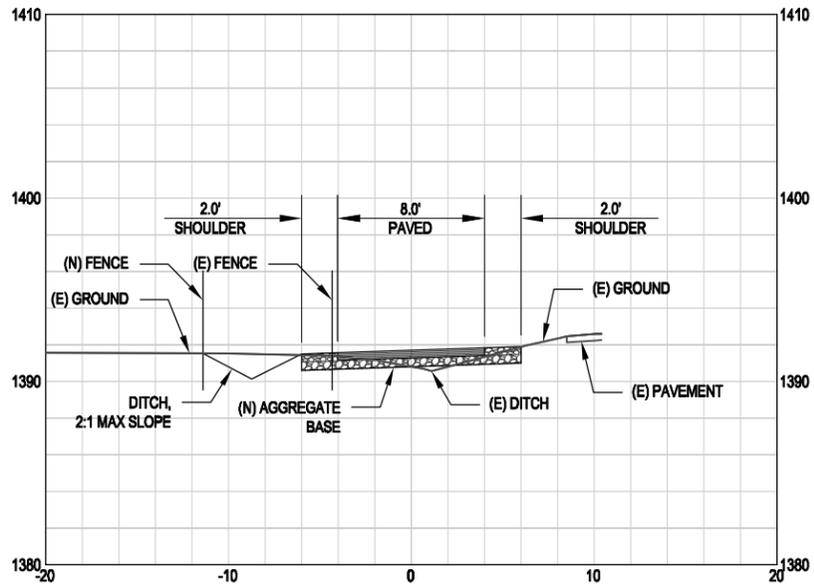
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DRAFT

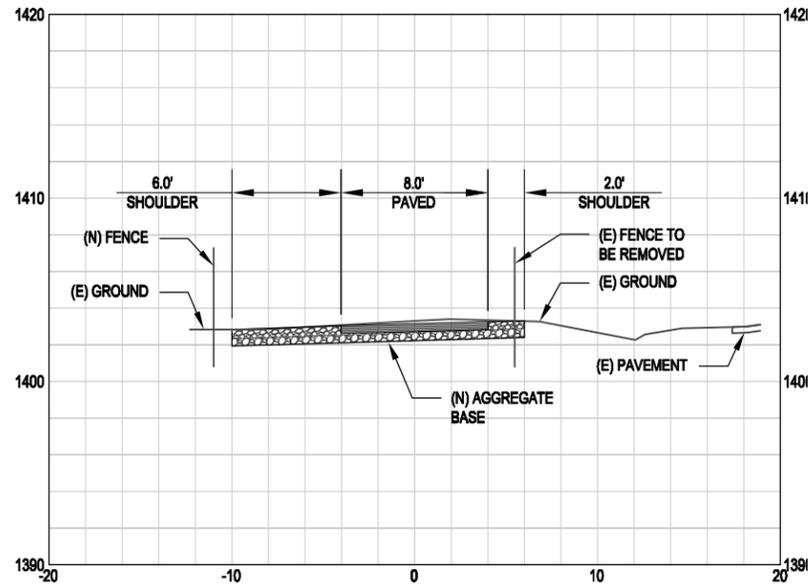


Drawn JJW	Designer JJW
Drafting MP	Design Check MP
Approved (Project Director)	Date
Scale AS SHOWN	This Drawing shall not be used for Construction unless Signed and Sealed For Construction

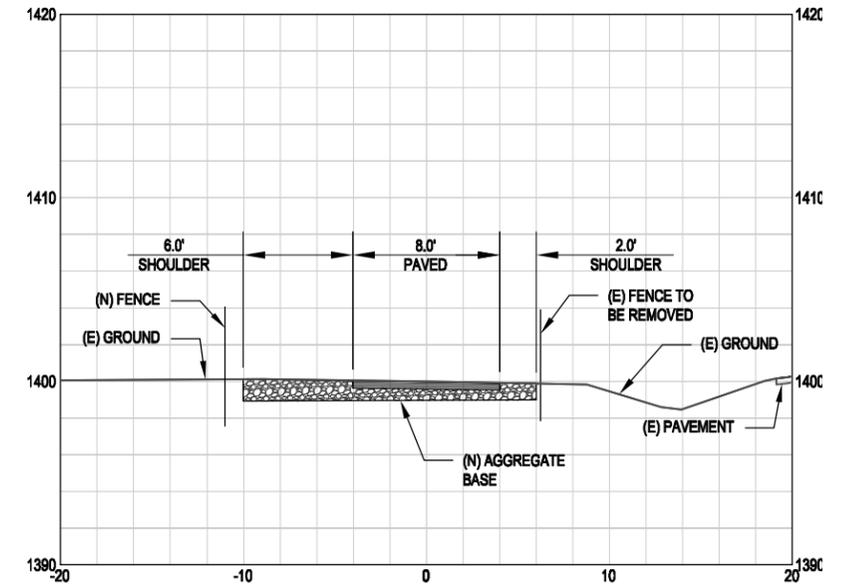
Client	MENDOCINO COUNCIL OF GOVERNMENTS & CALTRANS
Project	COVELO / ROUND VALLEY NON-MOTORIZED NEEDS ASSESSMENT & EFS
Title	HIGHWAY 162 DRAFT TRAIL CROSS SECTIONS
Contract No.	8410146
Original Size	Ans I D Drawing No: 8
Site	8 of 9
Rev:	



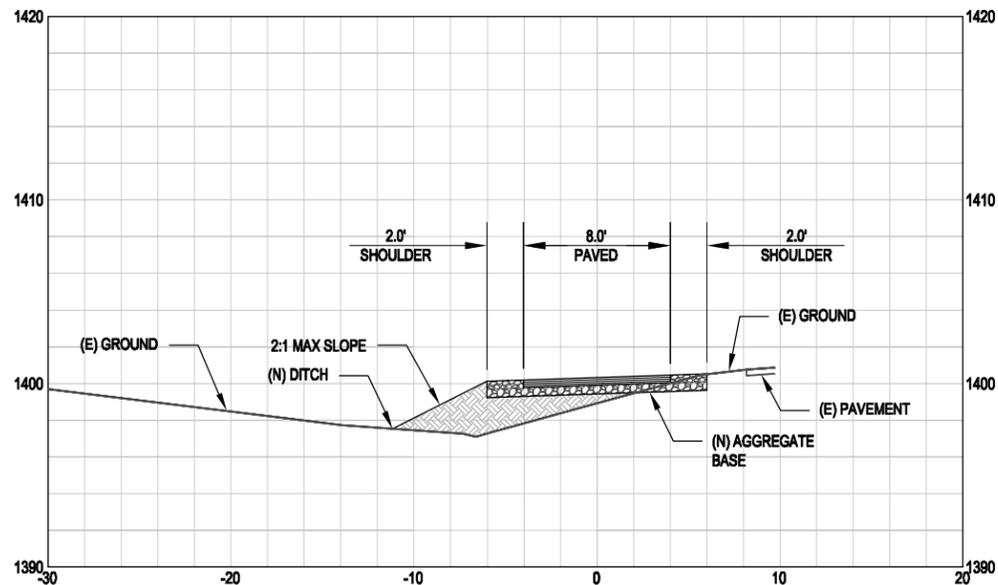
5 HWY 162
STA 27+01 TO 53+28
SCALE: 1" = 5'



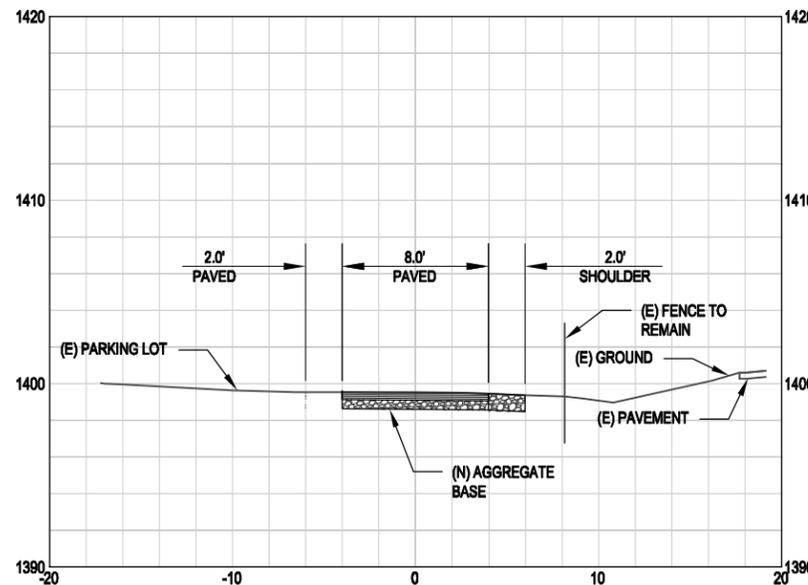
7 HWY 162
STA 60+07 TO 66+67
SCALE: 1" = 5'



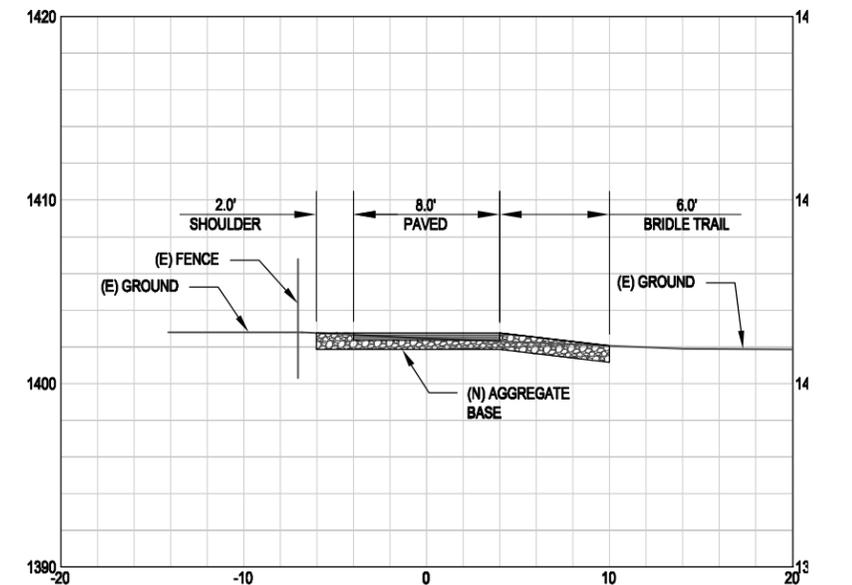
9 HWY 162
STA 71+71 TO 79+81
SCALE: 1" = 5'



6 HWY 162
STA 53+28 TO 56+86
SCALE: 1" = 5'



8 HWY 162
STA 66+67 TO 71+71
SCALE: 1" = 5'



10 EAST - WEST TRAIL
STA 100+00 TO 126+32
SCALE: 1" = 5'

No	Revision	Note: * indicates signatures on original issue of drawing or test revision of drawing	Drawn	Job Manager	Project Director	Date
-	-	-	-	-	-	-

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Drawn TMD	Designer JJW
Drafting MP	Design Check MP
Approved (Project Director)	
Date	
Scale AS SHOWN	This Drawing shall not be used for Construction unless Signed and Sealed For Construction

Client	MENDOCINO COUNCIL OF GOVERNMENTS & CALTRANS
Project	COVELO / ROUND VALLEY NON-MOTORIZED NEEDS ASSESSMENT & EFS
Title	HIGHWAY 162 AND EAST - WEST DRAFT TRAIL CROSS SECTIONS
Contract No.	8410146
Original Size	
ANSI D	Drawing No: 9
Site	9 of 9
Rev:	

Attachment F

Photos of Existing Conditions

(pages 1 – 4)

Attachment F – Project Area Photos



A mother with 2 month old infant walking northbound along one of the wider segments of Phase I. Interview revealed that her destination was north of project area through Phase II as well.



As northbound and southbound traffic approaches, mother and infant hug the edge line along posted 40 mph highway.

Attachment F – Project Area Photos



Southbound traffic encroaches into northbound lane as mother and infant continue northward.



A northbound vehicle in 55 mph highway segment gives wide berth (encroaching into southbound lane) to mother and daughter cyclists in one of the widest shoulders available within Phase II

Attachment F – Project Area Photos



This northbound view of approach to Mill Creek Bridge depicts constraint to active transportation use in Phase II. The project will construct a dedicated ped/bike bridge to left of the highway bridge.



Mother and daughter cyclists nearing the end of their trip through the Phase II (55 mph) project area.

Attachment F – Project Area Photos



This northbound view of S.R. 162 demonstrates typical shoulder width along the Phase II segment of this un-posted (55 mph) highway.



Firefighters from the CalFire station along Phase II endure rigorous (and, considering the highway shoulder width, hazardous) training for upcoming fire season.

Attachment G
Project Estimate

Detailed Engineer's Estimate and Total Project Cost

Important: Read the Instructions in the other sheet (tab) before entering data. Do not enter in shaded fields (with formulas).

Project Information:

Agency:	Mendocino Council of Governments		
Application ID:	01-Mendocino Council of Governments - 2	Prepared by:	Jesse Willor
Project Description:	Construct a Class 1 multi-purpose paved trail (10ft. Wide, 2ft shoulders) along State Route 162 within State right-of-way as well as on Tribal Lands.		
Project Location:	Project is located in and near the community of Covelo (pop. 1255) along SR 162 between Biggar Lane and Hurt Road.		

Engineer's Estimate and Cost Breakdown:

Engineer's Estimate (for Construction Items Only)							Cost Breakdown							
							Note: Cost can apply to more than one category. Therefore may be over 100%.							
							ATP Eligible Items		Landscaping		Non-Participating Items		To be Constructed by Corps/CCC	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$	%	\$	
1	Mobilization	1	LS	29,987	\$29,987	100%	\$29,987							
2	General Conditions, Bonds and Insurance	1	LS	11,995	\$11,995	100%	\$11,995							
3	Erosion Control - includes all BMPs, SWPPP and Rep	1	LS	29,987	\$29,987	100%	\$29,987							
4	Traffic Control	1	LS	59,974	\$59,974	100%	\$59,974							
5	Remove Fence	1,538	LF	\$ 10.60	\$16,303	100%	\$16,303							
6	Relocate Existing Utility Pole	10	EA	\$ 8,480.00	\$84,800	100%	\$84,800							
7	Remove and Relocate Existing Mailbox	1	EA	\$ 530.00	\$530	100%	\$530							
8	Remove Existing Storm Drain Culvert	2	EA	\$ 1,060.00	\$2,120	100%	\$2,120							
9	Clearing and Grubbing	35,284	CY	\$ 1.06	\$37,401	100%	\$37,401							
10	Excavation and Grading	972	CY	\$ 25.44	\$24,733	100%	\$24,733							
11	Embankment Import Borrow	612	CY	\$ 37.10	\$22,709	100%	\$22,709							
12	Construct curb & gutter	75	LF	\$ 33.92	\$2,544	100%	\$2,544							
13	Construct AC Path - 8' to 10' wide	445	Ton	\$ 159.00	\$70,728	100%	\$70,728							
14	Aggregate Base and Shoulder Rock	991	CY	\$ 58.30	\$57,790	100%	\$57,790							
15	Construct CMP storm drain pipe	85	LF	\$ 63.60	\$5,406	100%	\$5,406							
16	Provide and Install (120"x12") Pre-manufactured steel b	1	LS	\$ 217,300.00	\$217,300	100%	\$217,300							
17	R.O.W. fence - 5-Strand Barbed Wire with Mesh (Dog	1,554	LF	\$ 21.20	\$32,945	100%	\$32,945							
18	High visibility crosswalk	2	EA	\$ 1,855.00	\$3,710	100%	\$3,710							
19	Miscellaneous Class 1 Trail striping, signage and bollard	1	MI	\$ 5,300.00	\$2,698	100%	\$2,698							
20	Private Driveway Crossing	7	EA	\$ 1,060.00	\$7,420	100%	\$7,420							
21	Public Street Crossing	2	EA	\$ 5,300.00	\$10,600	100%	\$10,600							
Subtotal of Construction Items:					\$731,679		\$731,679							
Construction Item Contingencies (% of Construction Items):				13.00%	\$95,118									
Enter in the cell to the right														
Total (Construction Items & Contingencies) cost:					\$826,797									

Project Cost Estimate:

Type of Project Delivery Cost	Cost \$		
Preliminary Engineering (PE)			
Environmental Studies and Permits(PA&ED):	\$	146,000	
Plans, Specifications and Estimates (PS&E):	\$	60,000	
Total PE:	\$	206,000	24.92% 25% Max
Right of Way (RW)			
Right of Way Engineering:	\$	37,000	
Acquisitions and Utilities:	\$	57,000	
Total RW:	\$	94,000	
Construction (CON)			
Construction Engineering (CE):	\$	125,000	13.13% 15% Max
Total Construction Items & Contingencies:		\$826,797	
Total CON:	\$	951,797	
Total Project Cost Estimate:			
	\$	1,251,797	

Attachment I

Narrative Questions Backup Information

- **Screening Criteria**
 - **Regional Transportation Plan Policies** (pages 1 - 8)
- **Question #1**
 - **Project Priority Documentation** (pages 1-4)
- **Question #2**
 - **Collision Map - Location & Type** (page 1)
 - **SWITRS Reports** (pages 2 – 3)
 - **Fatality Rate Methodology** (page 4)
- **Question #4**
 - **2013-14 California Physical Fitness Tests/Round Valley** (page 1)
 - **County Health Status Profiles 2015** (pages 2 - 10)
- **Question #5**
 - **Census Tract #101 Map South** (page 1)
 - **Census Tract #101 Map North** (pages 1 – 2)
 - **Census Data Place (Covelo) Map** (pages 3 – 4)
 - **Census Data -Census Tract #101 Median Income** (page 5)
 - **School Lunch Program Data** (page 6)
- **Question #6**
 - **B/C Tool Inputs** (page 1)
 - **B/C Tool Outputs** (page 2)
- **Question #8**
 - **CCC Contact Documentation** (pages 1 – 2)

2010 MENDOCINO COUNTY REGIONAL TRANSPORTATION PLAN

FINAL
SEPTEMBER 2011



Adopted September 19, 2011



Prepared for:
Mendocino Council
of Governments

Prepared by:
Dow & Associates

Photos by Alexis Pedrotti

GOALS, OBJECTIVES, POLICIES

PREAMBLE

Transportation helps shape an area's economic health and quality of life. Not only does the transportation system provide for the mobility of people and goods, it also influences: air quality, environmental resource consumption, social equity, "smart growth," economic development, safety, and security. Transportation planning recognizes the critical links between transportation and other societal goals.

This Regional Transportation Plan (RTP) is more than a mere listing of capital investments, it is a strategy for operating, managing, maintaining, and financing the area's transportation system in such a way as to advance the long-term societal goals of the communities of Mendocino County and the long-term societal goals of the State of California.

This RTP emphasizes a strategy of investing transportation funds to bring greater mobility and access to services for all residents – including pedestrians, bicyclists, transit passengers of all ages and abilities, as well as trucks, buses and automobiles. Among other things, this strategy will reduce green house gas emissions (GHG) and household expenses by reducing vehicle miles traveled (VMT). This strategy will also bring economic and cultural renewal to every community in Mendocino County – because as public investments improve each community's public spaces, private investments follow.

In summary, this RTP provides a comprehensive strategy – one that leverages regional transportation funds to advance the long-term societal goals of the communities of Mendocino County and the State of California.

POLICIES ON CLIMATE CHANGE & THE ENVIRONMENT

Goal: Build a combination of transportation facilities that, when evaluated as a group, will result in improved air quality, and reduce transportation-related air toxics and green house gas emissions in Mendocino County.

Objectives

Policies

Coordinate transportation planning with air quality planning.	Continue to include Air Quality representation on the Technical Advisory Committee and in the decision making process.
	As feasible, evaluate air quality impacts of proposed transportation improvements in the transportation modeling process.
Invest in transportation projects that will help Mendocino County residents to proportionately contribute to the California greenhouse gas reduction targets established by Assembly Bill 32 and	Evaluate transportation projects based on their ability to reduce Mendocino County's transportation-related greenhouse gas emissions.
	Prioritize transportation projects which lead to reduced greenhouse gas emissions.
	Participate with other agencies in Blueprint Planning activities

SB 375.	that may lead to reduced vehicle trips/vehicle miles travelled.
	Monitor new technologies and opportunities to implement energy efficient and nonpolluting transportation infrastructure.
	Continue to consider bicycle transportation, pedestrian, and transit projects for funding in the State Transportation Improvement program (STIP).
	Continue administrative, planning, and funding support for the Region's transit agency, Mendocino Transit Authority.
Ensure transportation improvements are subject to adequate environmental review and standards.	Monitor transportation projects funded through MCOG to ensure that CEQA and NEPA requirements are being met.
	Coordinate and consult with resource agencies when implementing transportation projects.

LAND USE, ACCESSIBILITY AND THE ECONOMY

Goal: Encourage coordination of land use and public investments in a way that improves accessibility to services, employment and housing – thereby strengthening the local and state economies.

Objectives

Policies

Encourage local entities to direct private development to priority urbanized areas where services can best be provided at lowest public cost and least environmental consequences.	Work with the County of Mendocino and the county's cities to create a regional blueprint that identifies priority development areas where new land division and land use intensification should be directed.
	Consider transportation grant programs to encourage Mendocino County governments to support infill construction in identified priority development areas.
Encourage equity in providing transportation services and facilities.	Prioritize transportation projects that ensure residents – regardless of income – have equitable access to vital services, employment and educational opportunities.

COMPLETE STREETS

Goal: To improve our public spaces so the street, road and transportation system meets the needs of all surface transportation modes, including vehicular, bicycle, pedestrian and transit.

Objectives

Policies

Incorporate bicycle, pedestrian and transit improvements when planning roadway improvements, unless the	Coordinate funding programs to provide multiple components of an infrastructure project when appropriate.
	Seek funding sources for multiple modes of transportation.

roadway is exempt by law, or the project receives a specific waiver authorized through a public, high-level process.	Facilitate coordination between local transportation agencies and Mendocino Transit Authority.
	Consider waivers in cases where environmental issues constrain improvement options, transit service is not planned or currently provided, or where the benefit/cost ratio of providing bike/pedestrian improvements is low (as would be expected in isolated rural areas).
Provide new bicycle, pedestrian and transit facilities on existing streets and roads where none exist.	Seek funding to fill gaps in bicycle and pedestrian facilities adjacent to roadways and provide bus stop improvements along fixed transit routes.

GOODS MOVEMENT

Goal: A transportation system allowing the efficient free flow of goods and freight, including agricultural goods, within and through the region.

Objectives

Policies

Develop State Highway routes capable of efficiently moving goods and agricultural products to, from, and through the Region.	Prioritize State Highway and local road projects that improve connectivity and overall mobility, and increase efficiency with which freight can travel throughout the region.
	Support State efforts to develop a Surface Transportation Assistance Act (STAA) route along the existing alignment through Richardson Grove State Park to eliminate the only STAA gap between the Bay Area and Eureka.
Re-establish freight rail service in Mendocino County.	Support the efforts of the North Coast Railroad Authority to re-establish freight rail service in Mendocino County if viable and financially feasible.

TRANSPORTATION SECURITY AND EMERGENCY RESPONSE

Goal: Provide a safe transportation system and enable rapid and safe evacuation and emergency response.

Objectives

Policies

Coordinate with local and state agencies on security and emergency response planning efforts.	Encourage local agencies and airports to work with Mendocino County Office of Emergency Services to prepare for emergency response and security.
	Identify key transportation routes for evacuation as well as emergency responder access.
Encourage the provision of safety	Consider safety features when planning new transportation

measures for all modes of the regional transportation system.	projects, such as lighting fencing, that would improve safety and security of travelers.
	Consider new technologies to improve security, such as on-board security equipment for transit and changeable message signs for roads and highways.

STATE HIGHWAY SYSTEM

Goal: Provide safe, efficient transportation for regional and interregional traffic while maintaining quality of life for residents of the county.

Objectives

Policies

Provide timely improvements to the Principal Arterial (major highway) system consistent with statewide needs and regional priorities.	Identify improvements to the major corridors consistent with route concepts.
	Seek funding for priority improvements identified on major corridors and interregional routes, including the consideration of RIP programming and pursuit of other State and Federal funding sources.
	Prioritize completion of all phased of the U.S. 101 bypass of Willits consistent with the adopted EIR/EIS for that facility.
	Identify, prioritize, and seek funding for access improvements (interchanges & intersections) to the Principal Arterial System.
	Consider funding participation in staged widening of two-lane segments of U. S. 101 south of Ukiah.
Provide a system of Minor Arterial Highways consistent with statewide needs and local priorities.	Encourage State funding for maintenance of Minor Arterial Highway segments within the County.
	Coordinate with Caltrans to identify and program needed operational and safety improvements.
	Consider local funding partnership to correct safety concerns as appropriate.
Provide safe traveling conditions on all State Highways within Mendocino County.	Prioritize projects that correct safety issues (particularly in locations with high accident rates) for support and funding consideration.
	Implement a system of motorist aid call boxes consistent with the Call Box Implementation Plan per MCOG's role as the Service Authority for Freeway Emergencies (SAFE) for Mendocino County.
Provide for efficient, free-flowing travel on all Sate Highways in Mendocino County.	Maintain a minimum Level of Service C on rural segments of the Principal Arterial System and a minimum Level of Service of D in "urbanized" areas as measured by the current Highway Capacity Manual.
	Maintain a minimum Level of Service D on the "main line" at all

NON MOTORIZED TRANSPORTATION

Goal: Provide a safe and useable network of bicycle and pedestrian facilities throughout the region as a means to lessen dependence on vehicular travel and improve the health of Mendocino County's residents.

Objectives	Policies
Maximize funding opportunities for local agencies to develop and construct bicycle and pedestrian facilities.	Update Regional Bikeway Plan on a timely basis to ensure local agency eligibility for Bicycle Transportation Account funds and other grant programs.
	Provide support to local agencies in pursuing grant funding such as Safe Routes to Schools and the Bicycle Transportation Account.
	Continue to reserve and allocate 2% of Local Transportation Funds for bicycle and pedestrian projects.
	Seek funding for needed improvements, and consider RIP funding and other state and federal grant sources.
Provide a non motorized transportation network that offers a feasible alternative to vehicular travel.	Prioritize improvements providing access to schools, employment and other critical services.
	Prioritize projects that link to an existing facility or provide connectivity.
	Fund planning activities in MCOG's Work Program to identify priority improvements for commute purposes, such as safe routes to schools plans.
	Consider the addition/improvement of bicycle and pedestrian facilities when planning and implementing local street and road improvements.
Encourage healthier lifestyles through increased walking and biking.	Coordinate with health organizations to promote alternative forms of transportation.
	Support educational programs to promote increased walking and biking.
	Encourage development adjacent to existing pedestrian and bicycle systems.
Improve property value and strengthen local economies through more accessible commercial and residential areas.	Encourage the addition of pedestrian and bicycle improvements in local business areas and existing residential areas.

TRANSIT

The Mendocino Transit Authority is the Consolidated Transit Service Agency for Mendocino County and provides the majority of transit services throughout the county, including support for

	consistent with general plans.
Provide adequate public access to maritime facilities.	Support the maintenance and improvement of public access (streets/roads, bikeways, pedestrian facilities and transit) to established maritime facilities.

TRIBAL TRANSPORTATION

Goal: For Tribal residents within Mendocino County to have safe, effective, functional transportation systems, including streets, roads, pedestrian and bicycle facilities and transit.

Objectives

Policies

Implement activities in a knowledgeable, sensitive manner respectful of tribal sovereignty.	Consult with and involve the tribes in the development of planning documents. Routinely, this applies to development of the Regional Transportation Plan and the biennial State Transportation Improvement Program.
	Provide the tribes with information regarding various Federal, State, and local transportation grant programs for which they may qualify.
	Routinely transmit MCOG's policy and program recommendations, actions, and information having potential effects on the tribes' land or resources to the tribes.
Establish and maintain government-to-government relationships with the tribes in order to establish clear and open, ongoing communication between MCOG and the tribes	Meet with the tribes to review the status of the government-to-government relationships and exchange information.

FINANCIAL POLICIES

Goal: To provide proper stewardship of transportation resources and maximize the effectiveness of these resources to fulfill RTP goals and objectives.

Objectives

Policies

Maximize the effectiveness of transportation funding resources.	Prioritize transportation projects which fulfill multiple RTP goals and objectives, when selecting or nominating projects for funding.
	Prioritize projects that lie within those agencies that have adopted and implemented transportation impact fee programs.
	Reserve a portion of federal funds made available through the Surface Transportation Program (or subsequent program adopted by Congress) for the purpose of partnering with local agencies and Caltrans to construct regional priority transportation projects.

	Direct Regional Improvement Program (RIP) funding in the State Transportation Improvement Program (STIP) to capital projects: (1) on state Highways (2) on major local highways that connect to State Highways (3) on major local highways that facilitate through traffic or otherwise relieve State Highways, or (4) on major local highways that serve communities not served by the State Highway system.
Ensure planning and construction funds are awarded to projects with a plausible financing plan that will lead to timely construction of projects.	Require funding plans to be submitted as a component of all applications for MCOG planning, project development, right-of-way, and construction funding. Funding plans are to commensurate with project complexity and are to ensure that regionally funded projects are feasible, fundable, and timely.
Diversify funding sources for transportation projects.	Encourage agencies to federalize transportation projects that are eligible for federal funds, if feasible.
	Prioritize projects where agencies have adopted capital improvement fees to ensure new development pays its proportional share of the cost of transportation improvement projects.
	Prioritize projects within those agencies have provided matching funds that are not limited to transportation projects, such as Redevelopment or General funds.
	Assist local agencies in identifying and obtaining local funding sources such as transportation development fees and local transportation sales taxes.
	Consider MCOG sponsorship and/or matching fund commitments for transportation planning grants that will further the goals and objectives of the RTP.



MENDOCINO COUNCIL OF GOVERNMENTS

STAFF REPORT

TITLE: MCOG Support and/or Approval of Applicant Status for Active Transportation Program

DATE PREPARED: 04/23/14
MEETING DATE: 05/05/14

SUBMITTED BY: Phillip J. Dow, Executive Director

BACKGROUND:

As reported to the Board several times in the past several months, the Active Transportation Program (ATP) is a new competitive program that combines Transportation Alternative Program funds made available through MAP-21 with safety funding and State and federal resources that have funded the Safe Routes to School and Bicycle Transportation Account in the past. There is now one program and one application for funding pedestrian, bicycle, and trail projects. The initial application period opened April 21 and all applications are due May 21, 2014 for the initial cycle.

As reported at the March meeting, I am preparing an ATP application to fund the priority project identified in the recently completed *Covelo/Round Valley Non-Motorized Needs Assessment & Engineered Feasibility Study*. All of the improvements are expected to lie either within State right-of-way along SR 162 or on lands owned by the Round Valley Indian Tribes. Since Caltrans is excluded from being an applicant for these funds, it is imperative that either a local agency or the regional agency act as the applicant for these funds. It is also imperative that Caltrans, MCOG, and the Tribes act as partners in this project.

Similarly, there is interest in submitting an ATP application in the Westport area. The *Westport Area Integrated Multi-Use Coastal Trail Plan*, completed in 2011, identifies a number of potential projects along the North Coast. Any potential project that may include State right-of-way along SR 1 will also require partnership with Caltrans. Additionally, there is a likelihood that proponents for such a project will also need a qualifying agency to act as applicant for this program. I am expecting that if a project is to be forthcoming to implement a portion of the Westport plan, MCOG may be approached to serve as the applicant.

As of this writing, I have not received confirmation that Caltrans is willing to partner on the proposed Covelo project. I know such a partnering involves commitment of resources and long term maintenance responsibilities that need to be weighed against current commitments.

The other potential applications of which I am aware do not involve the State highway system and are being prepared by agencies qualified to apply. These are:

- City of Fort Bragg: Trail along Chestnut Street
- City of Ukiah: Phase II of Rails with Trails improvement
- City of Willits: Non-motorized improvements along East Hill Road
- State Parks: MacKerricher Park trail

MCOG may be approached for letters of support for any of these other projects. I will be providing support letters for those agencies if they are implementing improvements consistent with the Regional Transportation Plan or more specifically implement a segment identified in a specific plan such as the *Rails with Trails Plan*.

I believe that all Board members who attended our November meeting in Covelo understand the importance of providing a safer alternative for pedestrian and bicycle transportation along the SR 162 corridor. At the March meeting I reported that I intended to prepare an ATP application to fund the top priority that emerged in this community. I am working with Public Health to include a non-infrastructure component within the application. There was a nodding of heads and I have been proceeding, but formal approval is in order.

This agenda item is also intended to permit the Board to consider approval of applicant status for a potential project in the Westport area. I would be wary of recommending that MCOG serve as the applicant for funding a project that is not implementing a usable segment of one of the several plans that have been vetted through the public process. Examples of these plans are:

- Willits Safe Routes to School Plan
- Ukiah Safe Routes to School Plan
- Mendocino County Safe Routes to School Plan
- Westport Area Integrated Multi-Use Coastal Trail Plan
- Covelo/Round Valley Non-Motorized Needs Assessment & Engineered Feasibility Study
- Pacific Coast Bike Route/California Coastal Trail Engineered Feasibility Study
- Rails with Trails Corridor Plan

There are two potential issues to be resolved at this time. The first is to authorize the Executive Director to prepare an ATP application for the priority project (SR 162 corridor) in Covelo with MCOG serving as applicant agency. The second is to consider any requests that may be forthcoming to serve as applicant for other projects in Mendocino County.

ACTION REQUIRED: Authorize the Executive Director to prepare an ATP application for the priority project in Covelo and consider requests for MCOG to serve as applicant agency for other ATP projects.

ALTERNATIVES: The Board may choose to decline applicant status for any ATP projects.

RECOMMENDATION: Staff recommends that the Board of Directors Authorize the Executive Director to prepare an ATP application for the priority project in Covelo and consider requests for MCOG to serve as applicant agency for other priority ATP projects.

MENDOCINO COUNCIL OF GOVERNMENTS

Approved MINUTES
Monday, May 5, 2014

County Administration Center, Board of Supervisors Chambers

The Mendocino Council of Governments (MCOG) meets as the Board of Directors of:
Mendocino Regional Transportation Planning Agency (RTPA) and
Mendocino County Service Authority for Freeway Emergencies (SAFE)

1. Call to Order / Roll Call . The meeting was called to order at 1:36 p.m. with Directors Brad Mettam (Caltrans/PAC), Benj Thomas, Doug Hammerstrom, Larry Stranske, John Pinches, Susan Ranochak, and Dan Gjerde present; Chair Gjerde presiding. Director Trevor Sanders was excused.

Staff present: Phil Dow, Executive Director; Janet Orth, Deputy Director for Administration; Loretta Ellard, Assistant Executive Director; and Nephele Barrett, Senior Planner.

Executive Director Dow introduced Mr. Michael Carter, who was recently appointed by the Board of Supervisors to serve as Alternate to Director Ranochak, the Public Appointee member of the Council.

2. Convene as RTPA

3. Recess as RTPA - Reconvene as Policy Advisory Committee.

Public Expression. None.

4 - 7. Regular Calendar.

4. Fiscal Year 2014/15 RTPA Budget Presentation & Workshop. Mr. Dow reviewed the purpose of this workshop and advised adoption of the budget in June as usual. Ms. Orth made a slide presentation that covered her written staff report, including the following recommendations, and an overview of context and trends affecting the proposed budget. Questions and discussion by councilmembers and staff were encouraged throughout the presentation. No action was taken.

- a. Report of Revenues Fiscal Year to Date 2013/14. Local Transportation Fund (LTF) revenues from quarter-cent sales tax July-April are in excess of the budget estimate by \$156,582 (6.1%).
- b. Executive Committee Recommendations of February 28, 2014. The first draft budget prepared by staff was recommended for approval, with one revision to establish the LTF Reserve fund balance at \$97,000 (3% of the County Auditor-Controller's LTF estimate), releasing for allocation \$144,505 of the FY 2012/13 unrestricted balance of excess revenue. Total estimated revenues are \$5,475,506 and total proposed allocations are \$5,222,604.
- c. Technical Advisory Committee Recommendation of February 19, 2014 – Draft Planning Overall Work Program. Ms. Ellard reported funding allocations from various sources for the Draft Transportation Planning Overall Work Program (OWP) that the TAC unanimously recommended for approval. She noted that requests for planning projects exceeded the funds available. The total draft program totals \$598,870 of new funds. Her written staff report summarized each proposed work element. She noted that the program will increase significantly with the addition of new grants and carried over projects when the Final OWP is completed.

MCOG Board of Directors Minutes
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- d. Transit Productivity Committee Recommendations of April 14, 2014 - Mendocino Transit Authority's Annual Transit Claim and Unmet Transit Needs. Allocations to fund Mendocino Transit Authority's Annual Transit Claim were recommended for approval, for a total of \$3,607,834. The TPC recommended a finding that *"1) There are no unmet transit needs that are reasonable to meet for FY 2014/15; and 2) MCOG encourages MTA to pursue grant funding of #M4, Additional/late trips on Route 65 (CC Rider) to/from Santa Rosa."*

Discussion included:

- Can budget line items and/or funding sources be changed after professional services contractors are selected? (Hammerstrom) Discussion of budget areas tied to revenue sources, e.g. divisions between administration and planning programs; how major budget sections are segregated, with ability to amend within those; timeline for current staffing contract expiration and new contract awards.
- Does budget need to be adopted in June, or wait until unknowns revealed? (Pinches) Discussion of options for amendment and ongoing needs for allocations starting July 1.
- LTF Reserve Policy – suggestion to set a goal to increase balance incrementally each year (Hammerstrom); suggestion to restore reserve all at once, depending on revenues (Dow); suggestion to make a commitment to re-establish fund balance within four years (Gjerde); disagreement with use of reserve to fund ongoing transit operations costs such as the recent unionized workforce pay raises (Pinches); reserve to be a topic for next year's deliberations.

5. Consideration of Applicant Status and/or Support for Active Transportation Program (ATP) Grant Proposals from Mendocino County. Staff handed out informational materials relative to proposed projects in Covelo/Round Valley and Westport. Executive Director Dow described this new program and eligible activities. He noted that Caltrans is not an eligible applicant for state-only funds under the program, and that most projects will require some federal funds. Applications are due May 21.

He reviewed the Covelo project proposal he was working on as a result of MCOG's recently completed feasibility studies there, and reiterated the need for access and safety improvements for non-motorized transportation modes. Council approval is requested to apply for grant funds on behalf of the community.

Mr. Dow also introduced a proposal from Westport Municipal Advisory Council (WMAC), and identified background studies completed. Representatives of WMAC were present to request that MCOG apply, as the only eligible and qualified applicant in this case.

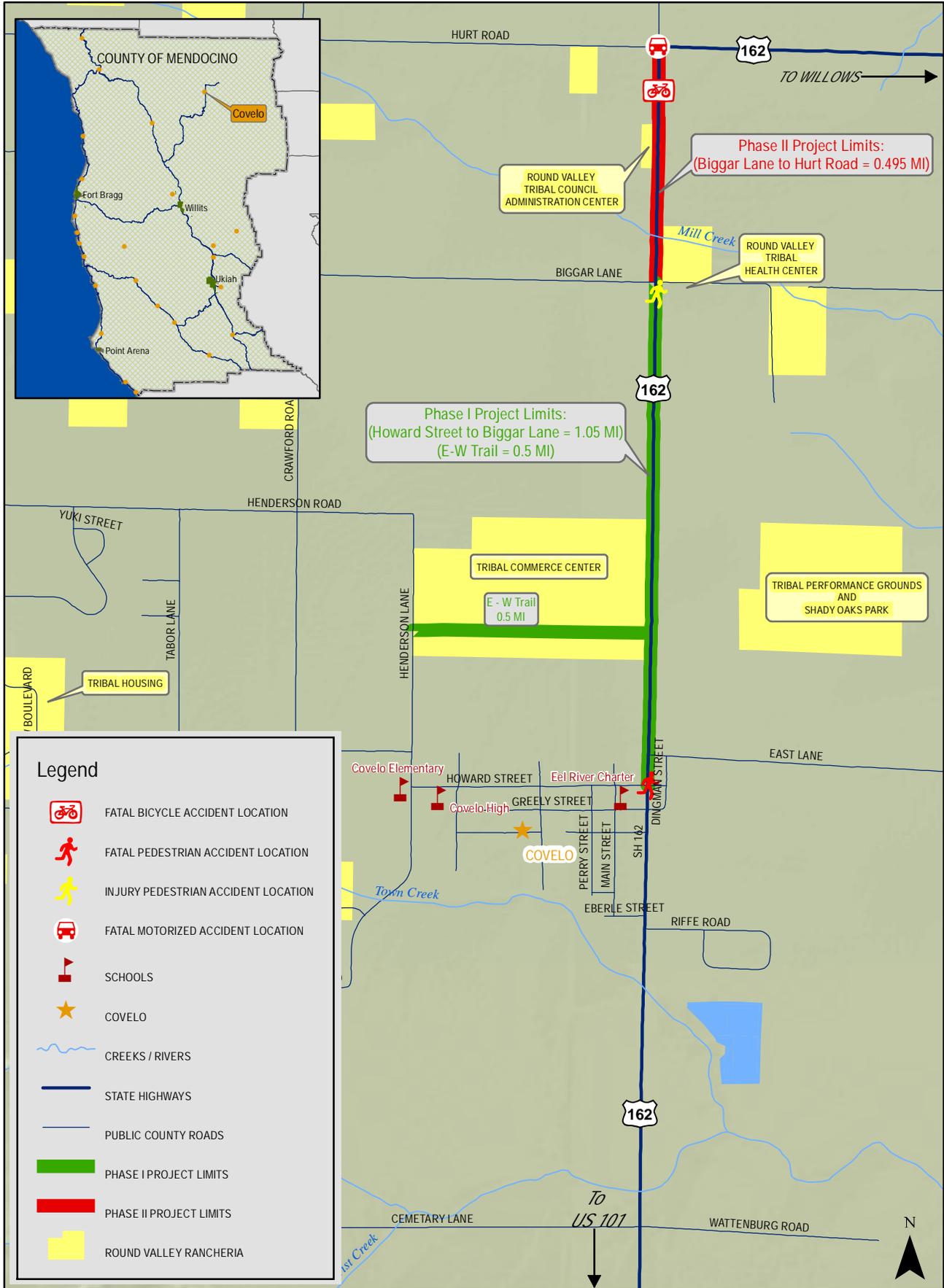
In both cases, designation of the implementing agency will need to be made; however the agenda did not make notice of that action item; it should be included on the next agenda. Discussion:

- Is there any downside to submitting both applications? No; numerous proposals from the Mendocino County region are expected to compete. (Pinches, Dow)
- Decision to approve as applicant may imply that applicant is also the implementing agency. Discuss in June or July under a properly agenda'd item. Applications should be submitted by the due date; MCOG can withdraw them if necessary. (Hammerstrom, Dow, Gjerde)
- Council can give direction to staff that any eligible entities in Mendocino County may receive support from MCOG, to compete on their proposals' merits. (Gjerde)

A motion was made by Director Pinches, seconded by Director Stranske, to approve staff's recommended motion "to authorize the Executive Director to prepare an ATP application for the priority project in Covelo with MCOG as the applicant agency and consider requests for MCOG to serve as applicant agency for other priority ATP projects."

Collision Map

COVELO S.R.162 CORRIDOR MULTI-PURPOSE TRAIL



Question 2 – Fatality Rate Methodology

To calculate the Fatality Rate along SR 162 in Covelo for Phase 1, Phase 2, and the total project, we used the same methodology that was used in the 2014 Highway Safety Improvement Program (HSIP) Guidelines that was prepared by the California Department of Transportation's Division of Traffic Operations.

Phase I and the Total Project

Since Phase 1 and the total project are 0.50 miles in length or longer (1.05 miles and 1.54 miles respectively), calculations will be based on Table 5.3 on page 5-31 of the 2014 HSIP guidelines. MEN 162 is in Rate Group H05. MEN 162 has a Base Collision Rate of 1.41 and an AADT Factor of 0.40. To calculate the AADT Factor for this particular segment of MEN 162, divide the AADT Factor in Table 5.3 by the AADT in thousands. In this case, the AADT is 2,300 so the ADT Factor is $0.40/2.3$ which equals 0.17. This is added to the Base Collision Rate for an Average Collision Rate (ACR) of 1.58.

To determine the fatality rate, multiply the ACR for this segment by the fatality rate for H05 found in Table 5.3.

$$2.2\% * 1.58 = 3.5\%$$

Therefore, the segment of SR 162 through Phase I and the Total Project has fatality rate of 3.5%, which is 1.58 times greater than the State-wide average for similar roadways.

Phase II

Since Phase II is only 0.495 miles in length, the collision rate and fatality rate are calculated differently. Rather than use Table 5.3 in the 2014 HSIP Guidelines, the total number of fatal collisions is divided by the following: (AADT [in thousands]*# of days/1000). In this case, a 5 year period was analyzed, therefore the number of days is 1,825. Thus, the divisor becomes:

$$(2.3 * 1,825) / 1000 = 4.2$$

To calculate the fatality rate along this segment for the 5 year period, the 2 fatal collisions are divided by 4.2 which results in a fatality rate of 47.6% which is **21.6 times greater than the statewide average** (2.2%) for similar roadways.

2013-2014 Fitnessgram test scores for Grades 5 , 7 , & 9

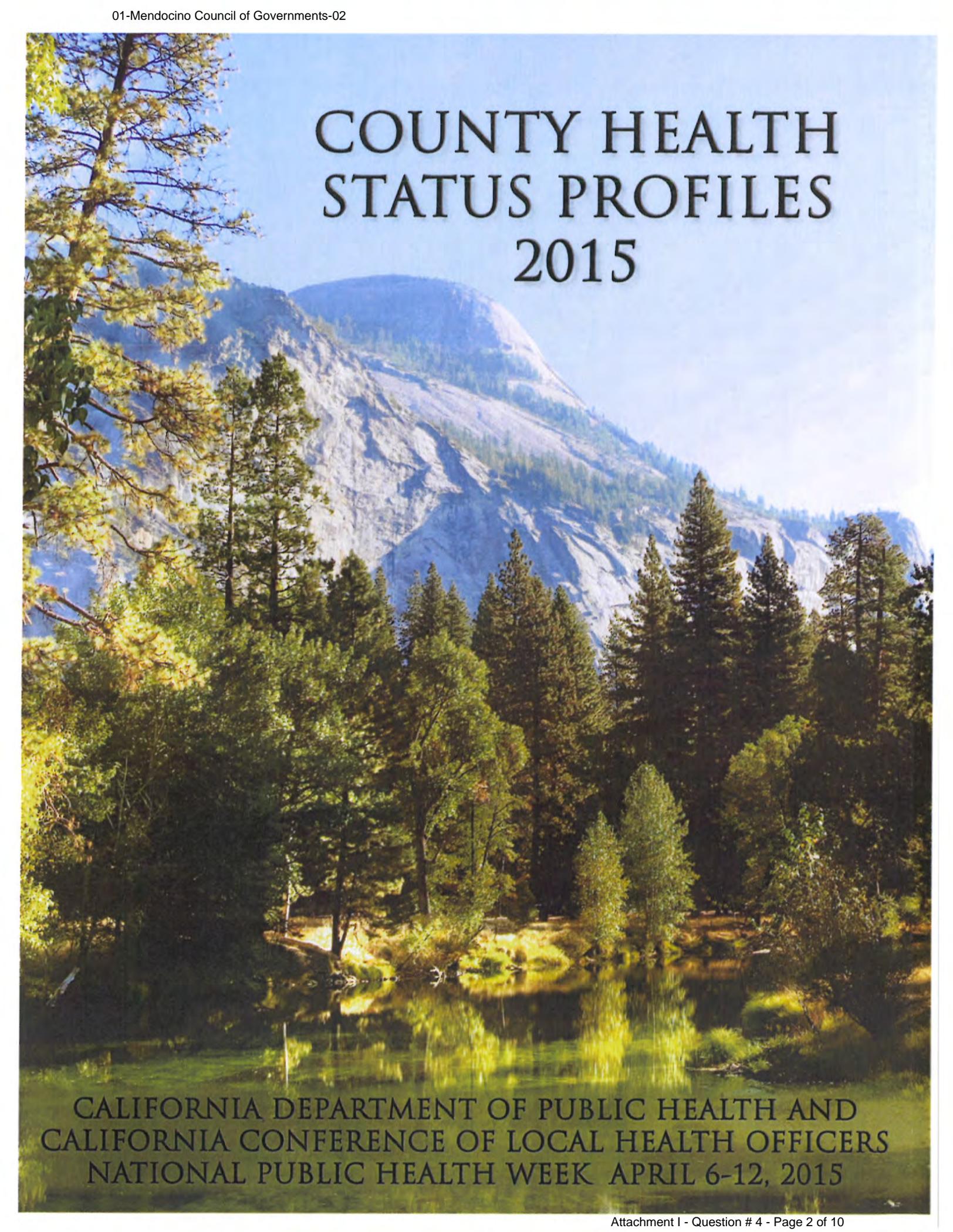
Tests	% Met all six Standards		
Grades	5th	7th	9th
California	26.6	33	38.1
Mendocino County	16.1	24.2	30.3
Round Valley Unified	17.6	15.8	0

Tests	Aerobic Capacity			Body Composition			Abdominal Strength		
Grades	5th	7th	9th	5th	7th	9th	5th	7th	9th
California	30.1	25	23.4	19.5	19.4	19	24.8	17.6	13.7
Mendocino County	30.9	25	26.9	21	23.5	18.7			
Round Valley Unified	70.6	78.9	29.4	17.6	26.3	35.3	0	21.1	35.3

Tests	Trunk Extension Length			Upper Body Strength			Flexibility		
Grades	5th	7th	9th	5th	7th	9th	5th	7th	9th
California	14.6	11.8	9	33.9	31	25.1	28.2	19.3	15.1
Mendocino County	17.8	15.4	12	49.6	41.8	28.3	35.7	19.3	21.2
Round Valley Unified	0	10.5	58.8	23.5	52.6	41.2	5.9	26.3	58.8

Compiled from California Physical Fitness Test

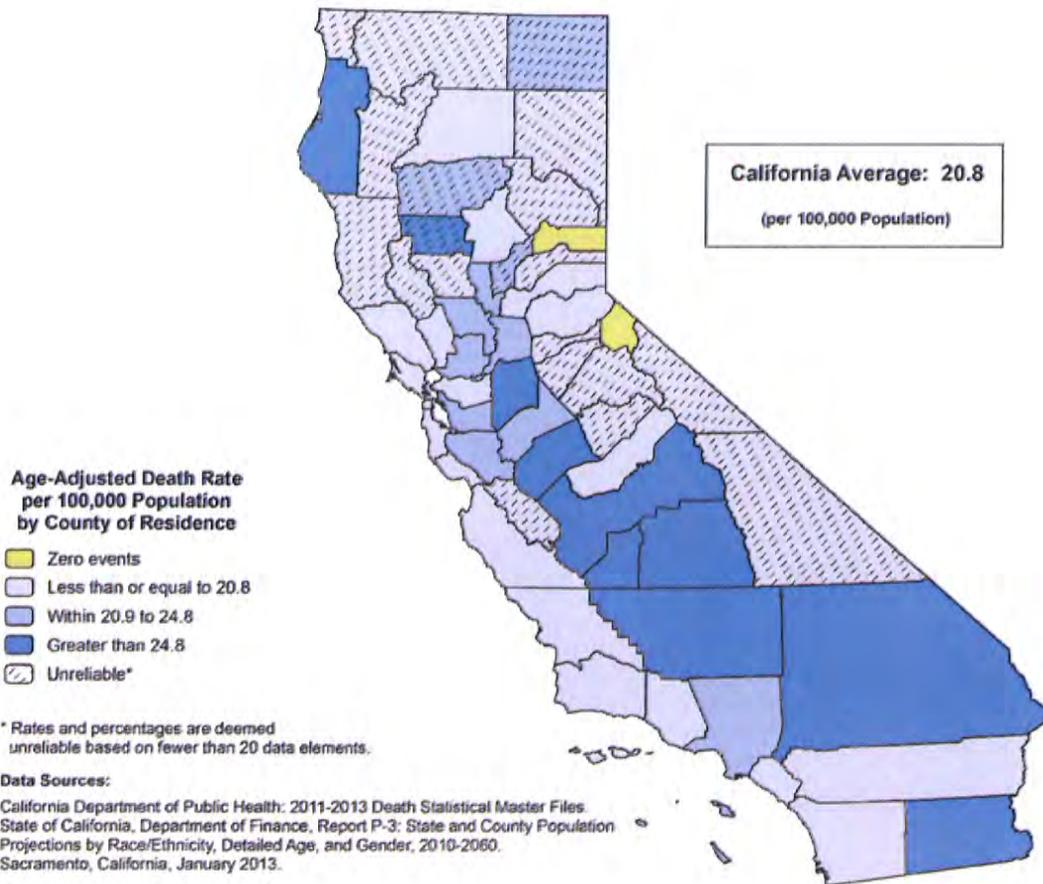
FITNESSGRAM data available at: <http://www.cde.ca.gov/ta/tg/pf/>



COUNTY HEALTH STATUS PROFILES 2015

CALIFORNIA DEPARTMENT OF PUBLIC HEALTH AND
CALIFORNIA CONFERENCE OF LOCAL HEALTH OFFICERS
NATIONAL PUBLIC HEALTH WEEK APRIL 6-12, 2015

DEATHS DUE TO DIABETES, 2011-2013



The crude death rate from diabetes for California was 20.7 deaths per 100,000 population, a risk of dying from diabetes equivalent to approximately one death for every 4,823.1 persons. This rate was based on a 2011 through 2013 three-year average number of deaths equaling 7,842.7 and a population count of 37,826,160 as of July 1, 2012. Among counties with reliable rates, the crude rate ranged from 30.1 in Humboldt County to 12.7 in El Dorado County, a factor of 2.4 to 1.

The age-adjusted death rate from diabetes for California during the 2011 through 2013 three-year period was 20.8 deaths per 100,000 population. Reliable age-adjusted death rates ranged from 34.7 in Kern County to 8.9 in Marin County.

The Healthy People 2020 National Objective D-3 for diabetes mortality is based on both underlying and contributing causes of death. This report does not utilize multiple causes of death data. Therefore, California's progress in meeting this objective will not be addressed in this report.

The California average age-adjusted death rate from diabetes for the 2008-2010 period was 20.1.

**TABLE 7
DEATHS DUE TO DIABETES
RANKED BY THREE-YEAR AVERAGE AGE-ADJUSTED DEATH RATE
CALIFORNIA COUNTIES, 2011-2013**

RANK ORDER	COUNTY OF RESIDENCE	2012 POPULATION	2011-2013 DEATHS (AVERAGE)	CRUDE DEATHRATE	AGE-ADJUSTED DEATHRATE	95% CONFIDENCE LIMITS	
						LOWER	UPPER
HEALTHY PEOPLE 2020 NATIONAL OBJECTIVE: D-3 NOT APPLICABLE							
1	SIERRA	3,089	0.0	-	-	-	-
2	ALPINE	1,127	0.0	-	-	-	-
3	AMADOR	36,899	4.7	12.6 *	7.6 *	2.3	18.2
4	MARIN	254,882	33.0	12.9	8.9	6.1	12.5
5	NEVADA	98,202	13.7	13.9 *	9.3 *	5.0	15.7
6	EL DORADO	180,599	23.0	12.7	10.6	6.7	15.9
7	NAPA	138,577	20.3	14.7	11.4	7.0	17.5
8	SAN FRANCISCO	820,349	114.3	13.9	11.8	9.6	14.0
9	INYO	18,637	3.7	19.7 *	11.8 *	3.0	31.5
10	SAN MATEO	736,362	104.0	14.1	12.2	9.8	14.6
11	PLUMAS	19,523	4.0	20.5 *	12.6 *	3.4	32.4
12	TRINITY	13,470	3.0	22.3 *	13.1 *	2.7	38.3
13	SANTA CRUZ	267,569	37.7	14.1	13.4	9.5	18.5
14	SAN LUIS OBISPO	271,021	45.7	16.8	13.6	9.9	18.1
15	COLUSA	21,614	3.0	13.9 *	14.3 *	2.9	41.7
16	CALAVERAS	45,045	11.0	24.4 *	14.4 *	7.2	25.8
17	PLACER	360,680	63.3	17.6	14.4	11.1	18.4
18	MARIPOSA	17,817	3.0	16.8 *	14.7 *	3.0	42.9
19	SANTA BARBARA	427,358	68.7	16.1	14.7	11.4	18.6
20	ORANGE	3,071,933	470.3	15.3	15.0	13.6	16.4
21	MENDOCINO	88,566	17.3	19.6 *	15.6 *	9.1	24.8
22	SAN BENITO	56,527	8.0	14.2 *	15.8 *	6.8	31.2
23	CONTRA COSTA	1,069,803	194.3	18.2	16.6	14.2	18.9
24	VENTURA	834,109	142.7	17.1	16.6	13.8	19.3
25	TUOLUMNE	54,339	14.7	27.0 *	16.8 *	9.3	27.8
26	MADERA	151,790	23.7	15.6	16.8	10.7	25.0
27	DEL NORTE	28,359	5.3	18.8 *	16.9 *	5.7	38.5
28	SHASTA	178,477	40.7	22.8	17.1	12.2	23.2
29	MONO	14,258	1.3	9.4 *	17.2 *	1.0	79.2
30	BUTTE	221,118	49.3	22.3	17.5	13.0	23.1
31	SONOMA	489,283	107.0	21.9	18.2	14.6	21.7
32	LAKE	64,394	16.3	25.4 *	19.2 *	11.1	31.1
33	LASSEN	33,650	5.7	16.8 *	19.4 *	6.9	43.1
34	RIVERSIDE	2,244,399	429.0	19.1	19.4	17.6	21.3
35	MONTEREY	422,868	77.0	18.2	19.5	15.4	24.4
36	SAN DIEGO	3,147,220	615.7	19.6	19.6	18.0	21.1
37	SISKIYOU	44,598	13.3	29.9 *	20.1 *	10.8	34.1
	CALIFORNIA	37,826,160	7,842.7	20.7	20.8	20.3	21.3
38	ALAMEDA	1,540,790	323.3	21.0	21.0	18.7	23.3
39	YUBA	73,021	13.7	18.7 *	21.0 *	11.4	35.4
40	STANISLAUS	522,651	103.7	19.8	21.2	17.1	25.4
41	SUTTER	95,351	21.7	22.7	21.3	13.3	32.4
42	TEHAMA	63,623	17.0	26.7 *	21.7 *	12.6	34.8
43	SANTA CLARA	1,828,597	392.3	21.5	22.4	20.2	24.7
44	SACRAMENTO	1,439,874	329.7	22.9	22.9	20.4	25.4
45	LOS ANGELES	9,911,665	2,190.3	22.1	23.0	22.0	24.0
46	YOLO	204,314	42.3	20.7	23.6	17.0	31.9
47	MODOC	9,518	3.7	38.5 *	24.5 *	6.2	65.3
48	SOLANO	415,913	105.0	25.2	24.8	20.0	29.6
49	TULARE	451,627	95.3	21.1	25.8	20.8	31.5
50	HUMBOLDT	134,923	40.7	30.1	26.7	19.1	36.3
51	MERCED	261,708	59.3	22.7	28.0	21.3	36.0
52	SAN JOAQUIN	699,003	188.7	27.0	29.0	24.8	33.2
53	FRESNO	946,823	244.0	25.8	29.1	25.4	32.8
54	IMPERIAL	178,659	47.0	26.3	29.5	21.7	39.3
55	KINGS	150,843	35.3	23.4	32.3	22.5	44.9
56	GLENN	28,208	10.3	36.6 *	32.5 *	15.8	59.2
57	SAN BERNARDINO	2,065,016	555.3	26.9	33.0	30.2	35.8
58	KERN	855,522	236.3	27.6	34.7	30.2	39.2

- Rates, percentages, and confidence limits are not calculated for zero events.

* Rates are deemed unreliable based on fewer than 20 data elements.

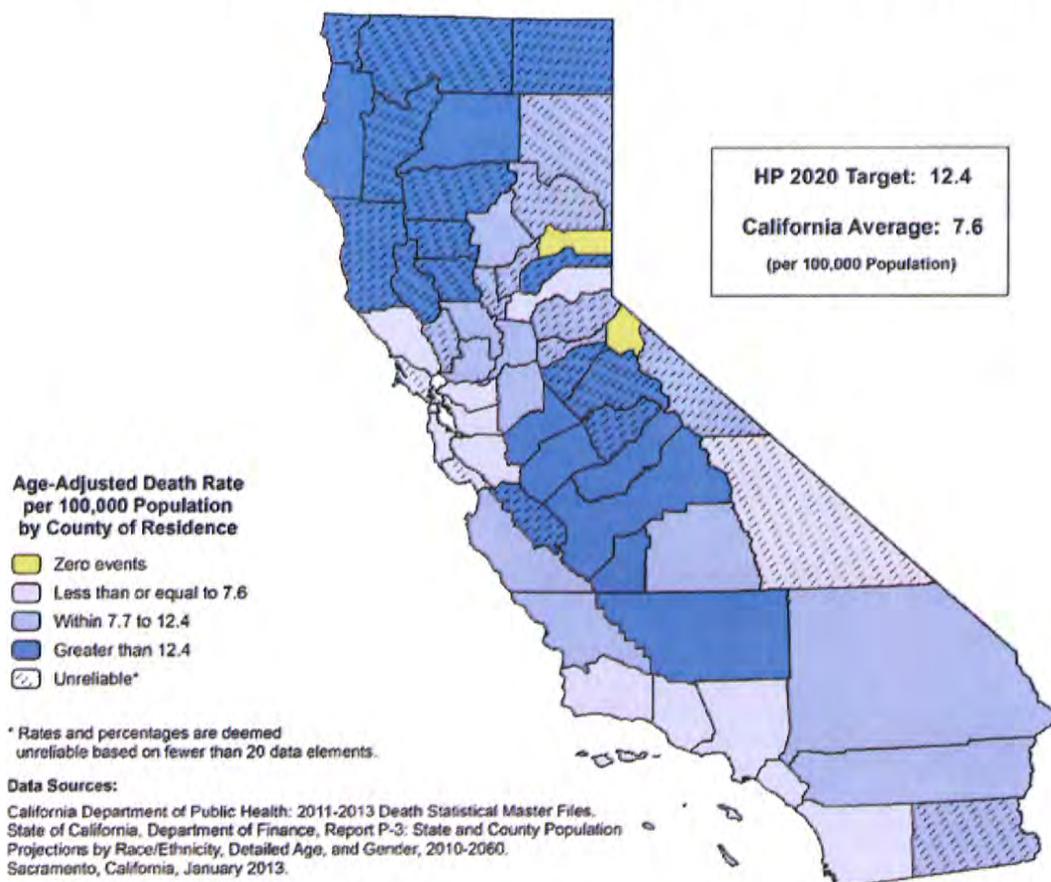
Note: Counties were rank ordered first by increasing age-adjusted death rate (calculated to 15 decimal places), second by decreasing size of the population.

Sources: California Department of Public Health, 2011-2013 Death Statistical Master Files.

State of California, Department of Finance, Report P-3: State and County Population Projections by Race/Ethnicity, Detailed Age, and Gender, 2010-2060.

Sacramento, California, January 2013.

DEATHS DUE TO MOTOR VEHICLE TRAFFIC CRASHES, 2011-2013



The crude death rate from motor vehicle traffic crashes for California was 7.8 deaths per 100,000 population, a risk of dying from motor vehicle traffic crashes equivalent to approximately one death for every 12,828.1 persons. This rate was based on a 2011 through 2013 three-year average number of deaths equaling 2,948.7 and a population count of 37,826,160 as of July 1, 2012. Among counties with reliable rates, the crude rate ranged from 20.5 in Humboldt County to 2.9 in San Francisco County, a factor of 7.1 to 1.

The age-adjusted death rate from motor vehicle traffic crashes for California during the 2011 through 2013 three-year period was 7.6 deaths per 100,000 population. Reliable age-adjusted death rates ranged from 20.0 in Humboldt County to 2.7 in San Francisco County.

Twenty-two counties with reliable age-adjusted death rates and California as a whole met the Healthy People 2020 National Objective IVP-13.1 of no more than 12.4 age-adjusted deaths due to motor vehicle traffic crashes per 100,000 population. An additional twelve counties with unreliable rates and two counties with no deaths due to motor vehicle traffic crashes met the objective.

The California average age-adjusted death rate from motor vehicle traffic crashes for the 2008-2010 period was 8.1.

TABLE 15
DEATHS DUE TO MOTOR VEHICLE TRAFFIC CRASHES
RANKED BY THREE-YEAR AVERAGE AGE-ADJUSTED DEATH RATE
CALIFORNIA COUNTIES, 2011-2013

RANK ORDER	COUNTY OF RESIDENCE	2012 POPULATION	2011-2013 DEATHS (AVERAGE)	CRUDE DEATH RATE	AGE-ADJUSTED DEATH RATE	95% CONFIDENCE LIMITS	
						LOWER	UPPER
1	SIERRA	3,089	0.0	-	-	-	-
2	ALPINE	1,127	0.0	-	-	-	-
3	SAN FRANCISCO	820,349	23.7	2.9	2.7	1.7	4.1
4	MARIN	254,882	9.7	3.8 *	3.5 *	1.6	6.5
5	SONOMA	489,283	25.3	5.2	4.7	3.1	7.0
6	ALAMEDA	1,540,790	76.3	5.0	4.8	3.8	6.1
7	SANTA CLARA	1,828,597	94.7	5.2	5.2	4.2	6.3
8	INYO	18,637	1.3	7.2 *	5.2 *	0.3	23.9
9	CONTRA COSTA	1,069,803	57.0	5.3	5.3	4.0	6.8
10	ORANGE	3,071,933	170.0	5.5	5.4	4.6	6.2
11	SAN MATEO	736,362	41.7	5.7	5.6	4.0	7.5
12	SANTA CRUZ	267,569	16.7	6.2 *	6.2 *	3.6	10.0
13	SAN DIEGO	3,147,220	203.0	6.5	6.2	5.3	7.1
14	LOS ANGELES	9,911,665	659.3	6.7	6.5	6.0	7.0
15	SANTA BARBARA	427,358	31.0	7.3	6.8	4.6	9.6
16	PLACER	360,680	26.0	7.2	7.2	4.7	10.5
17	VENTURA	834,109	64.3	7.7	7.5	5.8	9.6
	CALIFORNIA	37,826,160	2,948.7	7.8	7.6	7.4	7.9
18	SAN LUIS OBISPO	271,021	23.0	8.5	7.9	5.0	11.9
19	MONTEREY	422,868	33.7	8.0	8.1	5.6	11.3
20	PLUMAS	19,523	1.3	6.8 *	8.2 *	0.5	37.7
21	SACRAMENTO	1,439,874	123.3	8.6	8.5	7.0	10.0
22	SOLANO	415,913	37.0	8.9	8.5	6.0	11.8
23	NAPA	138,577	12.7	9.1 *	9.3 *	4.9	16.0
24	RIVERSIDE	2,244,399	214.0	9.5	9.6	8.3	10.9
25	YOLO	204,314	21.0	10.3	10.2	6.3	15.5
26	SAN JOAQUIN	699,003	71.0	10.2	10.3	8.0	12.9
27	AMADOR	36,899	4.7	12.6 *	10.3 *	3.2	24.7
28	SAN BERNARDINO	2,065,016	213.0	10.3	10.4	9.0	11.8
29	IMPERIAL	178,659	18.3	10.3 *	10.5 *	6.3	16.6
30	BUTTE	221,118	24.0	10.9	10.6	6.8	15.7
31	EL DORADO	180,599	19.7	10.9 *	10.8 *	6.6	16.8
32	MONO	14,258	1.3	9.4 *	11.1 *	0.6	51.2
33	SUTTER	95,351	11.0	11.5 *	11.9 *	5.9	21.2
34	LASSEN	33,650	4.7	13.9 *	12.0 *	3.7	28.7
35	TULARE	451,627	53.7	11.9	12.0	9.0	15.7
36	YUBA	73,021	8.7	11.9 *	12.1 *	5.4	23.3
	HEALTHY PEOPLE 2020 NATIONAL OBJECTIVE: IVP-13.1					12.4	
37	GLENN	28,208	3.3	11.8 *	12.8 *	2.9	35.5
38	FRESNO	946,823	120.7	12.7	12.8	10.5	15.2
39	KERN	855,522	111.3	13.0	13.0	10.6	15.5
40	STANISLAUS	522,651	67.0	12.8	13.1	10.2	16.6
41	KINGS	150,843	20.0	13.3	13.1	8.0	20.3
42	SHASTA	178,477	25.0	14.0	14.1	9.1	20.8
43	MADERA	151,790	22.7	14.9	14.9	9.4	22.4
44	SAN BENITO	56,527	8.0	14.2 *	15.0 *	6.5	29.5
45	MENDOCINO	88,566	13.7	15.4 *	15.3 *	8.3	25.8
46	NEVADA	98,202	14.7	14.9 *	15.4 *	8.5	25.5
47	TUOLUMNE	54,339	9.0	16.6 *	15.7 *	7.2	29.8
48	MARIPOSA	17,817	2.7	15.0 *	16.0 *	2.9	49.7
49	MERCED	261,708	41.7	15.9	16.4	11.8	22.1
50	TEHAMA	63,623	11.0	17.3 *	17.3 *	8.6	30.9
51	HUMBOLDT	134,923	27.7	20.5	20.0	13.3	29.0
52	CALAVERAS	45,045	9.0	20.0 *	20.1 *	9.2	38.2
53	SISKIYOU	44,598	10.0	22.4 *	21.3 *	10.2	39.1
54	TRINITY	13,470	3.0	22.3 *	22.2 *	4.6	65.0
55	COLUSA	21,614	4.7	21.6 *	22.3 *	6.9	53.5
56	LAKE	64,394	16.3	25.4 *	25.9 *	14.9	41.9
57	DEL NORTE	28,359	8.0	28.2 *	26.2 *	11.3	51.7
58	MODOC	9,518	3.3	35.0 *	31.6 *	7.3	87.7

- Rates, percentages, and confidence limits are not calculated for zero events.

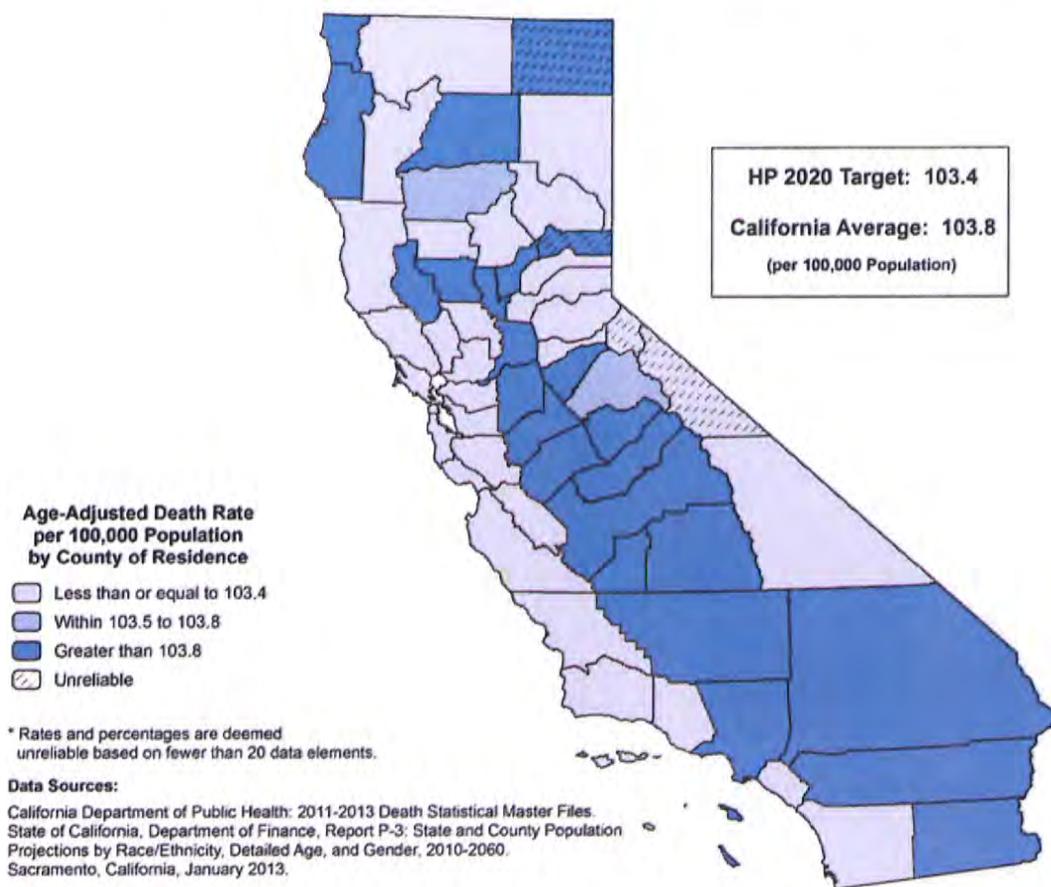
* Rates are deemed unreliable based on fewer than 20 data elements.

Note: Counties were rank ordered first by increasing age-adjusted death rate (calculated to 15 decimal places), second by decreasing size of the population.

Sources: California Department of Public Health, 2011-2013 Death Statistical Master Files.

State of California, Department of Finance, Report P-3: State and County Population Projections by Race/Ethnicity, Detailed Age, and Gender, 2010-2060.
 Sacramento, California, January 2013.

DEATHS DUE TO CORONARY HEART DISEASE, 2011-2013



The crude death rate from coronary heart disease for California was 104.3 deaths per 100,000 population, a risk of dying from coronary heart disease equivalent to approximately one death for every 958.7 persons. This rate was based on a 2011 through 2013 three-year average number of deaths equaling 39,455.0 and a population count of 37,826,160 as of July 1, 2012. Among counties with reliable rates, the crude rate ranged from 188.9 in Lake County to 62.5 in San Benito County, a factor of 3.0 to 1.

The age-adjusted death rate from coronary heart disease for California during the 2011 through 2013 three-year period was 103.8 deaths per 100,000 population. Reliable age-adjusted death rates ranged from 149.4 in Yuba County to 64.6 in Marin County.

Thirty counties with reliable age-adjusted death rates met the Healthy People 2020 National Objective HDS-2 of no more than 103.4 age-adjusted deaths due to coronary heart disease per 100,000 population. An additional two counties with unreliable rates met the objective. The statewide age-adjusted death rate for coronary heart disease did not meet the national objective.

The California average age-adjusted death rate from coronary heart disease for the 2008-2010 period was 114.2.

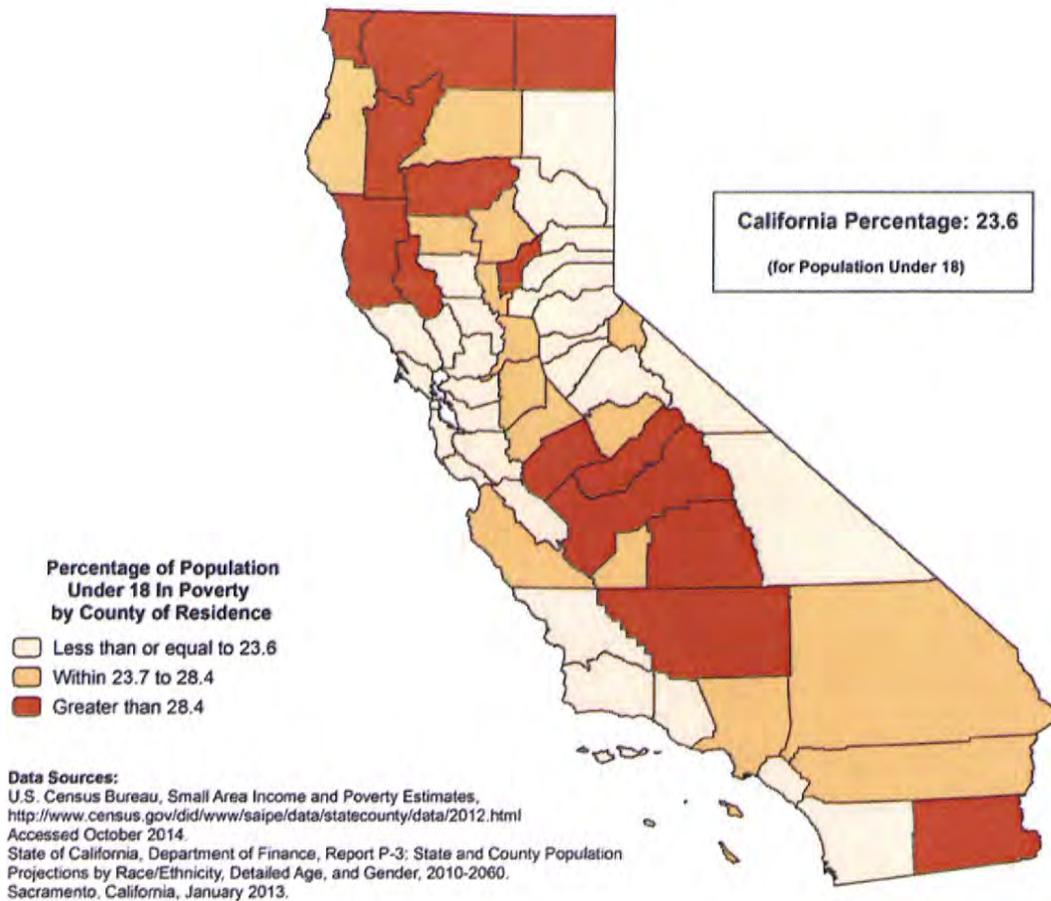
TABLE 9
DEATHS DUE TO CORONARY HEART DISEASE
RANKED BY THREE-YEAR AVERAGE AGE-ADJUSTED DEATH RATE
CALIFORNIA COUNTIES, 2011-2013

RANK ORDER	COUNTY OF RESIDENCE	2012 POPULATION	2011-2013 DEATHS (AVERAGE)	CRUDE DEATH RATE	AGE-ADJUSTED DEATH RATE	95% CONFIDENCE LIMITS	
						LOWER	UPPER
1	ALPINE	1,127	0.7	59.2 *	24.0 *	0.1	179.6
2	MONO	14,258	4.3	30.4 *	54.1 *	15.8	133.9
3	MARIN	254,882	241.7	94.8	64.6	56.3	72.9
4	SAN FRANCISCO	820,349	680.0	82.9	66.5	61.5	71.6
5	SAN BENITO	56,527	35.3	62.5	69.8	48.7	96.9
6	SANTA CLARA	1,828,597	1,288.7	70.5	72.5	68.5	76.5
7	SAN MATEO	736,362	643.7	87.4	73.5	67.7	79.3
8	INYO	18,637	22.7	121.6	73.6	46.5	110.8
9	CONTRA COSTA	1,069,803	874.7	81.8	74.3	69.3	79.3
10	YOLO	204,314	136.0	66.6	75.2	62.4	88.0
11	ALAMEDA	1,540,790	1,199.0	77.8	77.7	73.3	82.2
12	SAN LUIS OBISPO	271,021	286.0	105.5	78.2	69.0	87.4
13	MONTEREY	422,868	316.7	74.9	78.7	69.9	87.5
14	SOLANO	415,913	329.3	79.2	79.0	70.4	87.7
15	SANTA CRUZ	267,569	220.0	82.2	81.6	70.5	92.6
16	LASSEN	33,650	25.0	74.3	83.6	54.1	123.5
17	EL DORADO	180,599	186.0	103.0	84.8	72.4	97.2
18	VENTURA	834,109	745.7	89.4	84.8	78.7	91.0
19	NAPA	138,577	161.7	116.7	86.3	72.7	99.9
20	SONOMA	489,283	552.7	113.0	88.7	81.1	96.3
21	SANTA BARBARA	427,358	464.7	108.7	92.4	83.9	101.0
22	SAN DIEGO	3,147,220	3,071.3	97.6	95.7	92.2	99.1
23	PLUMAS	19,523	30.0	153.7	95.8	64.6	136.8
24	PLACER	360,680	442.0	122.5	97.5	88.3	106.6
25	NEVADA	98,202	154.7	157.5	97.5	81.6	113.5
26	SISKIYOU	44,598	68.3	153.2	98.5	76.5	124.8
27	GLENN	28,208	31.3	111.1	98.6	67.2	139.7
28	ORANGE	3,071,933	3,111.0	101.3	98.8	95.3	102.3
29	TRINITY	13,470	22.0	163.3	100.1	62.8	151.6
30	AMADOR	36,899	64.0	173.4	100.3	77.2	128.1
31	MENDOCINO	88,566	119.3	134.7	101.0	82.3	119.6
32	BUTTE	221,118	307.7	139.1	103.3	91.5	115.1
HEALTHY PEOPLE 2020 NATIONAL OBJECTIVE: HDS-2					103.4		
33	TUOLUMNE	54,339	91.7	168.7	103.5	83.4	127.0
34	TEHAMA	63,623	82.3	129.4	103.6	82.4	128.5
	CALIFORNIA	37,826,160	39,455.0	104.3	103.8	102.7	104.8
35	DEL NORTE	28,359	34.3	121.1	104.4	72.5	145.7
36	HUMBOLDT	134,923	164.3	121.8	105.2	88.7	121.6
37	CALAVERAS	45,045	73.7	163.5	105.2	82.6	132.2
38	COLUSA	21,614	22.0	101.8	105.4	66.1	159.6
39	SACRAMENTO	1,439,874	1,544.3	107.3	107.5	102.1	113.0
40	SAN JOAQUIN	699,003	696.3	99.6	107.8	99.7	115.9
41	SIERRA	3,089	5.7	183.4 *	107.9 *	38.2	239.8
42	KINGS	150,843	116.3	77.1	110.3	89.9	130.7
43	IMPERIAL	178,659	177.0	99.1	112.0	95.4	128.6
44	FRESNO	946,823	954.7	100.8	112.9	105.7	120.2
45	MERCED	261,708	246.3	94.1	117.2	102.4	131.9
46	SUTTER	95,351	118.3	124.1	117.5	96.2	138.7
47	SHASTA	178,477	290.0	162.5	117.8	104.0	131.6
48	MARIPOSA	17,817	32.0	179.6	119.8	81.9	169.1
49	SAN BERNARDINO	2,065,016	1,912.0	92.6	120.9	115.4	126.4
50	MODOC	9,518	18.0	189.1 *	121.8 *	72.2	192.4
51	LOS ANGELES	9,911,665	11,824.7	119.3	122.3	120.1	124.5
52	RIVERSIDE	2,244,399	2,719.0	121.1	122.9	118.2	127.5
53	TULARE	451,627	484.7	107.3	133.5	121.5	145.5
54	KERN	855,522	878.3	102.7	134.2	125.1	143.2
55	LAKE	64,394	121.7	188.9	135.3	110.6	159.9
56	MADERA	151,790	196.3	129.3	140.7	120.9	160.5
57	STANISLAUS	522,651	722.7	138.3	148.0	137.1	158.9
58	YUBA	73,021	92.3	126.4	149.4	120.5	183.2

* Rates are deemed unreliable based on fewer than 20 data elements.

Note: Counties were rank ordered first by increasing age-adjusted death rate (calculated to 15 decimal places), second by decreasing size of the population.
Sources: California Department of Public Health, 2011-2013 Death Statistical Master Files.
State of California, Department of Finance, Report P-3: State and County Population Projections by Race/Ethnicity, Detailed Age, and Gender, 2010-2060.
Sacramento, California, January 2013.

PERSONS UNDER 18 IN POVERTY, 2012



Californians under 18 years of age living in poverty represent 23.6 percent of the population of persons under 18 years of age. This percentage is based on the U.S. Census Bureau, American Community Survey 2012 estimate of persons under 18 years of age, living in poverty, of 2,164,587 and a California Department of Finance corresponding population count of 9,170,526 as of July 1, 2012.

All counties demonstrated reliable percentages for persons less than 18 years of age in poverty. The percentages ranged from 40.7 in Tulare County to 10.4 in Marin County, a factor of 3.9 to 1.

A Healthy People 2020 National Objective for persons under 18 years of age in poverty has not been established.

The percentage of Californians under 18 years of age in poverty was 22.6 for 2011.

**TABLE 29
PERSONS UNDER 18 IN POVERTY
RANKED BY PERCENTAGE OF CENSUS POPULATION UNDER 18 BELOW POVERTY
CALIFORNIA COUNTIES, 2012**

RANK ORDER	COUNTY OF RESIDENCE	UNDER 18			95% CONFIDENCE LIMITS	
		2012 POPULATION	IN POVERTY		LOWER	UPPER
			NUMBER	PERCENT		
HEALTHY PEOPLE 2020 NATIONAL OBJECTIVE:				NONE		
1	MARIN	51,763	5,377	10.4	10.1	10.7
2	SAN MATEO	162,180	17,685	10.9	10.7	11.1
3	PLACER	85,224	9,794	11.5	11.3	11.7
4	EL DORADO	39,168	4,724	12.1	11.7	12.4
5	SANTA CLARA	436,447	54,064	12.4	12.3	12.5
6	NAPA	31,125	4,316	13.9	13.5	14.3
7	CONTRA COSTA	255,890	37,201	14.5	14.4	14.7
8	SONOMA	104,978	15,771	15.0	14.8	15.3
9	SAN FRANCISCO	116,481	17,679	15.2	15.0	15.4
10	SAN LUIS OBISPO	50,367	8,239	16.4	16.0	16.7
11	MONO	2,971	496	16.7	15.2	18.2
12	ALAMEDA	343,820	58,641	17.1	16.9	17.2
13	SANTA CRUZ	55,954	9,632	17.2	16.9	17.6
14	NEVADA	18,018	3,106	17.2	16.6	17.8
15	VENTURA	206,821	36,174	17.5	17.3	17.7
16	YOLO	44,406	7,829	17.6	17.2	18.0
17	ORANGE	724,926	130,230	18.0	17.9	18.1
18	AMADOR	6,009	1,084	18.0	17.0	19.1
19	SAN BENITO	15,546	2,827	18.2	17.5	18.9
20	SOLANO	97,912	18,281	18.7	18.4	18.9
21	SIERRA	481	95	19.8	16.0	24.2
22	SAN DIEGO	722,277	142,756	19.8	19.7	19.9
23	INYO	3,727	741	19.9	18.5	21.3
24	TUOLUMNE	9,222	1,865	20.2	19.3	21.1
25	COLUSA	6,173	1,254	20.3	19.2	21.4
26	CALAVERAS	8,280	1,686	20.4	19.4	21.3
27	SANTA BARBARA	97,785	20,168	20.6	20.3	20.9
28	LASSEN	5,682	1,270	22.4	21.1	23.6
29	PLUMAS	3,317	777	23.4	21.8	25.1
	CALIFORNIA	9,170,526	2,164,587	23.6	23.6	23.6
30	SUTTER	25,370	6,099	24.0	23.4	24.6
31	SAN JOAQUIN	197,931	48,563	24.5	24.3	24.8
32	RIVERSIDE	611,198	151,799	24.8	24.7	25.0
33	MARIPOSA	3,056	766	25.1	23.3	26.8
34	SHASTA	39,051	9,835	25.2	24.7	25.7
35	GLENN	7,657	2,010	26.3	25.1	27.4
36	BUTTE	45,992	12,092	26.3	25.8	26.8
37	SACRAMENTO	359,112	95,891	26.7	26.5	26.9
38	HUMBOLDT	26,337	7,067	26.8	26.2	27.5
39	ALPINE	245	66	27.0	20.9	34.3
40	LOS ANGELES	2,341,123	633,448	27.1	27.0	27.1
41	MONTEREY	111,806	30,270	27.1	26.8	27.4
42	STANISLAUS	144,581	39,172	27.1	26.8	27.4
43	SAN BERNARDINO	579,792	162,732	28.1	27.9	28.2
44	KINGS	40,866	11,586	28.4	27.8	28.9
45	MODOC	2,010	593	29.5	27.1	31.9
46	YUBA	20,586	6,243	30.3	29.6	31.1
47	MENDOCINO	19,078	5,900	30.9	30.1	31.7
48	LAKE	13,100	4,087	31.2	30.2	32.2
49	TEHAMA	15,514	4,876	31.4	30.5	32.3
50	SISKIYOU	8,878	2,818	31.7	30.6	32.9
51	IMPERIAL	50,932	16,597	32.6	32.1	33.1
52	DEL NORTE	5,778	1,884	32.6	31.1	34.1
53	KERN	251,296	84,192	33.5	33.3	33.7
54	TRINITY	2,335	786	33.7	31.3	36.0
55	MERCED	79,582	28,282	35.5	35.1	36.0
56	MADERA	42,036	14,991	35.7	35.1	36.2
57	FRESNO	275,524	110,042	39.9	39.7	40.2
58	TULARE	142,812	58,138	40.7	40.4	41.0

Note: Counties were rank ordered first by increasing percentage of persons under 18 in poverty (calculated to 15 decimal places), second by decreasing size of the same age group population.

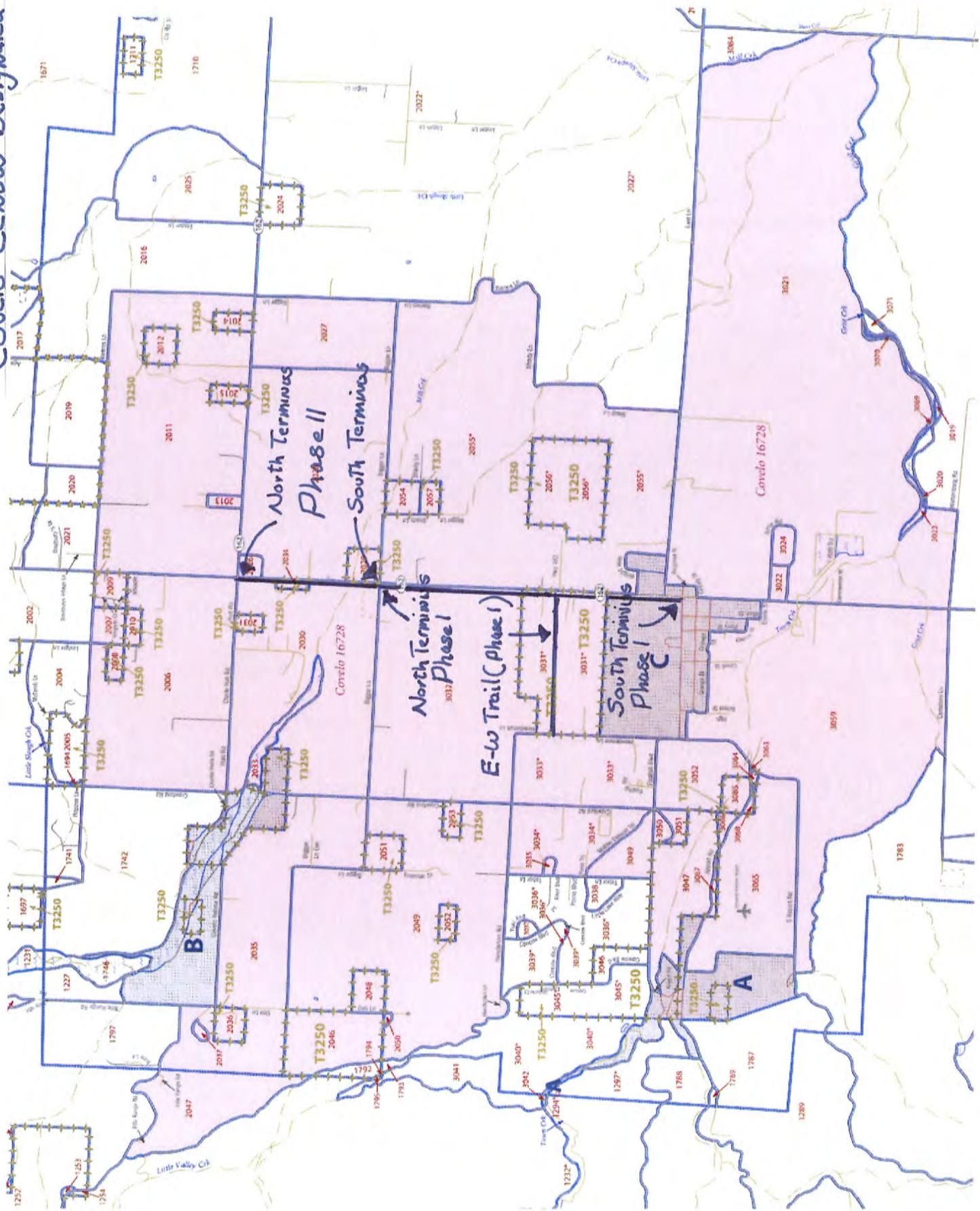
Percentage based on the population under 18 years of age for which the poverty status was determined and excludes persons of unknown poverty status.

Sources: U.S. Census Bureau, Small Area Income and Poverty Estimates.

<http://www.census.gov/did/www/saipa/data/statecounty/data/2012.html> Accessed October 2014.

State of California, Department of Finance, Report P-3: State and County Population Projections by Race/Ethnicity, Detailed Age, and Gender, 2010-2060, Sacramento, California, January 2013.

Covelo Census Designated Place (CDP)



LEGEND		
SYMBOL DESCRIPTION	SYMBOL	LABEL STYLE
International	☆☆☆☆☆	CANADA
Federal American Indian Reservation	*****	L'ANSE RESVN 1880
Off-Reservation Trust Land, Hawaiian Home Land	+++++	T1880
Oklahoma Tribal Statistical Area, Maidu Village Statistical Area, Tribal Designated Statistical Area	◆◆◆◆◆	KAWI DTSA 5690
American Indian Tribal Subdivision	●●●●●	EARLE HEST 051 200
State American Indian Reservation	///////	Tama Resvn 9400
State Designated Tribal Statistical Area	◆◆◆◆◆	Lumbee SDTSA 9815
Alaska Native Regional Corporation	▼▼▼▼▼	NANA ANRC 52120
State (or statistically equivalent entity)	///////	NEW YORK 36
County (or statistically equivalent entity)	□□□□□	MONTGOMERY 031
Minor Civil Division (MCD) ¹	○○○○○	Bristol town 07485
County (or statistically equivalent entity)	□□□□□	MONTGOMERY 031
Consolidated City	○○○○○	MILFORD 47500
Incorporated Place ^{1,2}		Davis 18100
Census Designated Place (CDP) ²		Incline Village 35100
Census Tract		33.07
Census Block ³		1012

DESCRIPTION	SYMBOL	DESCRIPTION	SYMBOL
Interstate		Geographic Office or Corridor	
U.S. Highway		Water Body	
State Highway		Swamp, Marsh, or Gravel Pit/Quarry	
Other Road		Glacier	
Cul-de-sac		Military	
Circle		National or State Park, Forest, or Recreation Area	
MTD Trail, Station, Alley, Walkway, or Fence		Airport	
Railroad		Selected Mountain Peaks	
Pipeline or Power Line		Island Name	
Ridge or Fence		Inset Area	
Property Line		Outside Subject Area	
Perennial Stream			
Intermittent Stream			
Nonvisible Boundary or Feature Not Elsewhere Classified			

Where state, county, and/or MCD/CCD boundaries coincide, the map shows the boundary symbol for only the highest-ranking of these boundaries. Where American Indian reservation and American Indian tribal subdivision boundaries coincide, the map shows only the American Indian reservation boundaries. Where Oklahoma tribal statistical area boundaries and American Indian tribal subdivision boundaries coincide, the map shows only the Oklahoma tribal statistical area boundaries.

1. A "*" following an MCD name denotes a false MCD. A " " following a place name indicates that a false MCD exists with the same name and FIPS code as the place; the false MCD label is not shown.

2. Place label color correlates to the place fill color.

3. A " " following a block number indicates that the block number is repeated elsewhere in the block.

ARIZON
NEW MEXICO

OKLAHOMA

ARKANSAS

TENNESSEE

NORTH CAROLINA

SOUTH CAROLINA

S1903

MEDIAN INCOME IN THE PAST 12 MONTHS (IN 2013 INFLATION-ADJUSTED DOLLARS)

2009-2013 American Community Survey 5-Year Estimates

Note: This is a modified view of the original table.

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Subject	California		Census Tract 101, Mendocino County, California	
	Total	Median income (dollars)	Total	Median income (dollars)
	Estimate	Estimate	Estimate	Estimate
Households	12,542,460	61,094	974	27,831

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

While the 2009-2013 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2009-2013 5-Year American Community Survey

Explanation of Symbols:

1. An '***' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '****' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

County Code	District Code	School Code	County Name	District Name	School Name	NSIP Provision 2 or 3 School	Charter School Number	Charter Funding Type	Low Grade	High Grade	Enrollment (K-12)	Unadjusted Free Meal Count (K-12)	Adjusted Free Meal Count (K-12)	Adjusted Percent (%) Eligible Free (K-12)
23	65607	2330033	Mendocino	Round Valley Unified	Round Valley Continuation	N			9	12	12	12	12	100.0%
23	65607	2330272	Mendocino	Round Valley Unified	Eel River Charter	Y	0032	Directly funded	K	8	47	42	42	89.4%
23	65607	2330371	Mendocino	Round Valley Unified	Round Valley Community Day	N			7	12	5	3	3	100.0%
23	65607	2334563	Mendocino	Round Valley Unified	Round Valley High	Y			9	12	99	97	97	98.0%
23	65607	6025175	Mendocino	Round Valley Unified	Round Valley Elementary	Y			K	8	243	239	239	98.4%
23	65615	0000001	Mendocino	Ukiah Unified	Nonpublic, Nonsectarian Schools	N			K	8	4	3	3	75.0%
23	65615	0101147	Mendocino	Ukiah Unified	Grace Hudson Elementary	N			K	5	480	324	324	67.5%
23	65615	0115055	Mendocino	Ukiah Unified	River Oak Charter	N	0910	Directly funded	K	8	235	121	121	51.5%
23	65615	0128280	Mendocino	Ukiah Unified	Ukiah Independent Study Academy	N			K	12	80	38	39	48.8%
23	65615	2330413	Mendocino	Ukiah Unified	Redwood Academy of Ukiah	N	0271	Directly funded	7	12	157	58	58	36.9%
23	65615	2330454	Mendocino	Ukiah Unified	Accelerated Achievement Academy	N	0439	Directly funded	4	12	155	107	107	69.0%

INFRASTRUCTURE

Project Name:	S.R. 162 Corridor Multi-Purpose Trail Phase II
Project Location:	Covelo

Project Costs (Box 1D)	
Non-SR2S Infrastructure Project Cost	\$1,251,797
SR2S Infrastructure Project Cost	

ATP Requested Funds (Box 1E)	
Non-SR2S Infrastructure	\$1,231,797
SR2S Infrastructure	

CRASH DATA (Box 1F)	Last 5 Yrs	Annual Average
Fatal Crashes	1	0.2
Injury Crashes		0
PDO		0

SAFETY COUNTERMEASURES (improvements) (Box 1G)	Y or N (Capitalized)
Signalized Intersection	
Unsignalized Intersection	
Roadways	Y
Other reduction factor countermeasures	

Bike Projects (Daily Person Trips for All Users) (Box 1A)		
Existing	Without Project: 18	With Project: 54
Forecast (1 Yr after completion)	Without Project: 18	With Project: 54
Existing Trips	Commuters: 2	Recreational Users: 6
New Daily Trips (estimate)	Commuters: 1	Recreational Users: 3
(1 Yr after completion) (actual)		
Project Information- Non SR2S Infrastructure		
Bike Class Type	Bike Class I	
Average Annual Daily Traffic (AADT)		

Pedestrian Projects (Daily Person Trips for All Users) (Box 1B)		
Existing	Without Project: 28	With Project: 56
Forecast (1 Yr after project completion)	Without Project: 28	With Project: 56
Existing step counts (600 steps=0.3mi=1 trip)	Without Project: []	With Project: []
Existing miles walked	Without Project: []	With Project: []

Safe Routes to School (SR2S) (Box 1C)	
Number of student enrollment	Total: 240
Approximate no. of students living along school route proposed for improvement	24
Percentage of students that currently walk or bike to school	25.00%
Projected percentage of students that will walk or bike to school after the project	50.00%

20 Year Invest Summary Analysis

Total Costs	\$1,251,797.00
Net Present Cost	\$1,203,650.96
Total Benefits	\$11,821,358.53
Net Present Benefit	\$7,829,043.60
Benefit-Cost Ratio	6.50

20 Year Itemized Savings

Mobility	\$647,925.33
Health	\$135,128.58
Recreational	\$299,914.58
Gas & Emissions	\$33,681.62
Safety	\$10,704,708.41

Funds Requested	\$1,231,797.00
Net Present Cost of Funds Requested	\$1,184,420.19
Benefit Cost Ratio	6.61

James Sookne

From: Hsieh, Wei@CCC <Wei.Hsieh@CCC.CA.GOV> on behalf of ATP@CCC <ATP@CCC.CA.GOV>
Sent: Friday, May 15, 2015 3:47 PM
To: Sookne, James@DOW-ASSOCIATES
Cc: inquiry@atpcommunitycorps.org; ATP@CCC; Hsieh, Wei@CCC
Subject: RE: CCC coordination with ATP project

Hi James,

John Button, the Conservation Supervisor at our CCC Ukiah location has accepted the partnership for your project. The CCC can perform landscaping work.

Please include this email with your application as proof that you reached out to the CCC. Feel free to contact John Button directly John.Button@ccc.ca.gov if your project receives funding.

Thank you,

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

From: James Sookne [<mailto:sooknej@dow-associates.com>]
Sent: Tuesday, May 12, 2015 4:52 PM
To: ATP@CCC
Subject: CCC coordination with ATP project

Good afternoon Wei –

I have 2 ATP application for work in the community of Covelo in Mendocino County. These projects are continuous along S.R. 162 and as such, the file I have attached has all of the required information for both projects. Please let me know if the Corps would like to work with us on these projects. If you have any questions, please do not hesitate to call.

James Sookne
Regional Project Manager
Mendocino Council of Governments (Administration)
Lake County/City Area Planning Council (Planning)
367 North State Street, Suite 206
Ukiah, CA 95482
(707)463-1806 T (MCOG)
(707)263-7799 T (Lake APC)
(707)463-2212 F

James Sookne

From: Active Transportation Program <inquiry@atpcommunitycorps.org>
Sent: Tuesday, May 19, 2015 10:47 AM
To: James Sookne
Cc: atp@ccc.ca.gov
Subject: Re: CCC coordination with ATP project

Hi James,

Thank you for reaching out to the local conservation corps. Unfortunately, we are not able to participate in this project. Please include this email with your application as proof that you reached out to the Local Corps.

Thank you

Monica

On Tue, May 12, 2015 at 5:01 PM, James Sookne <sooknej@dow-associates.com> wrote:

Good afternoon Danielle –

I have 2 ATP application for work in the community of Covelo in Mendocino County. These projects are continuous along S.R. 162 and as such, the file I have attached has all of the required information for both projects. Please let me know if the Corps would like to work with us on these projects. If you have any questions, please do not hesitate to call.

James Sookne

Regional Project Manager

Mendocino Council of Governments (Administration)

Lake County/City Area Planning Council (Planning)

367 North State Street, Suite 206

Ukiah, CA 95482

(707)463-1806 T (MCOG)

(707)263-7799 T (Lake APC)

(707)463-2212 F

--

Monica Davalos | Legislative Policy Intern
Active Transportation Program
California Association of Local Conservation Corps
1121 L Street, Suite 400
Sacramento, CA 95814
916.426.9170 | inquiry@atpcommunitycorps.org

Attachment J

Letters of Support

- **Mendocino County Supervisor, 3rd District** (page 1)
- **Mendocino County Sheriff** (page 2)
- **California Highway Patrol** (page 3)
- **Mendocino County Department of Transportation** (page 4)

TOM WOODHOUSE
Supervisor
Third District



OFFICE PHONE: (707) 463-4221
OFFICE FAX: (707) 463-7237
HOME OFFICE: (707) 467-0329
EMAIL: hamburgd@co.mendocino.ca.us
WEBSITE: www.co.mendocino.ca.us

COUNTY OF MENDOCINO
BOARD OF SUPERVISORS
501 Low Gap Road • Room 1010
Ukiah, California 95482

RECEIVED MAY 11 2015

May 11, 2015

Mr. Phil Dow, Executive Director
Mendocino Council of Governments
367 N. State Street, Suite 206
Ukiah, CA 95482

RE: SUPPORT FOR MCOG'S ACTIVE TRANSPORTATION PROGRAM APPLICATION FOR CYCLE 2 -
S.R. 162 CORRIDOR MULTI-PURPOSE TRAIL, PHASE II

Dear Mr. Dow:

I am writing to express my support for MCOG's application for funding under Active Transportation Program (ATP) Cycle 2 for Phase II of the S.R. 162 Corridor Multi-Purpose Trail project.

This project will implement a high community priority as identified in the 2014 *Covelo/Round Valley Non-Motorized Needs Assessment and Engineered Feasibility Study*. Phase II will complete a much needed pedestrian and bicycle facility through the State Route 162 corridor that has experienced a number of bicycle/pedestrian fatalities in recent years.

Phase I of this corridor project to construct a dedicated bicycle/pedestrian facility was funded through the environmental phase in Cycle 1 for the segment from Howard Street to Biggar Lane. I understand MCOG will also be preparing a separate Active Transportation Program application to fully fund Phase I through construction. My predecessor, Supervisor John Pinches, endorsed Phase I last year.

Phase II will complete this priority project and will be constructed within State right-of-way and on Round Valley Indian Tribes lands through this half-mile segment from Biggar Lane to Hurt Road. I understand that the Round Valley Indian Tribes has already graciously offered to dedicate lands needed to build this facility on their Tribal Lands and has agreed to maintain facilities built on their lands.

This important project addresses transportation, health, and safety issues in this very remote area of our county. There are no transit services available in Covelo, so those without vehicles have no choices other than active transportation. But there are few dedicated walkways and pathways. There is high demand to use the State Route 162 corridor, but there are no shoulders, resulting in a tragic safety record in this community. Providing a safe dedicated facility will offer children and adults alike an opportunity to enjoy a healthy and safe transportation alternative.

Sincerely,

A handwritten signature in blue ink that reads "Tom Woodhouse".

Tom Woodhouse, 3rd District Supervisor
Mendocino County Board of Supervisors

THOMAS D. ALLMAN
Sheriff-Coroner



Undersheriff Randy Johnson

Captain Gregory L. Van Patten
Field Services

Captain Tim Pearce
Corrections

County of Mendocino Office Of The Sheriff-Coroner

April 28, 2015

Mr. Phil Dow, Executive Director
Mendocino Council of Governments
367 N. State Street, Suite 206
Ukiah, CA 95482

RE: S.R. 162 Corridor Multi-Purpose Trail Phase II

Dear Mr. Dow:

The Mendocino County Sheriff's Office wholeheartedly supports the Mendocino Council of Government's application for the Covelo State Route Multi-Purpose Trail. The plan for this proposed trail is to have a parallel route alongside existing State Highway 162. This route would be for pedestrians and bicyclists.

The newly proposed extension to the Charlie Hurt Highway is an excellent example of a pedestrian route which would greatly increase the safety of pedestrians and bicyclists who are currently using State Highway 162 as their main travel link to the commercial area of Round Valley. As you may be aware, this area has no street lighting and this route is used around the clock by local residents.

State Highway 162 is the one of two direct links from Mendocino County to the Sacramento Valley and is used by motorists year round. As you can imagine, motorists often travel at a high rate of speed through this area. The numerous residents that live in the low income housing units north of this proposed route regularly use bicycles or walk to local commercial areas, schools and to the health center. This proposed route would greatly reduce often dangerous traffic diversions and would vastly improve the safety pedestrians and motorists that use State Highway 162.

If you have any questions, please feel free to contact me.

Sincerely,

A handwritten signature in blue ink that reads "Tom Allman".

THOMAS D. ALLMAN
SHERIFF-CORONER

TDA/ee

**951 Low Gap Road
Ukiah, California 95482**

**707-463-4411
Fax 707-468-3404**

State of California—Transportation Agency

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

Garberville Area
 P.O.Box 515
 Garberville, CA 95542
 (707) 923-2155 (Office)
 (707) 923-2159 (Fax)
 (800) 735-2929 (TT/TDD)
 (800) 735-2922 (Voice)



April 30, 2015

File No.: 15808.

Mr. Phil Dow, Executive Director
 Mendocino Council of Governments
 367 N. State St., Suite 206
 Ukiah, CA 95482

Dear Mr. Dow,

I am writing to express my support for MCOG's application for the Covelo State Route (S/R) 162 Corridor Multi-Purpose Trail Phase II.

The proposed project will provide a separated off-road bicycle and pedestrian facility adjacent to S/R 162 that will provide a safe and direct route between Biggar Lane and Hurt Road. This portion of the project traverses through the northern area of the Covelo Community, which includes business and residential properties. Since S/R 162 serves as the "main street" in the community, there are a number of businesses and facilities along this route that would be well-served by this proposed multi-purpose trail. Although the collision data is not as significant as the area in *Phase I* of the project, it only takes one tragedy to recognize a need for a bike/pedestrian trail. The roadway conditions in *Phase II* are similar to *Phase I* and necessitate the need for safe passage in this area before a tragedy occurs. The project will provide additional community access to an east-west trail through Tribal lands that will connect the north-south trail to Henderson Lane, thus providing direct access to area schools.

As a rural undeveloped area, there are no transit services available and few opportunities for safe pedestrian and bicycle activity. In addition to providing a safe transportation alternative, this project would result in numerous public health benefits for children as well as the community at large. If you have any questions, please feel free to contact me.

Sincerely,

A handwritten signature in blue ink, appearing to read "B. M. Fabbri".

B. M. FABBRI, Lieutenant
 Commander
 Garberville Area



Safety, Service, and Security

An Internationally Accredited Agency

Howard N. Dashiell
DIRECTOR OF TRANSPORTATION

Road Commissioner
County Engineer, RCE 42001
County Surveyor, PLS 7148



FUNCTIONS

Administration & Business Services
Airports
Engineering
Land Improvement
Roads and Bridges
Landfills

COUNTY OF MENDOCINO
DEPARTMENT OF TRANSPORTATION

340 LAKE MENDOCINO DRIVE
UKIAH, CALIFORNIA 95482-9432
VOICE (707)463-4363 FAX (707)463-5474

April 28, 2015

Phil Dow, Executive Director
Mendocino Council of Governments
367 N. State Street, Suite 206
Ukiah, CA 95482

Re: SUPPORT FOR MCOG'S ACTIVE TRANSPORTATION PROGRAM APPLICATION
– COVELO STATE ROUTE 162 CORRIDOR MULTI-PURPOSE TRAIL PHASE II –
BIGGAR LANE (CR 337C) TO HURT ROAD (CR 337D)

Dear Mr. Dow:

I am writing to express my support for MCOG's application for the Covelo SR 162 Corridor Multi-Purpose Trail Phase 2 – Biggar Lane to Hurt Road (including the HWY 162 Bridge over Mill Creek).

This project will implement a high community priority as identified in the 2014 Covelo/Round Valley Non-Motorized Needs Assessment and Engineered Feasibility Study.

The proposed project will provide a separated off-road bicycle and pedestrian facility adjacent to State Route 162 that will provide a safe and direct route between Covelo Elementary School and the Tribal commerce area, Tribal Health Center, and residential areas to the north of town. Since SR 162 serves as the "main street" in the community, there are a number of businesses and facilities along this route that would be well-served by this proposed multi-purpose trail.

As a rural undeveloped area, there are no transit services available and few opportunities for safe pedestrian and bicycle activity. In addition to providing a safe transportation alternative, this project would result in numerous public health benefits for children as well as the community at large.

Sincerely,

HOWARD N. DASHIELL
Director of Transportation

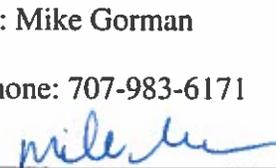
Attachment K

Additional Attachments

- **Part A: Multiple Schools Information** (page 1)
- **Part A: School Area Enrollment Map** (page 2)
- **Part A: Caltrans Maintenance Letter** (page 3)
- **Part A: Caltrans Traffic Operations Concurrence** (page 4)
- **Part A: MCOG/Round Valley Indian Tribes Agreement** (pages 5 – 9)
- **Part A: Exhibit 22-F – Request for State Only ATP Funding** (pages 10 – 11)

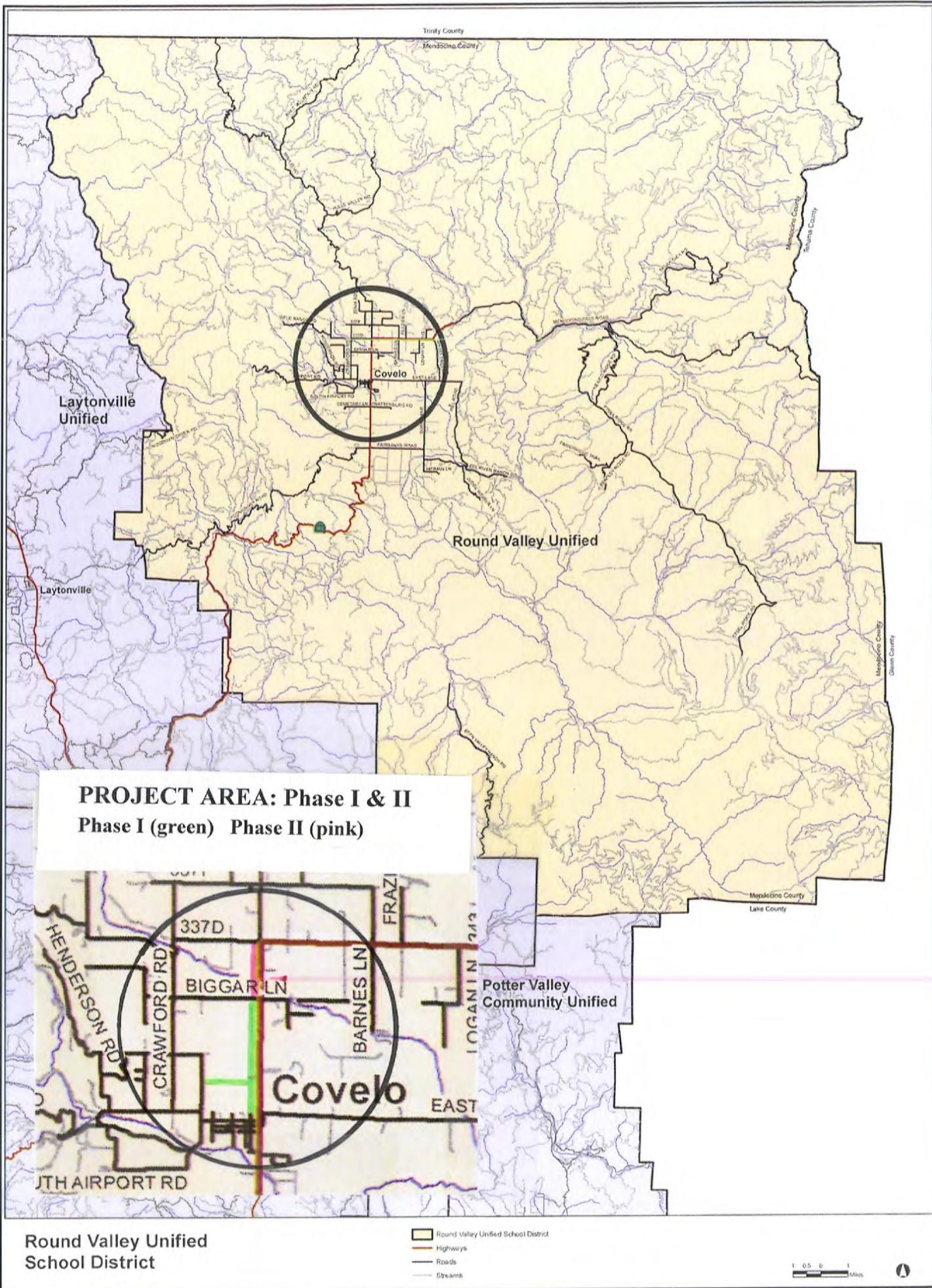
PROJECT SUB-TYPE - SAFE ROUTES TO SCHOOL –MULTIPLE SCHOOLS

- 1. School Name: Round Valley Elementary/Middle School
 - a. School Address: Foothill & Airport Streets, Covelo, CA 95428
 - b. District Name: Round Valley Unified School District
 - c. District Address: Howard & High Streets, P.O. Box 276, Covelo, CA 95428
 - d. Co. School Dist. Code: 23-65607-6025175
 - e. School type: K-8
 - f. Project improvements maximum distance from school: 1.17 miles
 - g. Total student enrollment: 243
 - h. % of students that currently walk of bike to school: 30%
 - i. Approximate # of students living along route proposed for improvement: 124
 - j. Percentage of students eligible for free or reduced meal programs: 98.4 %

Contact Information: Name: Mike Gorman Title: Superintendent
 Telephone: 707-983-6171 email: mgorman@mcoe.us
 School Official Signature:  Title: Superintendent
 Date: 5/14/15

- 2. School Name: Round Valley High School/Yolla Bolly Continuation H.S.
 - a. School Address: 23495 Howard Street, Covelo, CA 95428
 - b. District Name: Round Valley Unified School District
 - c. District Address: Howard & High Streets, P.O. Box 276, Covelo, CA 95428
 - d. Co. School Dist. Code: 23-65607-6025175
 - e. School type: 9-12
 - f. Project improvements maximum distance from school: 1.17 miles
 - g. Total student enrollment: 103
 - h. % of students that currently walk of bike to school: 30%
 - i. Approximate # of students living along route proposed for improvement: 29
 - j. Percentage of students eligible for free or reduced meal programs: 98.0%

Contact Information: Name: Mark Smith Title: Principal
 Telephone: 707-983-6171 ext. 402 email: msmith@mcoe.us
 School Official Signature:  Title: Principal
 Date: 5-13-15



DEPARTMENT OF TRANSPORTATION

DISTRICT 1, P. O. BOX 3700
 EUREKA, CA 95502-3700
 PHONE (707) 445-6382
 FAX (707) 441-5873
 TTY 711



*Serious drought.
 Serious drought.
 Help save water!*

May 15, 2015

Mr. Phil Dow
 Mendocino Council of Governments
 367 N. State Street
 Ukiah, CA 95482

Covelo Community Connections
 ATP Application
 MEN-162-30.6/31.0

Dear Mr. Dow:

Caltrans District 1 conditionally agrees to cooperate on a maintenance agreement for proposed improvements to State Route 162 in Mendocino County between the approximate Post Mile limits of 30.6 to 31.0 as described in Mendocino Council of Governments (MCOG) Active Transportation Program (ATP) application being submitted in May 2015. The condition being that the improvements are built to Caltrans standards, including the structural section. Please reference *Local Assistance Procedures Manual Chapter 11, Design Standards* for more information. It is our understanding that the ATP application being submitted by MCOG proposes to construct a non-motorized, multi-purpose path along SR 162. It is also our understanding that the responsibility for maintenance of portions of the path within the Caltrans R/W will be addressed in a future maintenance agreement.

Sincerely,


 TOM FITZGERALD
 District 1 Maintenance Engineer

c: Brandon Larsen, CT Local Assistance
 Richard Mullen, CT Traffic Operations

DEPARTMENT OF TRANSPORTATION

DISTRICT 1, P. O. BOX 3700
EUREKA, CA 95502-3700
PHONE (707) 445-6377
FAX (707) 441-3914
TTY 711

RECEIVED MAY 21 2015



*Serious drought.
Serious drought.
Help save water!*

May 19, 2015

Mr. Phil Dow
Mendocino Council of Governments
367 N. State Street
Ukiah, CA 95482

ATP MCOG (Covelo) –Phase II Non-motorized trail

Dear Mr. Dow:

Caltrans District Traffic Operations Office Conceptual Approval is granted for the project that your agency is submitting for Active Transportation Program (ATP) funding to purchase right of way and construction. Based upon the information provided to our office, the project proposes to construct a multi-use trail on Tribal lands along State Route 162 from Biggar Lane to Hurt Street.

This approval is conceptual only for funding application purposes. Final design approval by Caltrans will be required prior to construction for all work to be performed within Caltrans right-of-way. Our initial review of the layouts reveal some concerns related to the proposed crosswalk across SR 162 at Biggar Lane due to vehicle speeds. All work within Caltrans right-of-way will require an encroachment permit from the District 1 Office of Permits and will be required to be done in accordance with the Caltrans Highway Design Manual, and State of California Standard Plans and Specifications.

Sincerely,

A handwritten signature in blue ink that reads "Richard Mullen".

RICHARD MULLEN
Chief, Office of Traffic Operations

Agreement to Dedicate an Easement for and Accept Permanent Maintenance Responsibility for Portions of the State Route 162 Corridor Multi-Purpose Trail That May Extend onto Round Valley Indian Tribes Lands

THIS AGREEMENT is made effective this 6Th day of April, 2015, by and between the Mendocino Council of Governments, hereinafter referred to as "MCOG," and the Round Valley Indian Tribes, hereinafter referred to as "RVIT."

WHEREAS:

- A. The Round Valley Indian Tribes are the sovereign Tribal Nation of the Indian Tribes of the Round Valley Indian Reservation, and;
- B. The Round Valley Tribal Council is recognized by the Federal Government of the United States of America as the governing body for the Indians of the Reservation, and;
- C. Article V, Section 1 of the Constitution of the Round Valley Indian Tribes authorized the Round Valley Tribal Council to administer all Tribal business; and
- D. The Mendocino Council of Governments (MCOG), a Joint Powers Agency comprises the unincorporated County of Mendocino and the incorporated cities of Point Arena, Willits, Fort Bragg, and Ukiah is the Regional Transportation Planning Agency for Mendocino County, and;
- E. In conjunction with the California Department of Transportation (Caltrans), MCOG engaged RVIT and the Covelo community in a community planning process that resulted in the *Covelo/Round Valley Non-Motorized Needs Assessment & Engineered Feasibility Study (GHD, 2014)*, and;
- F. At the November 3, 2013 MCOG meeting in Covelo, the Board of Directors discussed the *Covelo/Round Valley Non-Motorized Needs Assessment & Engineered Feasibility Study* and heard widespread support for implementation of the project priorities identified in the plan; and
- G. At the February 3, 2014 MCOG meeting in Ukiah, the Board of Directors accepted the *Covelo/Round Valley Non-Motorized Needs Assessment & Engineered Feasibility Study*, wherein the following improvement priorities were identified:
 - Improvements along SR 162 north to the Tribal commerce center, Health Center, and Administrative Center
 - Improvements connecting east-west from SR 162 to the schools, tribal housing area, and residential areas of Covelo
 - Improvements along Howard Street from the schools east to SR 162, including Airport Road between Foothill Boulevard and Howard Street; and

- H. In response to a call for projects for the new Active Transportation Program (ATP), Cycle 1, MCOG prepared an application for funding, entitled “SR 162 Corridor Multi-Purpose Trail – Phase I” that addresses two of the three implementation priorities identified in the *Covelo/Round Valley Non-Motorized Needs Assessment & Engineered Feasibility Study*; and
- I. Conceptual improvement plans included in the SR 162 Corridor Multi-Purpose Trail – Phase I application indicate that a significant portion of the proposed north-south multi-purpose trail paralleling SR 162 and the entire east-west trail will be constructed on RVIT lands; and
- J. RVIT had previously indicated support for the “SR 162 Corridor Multi-Purpose Trail – Phase I” project by offering an easement for construction of the multi-use trails on Tribal lands and then providing written intent to enter to an agreement to accept maintenance responsibility for all multi-use trail improvements funded through the Active Transportation Program and MCOG that are to be constructed on RVIT lands; and
- K. A formal agreement to assume operation and maintenance responsibility of segments of the multi-use trail that are to be constructed on RVIT lands is required under the terms of the Active Transportation Program in order to proceed with Phase I funding, and written verification of RVIT’s intent to offer an easement on RVIT lands, at no cost, for the construction of the multi-purpose trail is needed in order to pursue right-of-way and construction funding (Phase II) through the next cycle of the Active Transportation Program.

NOW THEREFORE IT IS AGREED:

1. For the purpose of implementing Phase I of the SR 162 Corridor Multi-Purpose Trail, MCOG, its agents, and contractors shall be granted Right of Entry onto tribal lands for the purpose of conducting environmental assessments and studies in the Environmental & Permits phase (E&P) and Plans, Specifications & Estimates (PS&E) phase of the trail project funded through the State’s Active Transportation Program (ATP). MCOG shall be responsible for providing RVIT a schedule of activities for both phases of work on RVIT lands as well as identification of contractors and personnel authorized to perform work on Tribal lands.
2. In the event that MCOG elects to fund the Right-of-Way phase of this project with local funds, MCOG, its agents, and contractors shall be granted Right of Entry onto tribal lands for the purpose of conducting survey work establishing the alignment of the north-south trail adjacent to the State Route 162 corridor and the east-west trail connecting the north-south trail to Henderson Lane.
3. RVIT shall grant a permanent easement, 20 feet in width, for both multi-purpose trails to be constructed on tribal lands. Preliminary estimates are that each trail segment will be approximately 2,250 feet long. The total estimated length of multi-purpose trails on tribal lands therefore is approximately 4,500 feet (0.85 miles).

4. MCOG shall make application for funding to construct Phase I (East Lane to Biggar Lane) in a subsequent Active Transportation Program funding cycle.
5. RVIT shall not be financially responsible for pre-construction (E&P, PS&E, right-of-way) or construction phases of the multi-use trail project.
6. RVIT shall grant a temporary Construction Easement to MCOG, its agents and contractors as may reasonably be needed to accommodate multi-purpose pathway construction on Tribal Lands.
7. RVIT shall ensure that segments of the SR 162 Corridor Multi-Purpose Trail constructed on tribal lands are kept open and unobstructed to the general public on a 24 hour per day basis. RVIT shall not encourage or permit any segment of said multi-use trail to be used by motor vehicles except when motor vehicles are engaged in necessary maintenance activities.
8. RVIT shall maintain segments of the SR 162 Corridor Multi-Purpose Trail constructed on tribal lands consistent with the level of maintenance expected for public facilities on or adjacent to State highways and local public roads. Costs due to all maintenance and operation of the facilities on tribal lands shall be borne by RVIT. **Exhibit A** to this Agreement identifies generalized maintenance activities, frequencies, and estimated annual costs per mile for multi-use trail maintenance.
9. RVIT agrees to maintain segments of the SR 162 Corridor Multi-Purpose Trail that have been constructed on tribal lands throughout the life of the facility (estimated at greater than 40 years).
10. It is understood and agreed that neither MCOG nor any officer or employee thereof is responsible for any damage or liability occurring by reason of anything done or omitted to be done by RVIT under or in connection with any work, authority or jurisdiction performed by RVIT under this agreement. It is understood and agreed that RVIT shall defend, indemnify and save harmless MCOG, all officers and employees from all claims, suits or actions of every name, kind and description brought for or in account of injuries to or death of any person or damage to property resulting from anything done or omitted to be done by the MCOG under or in connection with any work, authority or jurisdiction performed by RVIT under this Agreement.
11. It is understood and agreed that the cost of any maintenance functions described in Exhibit A for that portion of the SR 162 Corridor Multi-Purpose Trail that is constructed on Tribal Lands shall be the responsibility of RVIT and will not be reimbursed by MCOG.
12. This Agreement shall remain in full force and effect until amended by the mutual consent of the parties thereto upon thirty (30) days' notice to the other parties.

NOW THEREFORE BE IT RESOLVED:

The Round Valley Tribal Council, at a meeting on MARCH 19, 2015, approved by Resolution this Agreement granting an easement to construct segments of the SR 162 Corridor Multi-Purpose Trail on Tribal Lands and accepting permanent responsibility for maintenance of trails constructed on Tribal Lands.

BE IT FURTHER RESOLVED, that the President of the Round Valley Tribal Council, and/or the Vice-President in the absence of the President is hereby authorized by the governing body to execute said Resolution and Agreement between the Round Valley Indian Tribes and the Mendocino Council of Governments.

BE IT FURTHER RESOLVED, the Board of Directors of the Mendocino Council of Governments, at a meeting on April 6, 2015, approved this Agreement with the Round Valley Indian Tribes that is essential to construction of the SR 162 Corridor Multi-Purpose Trail and authorized the Executive Director to execute the document on behalf of the Board.

IN WITNESS WHEREOF, the parties hereto have set their hands the day and year first above written.

ROUND VALLEY INDIAN TRIBES

James Russ, President

MENDOCINO COUNCIL OF GOVERNMENTS

Phillip J. Dow
Phillip J. Dow, Executive Director

Douglas L. Losak
Douglas L. Losak, County Counsel

Table 1: Bike Path Maintenance Activities, Frequencies, Costs

Item	Estimated Frequency	Annual Cost/Mile
Shoulder and grass mowing	As needed	\$1,500 - \$4,000
Remove fallen trees	As needed	\$0 - \$500
Trash disposal	As needed	\$440
Pothole filling (asphalt)	As needed	\$500
Bollard replacement	As needed	\$0 - \$10
Irrigate/water plants	Weekly - monthly as needed	\$0 - \$2,000
Graffiti removal	Immediately or within 24 hours of discovery	\$0 - \$50
Pavement sweeping	Monthly - annually as needed	\$1,900 - \$4,000
Weed control	Monthly - as needed	\$10 - \$300
Tree, shrub, & grass trimming/fertilization	5 months- 1 year	\$0 - \$500
Sign replacement/repair	As needed	\$50 - \$100
Repaint Pavement markings	1-3 years	\$50 - \$100
Fence/barrier repair and replacement	Immediate	\$0 - \$200
Clean drainage system	As needed	\$50 - \$200
Maintain irrigation lines/replace sprinklers	1 year	\$0 - \$400
Lighting replacement/repair	As Needed	\$0 - \$100
Maintain furniture	As needed	\$0 - \$20
Maintain emergency telephones	As needed	\$0 - \$10
Pavement sealing/repaving	Seal every 4 years / overlay every 20 years / pavement repairs as needed	\$5,500 - \$8,000
Total		\$11,000 - \$21,430

Note:

Unit costs vary by region, climate zones, amount of volunteer work used, extent of right-of-way, type and availability of available equipment (such as sweepers), length of facility, pavement type, quality and type of construction materials, amount and type of foliage and irrigated landscaping, land use setting, and type of maintenance organization (public, private, etc).



**MENDOCINO
COUNCIL OF GOVERNMENTS**

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PHILLIP J. DOW, EXECUTIVE DIRECTOR

Administration: Suite 206
(707) 463-1859
Transportation Planning: Suite 204
(707) 234-3434

Exhibit 22-F – Request for State-Only ATP Funding

To: ATP Manager
1120 N Street, MS 1
Sacramento, CA 95814

Date: May 22, 2015

Subject: Request for ATP State-Only Funding

The Mendocino Council of Governments hereby requests ATP State-only funding for the following project:

PROJECT NAME: S.R. 162 Corridor Multi-Purpose Trail – Phase II

PROJECT DESCRIPTION: This project will construct a Class 1 multi-purpose paved trail (10 ft. wide, 2 ft. shoulders) along State Route 162 within State right-of-way as well as on tribal lands, from Biggar Lane to Hurt Lane.

JUSTIFICATION:

- A. Type of Work: Infrastructure (IF)
- B. Project Cost: \$1,252,000
- C. Status of Project
 - 1. Beginning and Ending Dates of the Project
 - a. Beginning Date: July 2016
 - b. Ending Date: December, 2020
 - 2. Environmental Clearance Status – N/A
 - 3. R/W Clearance Status – N/A
 - 4. Status of Construction – N/A
 - a) Proposed Advertising Date
 - b) Proposed Contract and Construction Award Dates
- D. Total Project Funding Plan by Fiscal Year (list all funding sources & anticipated fund usage by year include all phases)

See attached PPR.

- E. State specific reasons for requesting State-Only fund and why Federal funds should not be used on the project.

The Mendocino Council of Governments (MCOG) is requesting State-Only funding for the S.R. 162 Corridor Multi-Purpose Trail – Phase II project because of the agency’s limited staff size. MCOG is a small, rural RTPA with limited experience implementing federal construction projects.



Phillip J. Dow, Executive Director
Mendocino Council of Governments