ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Application Form for Part A

Parts B & C must be completed using a separate document

PROJECT unique APPLICATION NO.: 10-Merced County Public Works-2

Auto populated

Total ATP Funds Requested: $ 973 (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:

Merced County Public Works

IMPLEMENTING AGENCY'S ADDRESS	CITY		ZIP CODE
345 W. 7th Street	Merced	CA	95340

IMPLEMENTING AGENCY'S CONTACT PERSON: Steven E. Rough

CONTACT PERSON'S TITLE: Supervising Engineer

CONTACT PERSON'S PHONE NUMBER: (209) 385-7601

CONTACT PERSON'S EMAIL ADDRESS : srough@co.merced.ca.us

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:

PROJECT PARTNERING AGENCY'S ADDRESS	CITY		ZIP CODE
		CA	

PROJECT PARTNERING AGENCY'S CONTACT PERSON:	CONTACT PERSON'S TITLE:

CONTACT PERSON'S PHONE NUMBER:	CONTACT PERSON'S EMAIL ADDRESS :

MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans?	☒ Yes ☐ No
Implementing Agency's Federal Caltrans MA number	10-5939R
Implementing Agency's State Caltrans MA number	00033S

* 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)

Lobo Avenue Complete Street Project

Application Number: 2 **out of** 4 **Applications**

PROJECT DESCRIPTION: (Max of 250 Characters)

Improvement of Lobo Avenue by the installation of curbs, gutters, and sidewalks where non-existent. Additionally, the construction of driveways and roadway paving. Installation of a Class III Bike Lane is also proposed.

PROJECT LOCATION: (Max of 250 Characters)

Lobo Avenue, from Drake Avenue to Franklin Road, in the Community of Franklin-Beachwood located in Merced County.

Will any infrastructure-improvements permanently or temporarily encroach on the State right-of-way? ☐ Yes ☒ No

If yes, see the application instructions for more details on the required coordination and documentation.

Project Coordinates: (latitude/longitude in decimal format) Lat. 37.324444 /long. -120.532778

Congressional District(s):	16						
State Senate District(s):	12			**State Assembly District(s):**	21		
Caltrans District(s):	10						
County:	Merced County						
MPO:	MCAG						
RTPA:	MCAG						
MPO UZA Population:	Small Urban (Pop =or<200,000 but > than 5,000)						

ADDITONAL PROJECT GENERAL DETAILS: (Must be consistent with Part B of Application)

ESTIMATION OF ACTIVE TRANSPORTATION USERS

Existing Counts:	**Pedestrians**	72	**Bicyclists**	6
One Year Projection:	**Pedestrians**	100	**Bicyclists**	8
Five Year Projection:	**Pedestrians**	150	**Bicyclists**	15

BICYCLE AND/OR PEDESTRIAIN INFRASTRUCTURE (Check all that apply)

Bicycle: **Class I** ☐ **Class II** ☐ **Class III** ☒ **Other** _____

Pedestrian: **Sidewalk** ☒ **Crossing** ☒ **Other** _____

Multiuse Trails/Paths: **Meets "Class I" Design Standards** ☐ **Other** _____

DISADVANTAGED COMMUNITIES

Project contributes toward the Disadvantaged Communities funding requirement: the project must clearly demonstrate a direct, meaningful, and assured benefit to a community that meets any of the following criteria: ☒ Yes ☐ No

If yes, which criterion does the project meet in regards to the Disadvantaged Community (mark all that apply):

Household Income	☒ Yes	☐ No	**CalEnvioScreen**	☒ Yes	☐ No
Student Meals	☒ Yes	☐ No	**Local Criteria**	☐ Yes	☐ No

Is the majority of the project physically located within the limits of a Disadvantaged Community: ☒ Yes ☐ No

CORPS

Does the agency intend to utilize the Corps: ☐ Yes ☒ No

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** 50.0 % (ped + bike must = 100%)

☒ **Pedestrian Transportation** **% of Project** 50.0 %

☒ **Safe Routes to School** *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

How many schools does the project impact/serve: 2

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 (See Attachment K)
School address:	Multiple Schools (See Attachment K)
District name:	Merced City School District
District address:	444 W. 23rd Street, Merced, CA 95340
Co.-Dist.-School Code:	See Attachment K

School type (K-8 or 9-12 or Both) K-8 Project improvements maximum distance from school 1.0 mile

Total student enrollment:	990
% of students that currently walk or bike to school%	2.0 %
Approx. # of students living along route proposed for improvement:	190
Percentage of students eligible for free or reduced meal programs **	90.0 %

**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:			7/1/16
* CEQA Environmental Clearance:			4/30/2017
* NEPA Environmental Clearance:			4/30/2017
CTC - PS&E Allocation:			6/15/17
CTC - Right of Way Allocation:			6/15/17
* Right of Way Clearance & Permits:			6/30/2018
Final/Stamped PS&E package:			6/30/18
*** CTC - Construction Allocation:**			6/30/18
* Construction Complete:			11/30/18
* Submittal of "Final Report"			12/31/18

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:	$100	
ATP funds for PS&E:	$58	
ATP funds for Right of Way:	$100	
ATP funds for Construction:	$715	
ATP funds for Non-Infrastructure:	$0	*(All NI funding is allocated in a project's Construction Phase)*
Total ATP funds being requested for this application/project:		$973
Local funds leveraging or matching the ATP funds:		$10

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: $983

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"

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.: __10-Merced County Public Works-2_____

Implementing Agency's Name: __Merced County Public Works_____

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 is the disqualification of the application.

1. Demonstrated fiscal needs of the applicant:

Merced County is seeking ATP funds to install improvements where currently non-existent. The estimated total cost of this project is approximately $983,000.00 but the County does not have sufficient funds to begin and complete environmental compliance, PS&E, obtaining all needed regulatory permits, and construction. Nevertheless, the County is committed to promote an increase in active transportation use and proposes to leverage 1% of the total cost (approximately $10,000.00) if ATP funding is awarded. If an ATP grant is not awarded at this time, this project will not move forward.

The elements of this project are not directly or indirectly related to any past or future environmental mitigation resulting from other development or capital improvement project.

2. Consistency with Regional Plan.

The Lobo Avenue Complete Street Project is consistent with the latest adopted Regional Transportation Plan. The Merced County Association of Governments adopted the Regional Transportation Plan for 2015-2040 on September 25, 2014. The RTP supports projects that aim for the maintenance, managing and improvement of the region's transportation systems. This includes the implementation of active transportation facilities such as sidewalk and bike paths.

- Regional Transportation Plan (Attachment I-Screening Criteria):
    - Goal- A regional transportation system for bicyclist and pedestrians.

      It aims to develop and construct bike and walkway facilities in urban areas and other communities where non-motorized systems do not currently exist. This includes installing Class I, II, and III bike routes, and constructing walkway facilities. The Regional Transportation Plan endorses actively pursuing bicycle and pedestrian related funding sources to implement local and regional plans.

The project is also consistent with the Merced County General Plan and the Franklin-Beachwood Safe Routes to School Plan.

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.)

Lobo Avenue is currently used by students, bikes, pedestrians, commuters, and recreational users. Manual bike and pedestrian counts were taken on two separate locations on different dates.

1) On April 21st, 2015, a bike and pedestrian count was taken on Lobo Avenue. Counts were taken at two different 1-hour intervals: 7:30AM-8:30AM and 2:30PM-3:30PM. Currently, there is an approximate 12 pedestrians using the corridor. No bicyclists were reported for either time period:

Lobo Avenue									
Time	Pedestrians				Bikes				Total
	Children		Adult		Children		Adults		
	WB	EB	WB	EB	WB	EB	WB	EB	
7:30AM - 7:45AM	0	0	0	0	0	0	0	0	0
7:45AM - 8:00AM	1	0	2	0	0	0	0	0	3
8:00AM - 8:15AM	0	0	0	2	0	0	0	0	2
8:15AM - 8:30AM	1	0	1	1	0	0	0	0	3
								Total	8
2:30PM - 2:45PM	0	0	1	0	0	0	0	0	1
2:45PM - 3:00PM	0	1	1	0	0	0	0	0	2
3:00PM - 3:15PM	0	0	0	0	0	0	0	0	0
3:15PM - 3:30PM	0	0	0	1	0	0	0	0	1
								Total	4
								Total Pedestrians	**12**
								Total Bikes	**0**

The community of Franklin-Beachwood is a primarily residential community. According to the collected data, there are a minimal number of pedestrians that use Lobo Avenue and no commuters or recreational bicyclists were identified. Out of all pedestrians there was only

one student that used Lobo Avenue to access Joe Stefani Elementary School on Ranchero Lane.

The majority of the pedestrians (recreational) had to walk on the roadway to pass a parking vehicle on the dirt shoulder. It was also noted that during these time periods, there is a high number of vehicles traveling westbound to Franklin Road (Franklin Elementary School). After the improvements, it is anticipated that the number will increase by at least 5 recreational and commuter bicyclists, combined; and by approximately 45 pedestrians.

2) On May 13th, 2015, a bike and pedestrian count was taken north of the intersection of Lobo Avenue and Franklin Road. The purpose of this count was to determine an estimated number of users that currently walk or bike from Lobo Avenue to and from Franklin Elementary School. No bicyclists were reported for either time period:

Time	Pedestrian		Bikes	Passenger Cars[1]	
	Students	Adults		Drop-off	Pick-up
8:00AM - 8:15AM	1	0	0	62	0
8:15AM - 8:30AM	1	1	0	61	0
8:30AM - 8:45AM	1	1	0	1	0
8:45AM - 9:00AM	0	1	0	0	0
				124	0
Total	**3**	**3**	**0**	**87[2]**	**0**
1:30PM - 1:45PM	0	0	0	0	13
1:45PM - 2:00PM	2	1	0	0	12
2:00PM - 2:15PM	0	0	0	0	34
2:15PM - 2:30PM	0	1	0	0	5
				0	64
Total	**2**	**2**	**0**	**0**	**45[2]**

[1]Assume 1.5 students per passenger car
[2]Approximately 70% of all recorded passenger cars used Lobo Avenue as an access route

Collection Methods:
County staff arrived at the location approximately 10-15 minutes prior to the scheduled count period. The counts were input into 15-minute intervals.

There are a total of 463 students enrolled at Franklin Elementary School located 0.15 miles north of the Lobo Avenue and Franklin Road intersection (California Department of

Education). It is estimated that about 190 students (~40%) live along or nearby the route. This is within a reasonable walking/bicycling distance to the school.

According to the collected data, only an average 1% of students walk to or from school via Lobo Avenue, 0% bike, and approximately 21% of students mobilize via vehicle. The remaining percentage of students mobilizes by school bus or does not currently use Lobo Avenue as an access route to the school.

After the improvements, it is anticipated that the number of students that walk or bike will increase by 60 students and bicyclists, combined. The projected percentage of students that will walk or bike to school following project completion is anticipated to be approximately 15%.

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

Currently, the northern side of Lobo Avenue has curb, gutter and sidewalk on certain locations:

1) From Drake Avenue to approximately 215 feet west
2) From Beachwood Drive to approximately 180 feet west, and from Peppertree Drive to approximately 85 feet east
3) From Peppertree Drive to approximately 500 feet west of Roselle Drive
4) From Sunrise Avenue to approximately 90 feet east

5) From Sunrise Avenue to Franklin Road

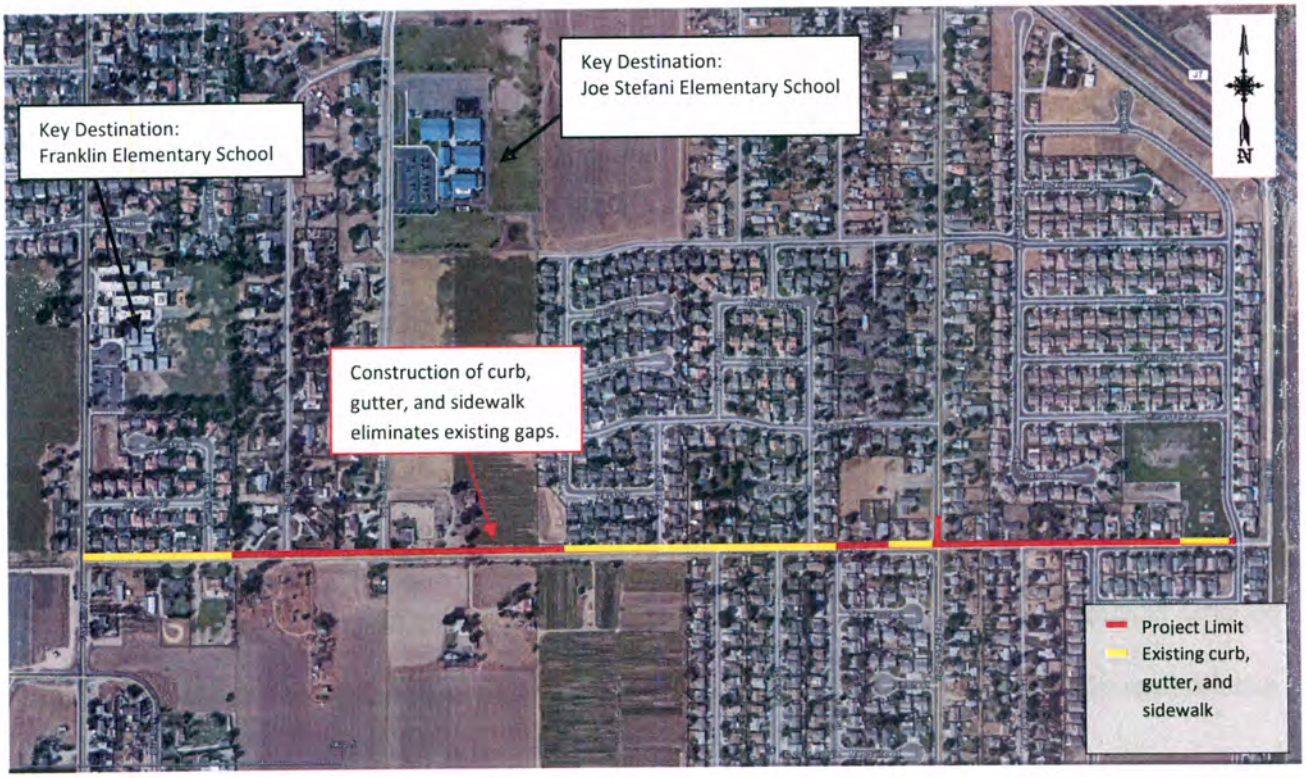
Sufficient right-of-way allows implementation of a Class III Bike Lane. Currently, road sections on the north side of Lobo Avenue that do not have existing curb, gutter, and sidewalk have minimal lane widths and dirt shoulders. The project intends to convert the dirt shoulders into a Class III Bike Lane and install the sidewalk improvements at the right-of-way line. Signs and pavement markings will designate the bikeway area.

The proposed project will eliminate the existing sidewalk gap on the north side of Lobo Avenue, between Drake Avenue and Franklin Road, and improve the undesignated bike lane. It will remove tripping hazards and mobility constraints which will increase pedestrian and bicyclists safety. The installations of the proposed improvements will make Lobo Avenue a desirable walking and biking route.

The construction of ADA-compliant upgrades will remove mobility barriers to disabled individuals.

The key destinations served by this project are:

- Joe Stefani Elementary School
- Franklin Elementary School
- Recreational areas (e.g. sport fields in school yards)



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.)

The Merced County Regional Transportation Plan lists both pedestrian and bicycle improvements as the highest unfunded non-motorized active transportation priorities. The proposed project meets several goals to improve safety and connectivity throughout the County. Some of the goals met include:

1) To provide a safe bikeway system as an alternative to vehicular travel – installation of a Class III Bike Lane will provide the members of the disadvantaged community of Franklin-Beachwood with a safer space to bike. Installation of sharrows and signs alert motorists that bicyclists may be present and thus will increase the bicyclists comfort level on the road.

2) To establish and maintain routes that are designated to ensure safety- installation of curb, gutter, and sidewalk where non-existent ensures safety for all types of pedestrians that travel on Lobo Avenue towards the nearby schools and residential areas.
3) To accommodate bicycling as part of Merced County's multi-modal transportation system – Existing curb, gutter, and sidewalk does not provide sufficient space for the installation of a Class II Bike Lane. However since an increase in the biking network is highly prioritized in the Plan, installation of a Class III Bike Lane is proposed.

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.)**

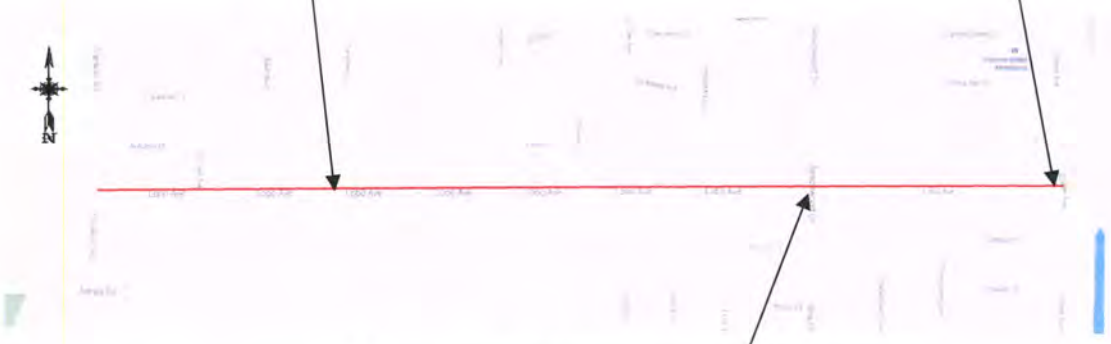
Three collisions have occurred in the last five years involving bicyclists (see below):

Traffic Collision Report
Source: SWITRS (TIMS)

Collision Details:
Date: 04/16/2010
Time: 18:45
Location: Approx. 20' W of Ranchero Ln
Killed: 0
Injured: 1
Pedestrian:
Bicycle: Y

Traffic Collision Report
Source: CHP

Collision Details:
Date: 08/06/2014
Time: 18:20
Location: Approx. 50' W of Drake Ave
Killed: 0
Injured: 0
Pedestrian:
Bicycle: Y



Traffic Collision Report
Source: CHP

Collision Details:
Date: 09/03/2014
Time: 15:08
Location: Intersection Lobo Ave/Beachwood Dr
Killed: 0
Injured: 1
Pedestrian:
Bicycle: Y

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.**

  The project will reduce the volume of motor vehicles due to the increase of sidewalk connectivity, mobility, and safety. Parents that currently drop or pick up students at Franklin Elementary School or Joe Stefani Elementary School might switch to walking with their children after completion of the installations due to the anticipated increase in comfort and safety.

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

  The project will improve visibility between motorized and non-motorized users with implementation of signs and sharrows for the proposed Class III Bike Lane. At driveways, the construction of curb, gutter and sidewalk will prompt motorists to be aware of potential pedestrians and bicyclists in the area.

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

  The project will eliminate potential existing and potential conflict points between motorized and non-motorized users by the installation of adequate pedestrian facilities. The installation of curb, gutter, and sidewalk will allow pedestrians to walk separately from the road during peak hours. In addition, pedestrians will not be forced to walk on the road to go around a parked car on the dirt shoulder, or muddy terrains during the winter months.

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

  The project proposes to install signage which will indicate the correct direction of bicycle travel to reduce number of bicycles riding on the wrong side of the road.

- **Addresses inadequate traffic control devices.**

  The project will correct inadequate traffic control devices by installing Class III Bike Lane improvements with signs and pavement markings.

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

  The project will eliminate behaviors that may lead to pedestrian/car crashes through installation of curb, gutter and sidewalk. The improvements provide pedestrians a separate, designated space for walking that does not involve walking too close to moving traffic on Lobo Avenue.

  Concurrently, the project will reduce behaviors that may lead to bicycle/car crashes through the implementation of Class III Bike Lane features. The improvements include installation of pavement markings (i.e. sharrows) and road signs alerting motorists of the possible presence of bicyclists sharing the roadway.

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

  Currently, where curb, gutter and sidewalk are non-existent, a dirt shoulder extends onto the edge of pavement. The project addresses unsafe sidewalks by proposing the construction to close the existing gaps, and remove obstructions (e.g. muddy paths during winter months, or a car parked on the dirt shoulder). The project also

proposes the installation of the Class III Bike Lane. Lobo Avenue has sufficient space for both motorists and bicyclists to share the road but the existing lack of warnings increases the risk of crashes and therefore is considered a highly inadequate bicycle facility.

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)

Engaged governmental stakeholders include the Department of Public Health, Franklin Elementary School, Joe Stefani Elementary School, the California Highway Patrol, the Merced County Association of Governments (MCAG), local congressman, and the Board of Supervisors. Letters of support from each of these entities are attached under Attachment J.

Public stakeholders include approximately 30 community residents, the Franklin-Beachwood Municipal Advisory Council (MAC), students and others. Workshops were held to prepare the Safe Routes to School Plan for the community of Franklin-Beachwood (Attachment I-3). It was published and adopted by the Merced County Board of Supervisors in December 2014. The Plan was funded through the Caltrans' Transportation Planning Grant Program.

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

All governmental stakeholders were contacted by County staff regarding the proposed project. The public stakeholders were invited to attend public workshops in December 2013, and May 2014 to allow them to voice their concerns and provide input on transportation-related issues within the community of Franklin-Beachwood.

The first workshop aimed to gain input from the residents on highest priority areas for providing safe routes to schools. Some of their concerns and suggestions about Lobo Avenue included:

- Storm water ponding occurs seasonally on both sides of Lobo Avenue though it is an important route to school.
- Construct sidewalks on Lobo Avenue
- Construct bike lane facilities on Lobo Avenue

The second workshop aimed to present the recommended bicycle and pedestrian improvements in the community. The attendees were given the opportunity to vote on projects that represented some of the highest priorities for the community.

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)

All governmental stakeholders feel the proposed improvement project on Lobo Avenue is in their best interest due to increased mobility and safety.

The public stakeholders voted on projects they believed are considered highly prioritized within their community. According to the Safe Routes to School Plan, bicycle and pedestrian improvements, including sidewalk, bike lanes, and crosswalk improvements, received a high number of votes.

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

If the project is awarded ATP funding, all governmental entities will be informed. The Public will be notified of the project through the Franklin-Beachwood Municipal Advisory Council (MAC). Draft project plans will be provided to stakeholders for their comments.

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)**

The targeted users of the project are students, adults, and disabled individuals.

1) The California Department of Education 2013-2014 Physical Fitness Report states that approximately 56% of 5th-graders, and approximately 60% of 7th-graders in the Merced City Elementary District fall within the healthy fitness zone (HFZ).
2) According to the County Health Ranks and Roadmaps by the Robert Wood Johnson Foundation, Merced County has a 31% adult obesity rate, 20% physical inactivity, and a 68% rate of access to exercise opportunities.
3) The 2011-2012 California Health Interview Survey for Merced County shows lifetime asthma prevalence and diabetes percentages:

Age	Merced County	California
Children/Teen (ages 0-17)	32.5%	15.4%
Adults	17.9%	13.7%

An identified asthma risk factor is the percentage of adults who are obese. Merced County has 11.6% of its population diagnosed with diabetes (compared with California's 8.4%). Diabetes is a health concern closely tied to physical inactivity.

Kelly Rose, a representative of the Merced County Department of Public Health, was contacted in regards to the health statistics information (obtained through website- Attachment I-4).

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

The project will enhance public health by increasing physical activity through the elimination of sidewalk gaps and the implementation of a Class III Bike Lane. According to an informational article posted on the Harvard School of Public Health, neighborhood with features such as sidewalks, bike lanes, and features that make it safe to reach destinations within walking distance, affects how the residents live.

Merced County anticipates an increase in the number of students that will walk or bike to school during the morning, and also in the number of other recreational pedestrians and bicyclists. Increasing physical activity in this area intends to reduce high risks of obesity in children and adults that do not have adequate access to exercise opportunities.

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)**

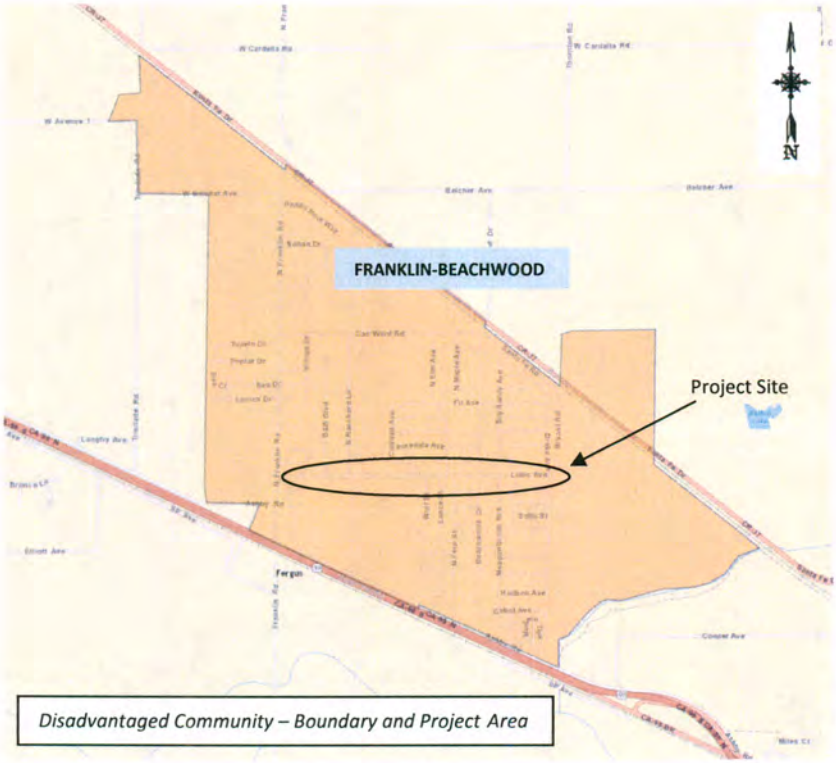
Lobo Avenue is located in the unincorporated Community of Franklin-Beachwood within census tract 9.02 (population: 8,419), census tract 10.02 (population: 13,467), and census tract 10.05 (population: 2,406). As indicated below, the Community of Franklin-Beachwood satisfies the criteria for being a disadvantaged community:

- The median household income for the Community of Franklin-Beachwood is approximately $41,442; the median income for the State of California is approximately $61,094. As a result, the median household income for residents in Franklin-Beachwood is approximately 67.8% of the statewide median household income. This satisfies the criterion that requires the median household income be less than 80%
- The California Communities Environmental Health Screening Tool 2.0 (CalEnviroScreen), shows that the census tracts lie within the 61-65% and 91-95% percentile ranges:
  - **Census tract 9.02 shows a score of 49.18 (91-95%)**
  - Census tract 10.02 shows a score of 28.54 (61-65%)
  - Census tract 10.05 shows a score of 63.31 (95-100%).

  This satisfies the criterion that requires the CalEnviroScreen 2.0 score is within the top 25% of overall scores.
- Franklin Elementary School and Joe Stefani Elementary School are impacted by this project area. According to California Department of Education data, an average 90.0% of the students are eligible for the Free or Reduced Priced Meals Program under the National School Lunch

Program. This satisfies the criterion that requires that at least 75% of students in the project area are eligible for the free or Reduced Price Meals Programs.

In conclusion, all criteria are met to classify this project area is within a disadvantaged community.



Disadvantaged Community – Boundary and Project Area

Map Source: http://www.arcgis.com/home/webmap/viewer.html?webmap=a03dddc7d6cb45c5a729175965b15578
American Community Survey data 2006-2010

B. 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.

The Community of Franklin-Beachwood is composed of three census tracts; however the entire project is located within census tract 9.02 only. In conclusion, 100% of funds requested will be expended in the disadvantaged community.

Source: http://www.usboundary.com/Areas/Census%20Tract/California/Merced%20County

C. 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 proposed project will benefit the residents of the disadvantage community of Franklin-Beachwood through the construction of sidewalk and curb ramps where non-existent on the north side of Lobo Avenue. The Franklin-Beachwood Safe Routes to School Plan (prepared on

December 2014) shows that sidewalk improvements along this area are highly desirable by the members of the community.

These improvements will complete the pedestrian network on Lobo Avenue, as well as improve aesthetics, and increase safety and mobility to destinations. The construction of sidewalk will eliminate obstacles and unfinished dirt shoulders. The construction of ADA-compliant curb ramps will increase accessible for all types of users.

All of the residents of the disadvantaged community will receive the benefits, including:

- Students- Franklin Elementary School in Franklin Road and Joe Stefani Elementary School in Ranchero Lane connect to Lobo Avenue to the south. Lobo Avenue is used by members of the residential areas to the east of the schools to travel to and from the schools.
- Adults – Lobo Avenue anticipates an increase in recreational pedestrians upon completion of the project.
- Seniors/Disabled persons- The Sidewalk In-Fill project aims to eliminate sidewalk gaps and construct ADA-compliant curb ramps. Currently, tripping hazards and very constrained mobility access make Lobo Avenue an undesirable walking route.

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.)

Alternative A: Lobo Avenue Sidewalk Improvement (North and South Sides)

The project proposed to install curb, gutter, sidewalk, and curb ramps along the north and south sides of Lobo Avenue from Drake Avenue to Franklin Road. In addition, it proposed to include a Class II bike Lane on the north side only. The total estimated cost of the project is approximately $2,665,000. The Benefit to Cost ratio for this alternative is 0.70:

- Benefit: Access to destinations such as other residential areas and two elementary schools is anticipated to increase by approximately 20%. Installation of pedestrian crossings at unsignalized intersections and across roadways will allow all types of users the choice to travel on either side of Lobo Avenue. Installation of bike facilities will allow safe mobility. In addition, the existing crossings connect the southern residential area to Lobo Avenue.
- Cost: Construction of curb, gutter, and sidewalk requires acquiring additional right-of-way and the relocation of a canal.
    - The structure is located on the south side of Lobo Avenue, from Franklin Road to Roselle Drive. The cost to replace the structure is about 20% of the project cost. Additional right-of-way needs to be obtained in this area.

- Installation of a Class II bike Lane on the north side of Lobo Avenue requires additional right-of-way and the reconstruction of existing pedestrian facilities. This cost is about 30% of the project cost.
- Few dwelling units exist on the south side of Lobo Avenue from Roselle Drive to Franklin Road.

Alternative B: Lobo Avenue Sidewalk Improvement (North Side only) [PREFERRED]

The project proposes to install curb, gutter, sidewalk, and curb ramps along the north side of Lobo Avenue from Drake Avenue to Franklin Road. This alternative is a pedestrian and bike project. Signs and pavement markings for a Class III Bike Lane facility are proposed. The total estimated cost of the project is approximately $983,000. The Benefit to Cost ratio for this alternative is 1.90:

- Benefit: Access to destinations such as other residential areas and two elementary schools is anticipated to increase by approximately 20%. Installation of pedestrian crossings at unsignalized intersections and across roadways will allow all types of users to travel alongside Lobo Avenue. The existing crossings connect southern residential areas to Lobo Avenue.
- Cost: Construction of a pedestrian project requires minimal right-of-way but does not propose to reconstruct any existing pedestrian facilities. Unnecessary reconstruction costs are eliminated.

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.)

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

Alternative A:

Inputs	Results
Total Cost: $2,665,000	Net Present Cost: $2,562,500
1% Leverage: $266,500	Net Present Benefit: $1,785,183.71
ATP Requested Funds: $2,398,500	Net Present Cost of Funds Requested: $2,536,923.08

Calculations:

Benefit/Total Project Cost = $1,785,183.71 / $2,562,500 = 0.70

Benefit/Funds Requested = $1,785,183.71/ $2,536,923.08 = 0.70

Alternative B [Preferred]:

Inputs	Results
Total Cost: $983,000	Net Present Cost: $945,192.31
1% Leverage: $10,000	Net Present Benefit: $1,781,232.89
ATP Requested Funds: $973,000	Net Present Cost of Funds Requested: $935,576.92

Calculations:

Benefit/Total Project Cost = $1,781,232.89 / $945,192.31 = 1.88

Benefit/Funds Requested = $1,781,232.89/ $935,576.92 = 1.90

See **Attachment I-6** for ATP Benefit/Cost results for Alternative B (preferred project) and Alternative A.

Feedback:

- User interface looks easy to follow but only if it's backed up with the separate tool instructions. The tool instructions were not detailed and create confusion as to what pertinent data needs to be input to calculate an adequate B/C ratio. Additionally, there are sections on the spreadsheet that require an input and others that are optional. It would be helpful to distinguish this by the use of 'AND' and 'OR' labels for guidance. For example, in the Pedestrian Project box (box 1b), at first glance it appears that all cells need to be filled out, however, in the instruction it says just one of the three is needed.

  The user interface should be easy to follow without the use of a separate tool instruction. The tool instruction should be a means to explain each step in more detail as opposed to just guide.

- The types of input are adequate for the most part. There are a few concerns with the crash data (box 1F):
  - PDOs are collision incidents where no pedestrians or bicyclists are involved. It seems unnecessary to have to include this data for an active transportation grant.
  - Safety is a smaller consideration in an active transportation program. Although it makes sense to include this to calculate a B/C ratio to evaluate competitiveness with other projects, the value put into fatalities is significantly higher than justifiable. The ATP is primarily to increase the use of active modes of transportation and not to reduce fatalities or injuries.
- Inputs vs. Results
  - Different use of names creates confusion. Inputs are named as follows:
    - Benefit
    - Total Project Cost
    - Funds Requested

    But the results are named:

    - Net Present Benefit
    - Total Project Costs
    - Net Present Cost of Funds Requested

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.)

If the project is awarded ATP funding, the County considers committing to leveraging funds for 1% (approximately $10,000) of the total project cost (approximately $983,000).

Estimated Cost of Past and future milestones are as follows:

Milestone	Approximate Date of Completion	Estimated Cost
NEPA/CEQA	April 2017	$100,000
PS&E	May 2017	$58,000
ROW Certification	June 2018	$100,000
Construction	November 2018	$725,000
	Total Cost (Rounded)	$983,000
	Franklin-Beachwood Bridge and Major Thoroughfare Fee (Rounded, 1% leveraging)	$10,000
	ATP Funds Requested	$973,000

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)
- X 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:
representative:
Name: Wei Hsieh
Email: atp@ccc.ca.gov
Phone: (916) 341-3154

Community Conservation Corps

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):

- X Neither corps can participate in the project (0 points) **[See ATTACHMENT I-8]**
- ☐ Applicant intends to utilize the CCC or a certified community conservation corps on the following items listed below (0 points).

_____

_____

_____

- ☐ 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.

Merced County's delivery history has been compliant to what it anticipates at the time of the funding requests. In addition to ATP funding, the agency has also received funds through other Caltrans Local Assistance administered programs such as HSIP and CMAQ in recent years. These projects have all been successfully delivered.

Funded projects include:

- ATP grant for a complete street upgrade project in the Community of Winton. This project is on schedule with construction anticipated to begin in 2016.
- HSIP funding was awarded for a traffic signal in Winton Way and Gertrud Avenue; CEQA/NEPA have been completed. This project will be completed this summer.
- HSIP funding was received for the Lake Road Shoulder Widening Project. CEQA/NEPA should be completed this summer with construction occurring in 2016.

A comprehensive list of projects funded over the last five years follows:

Grant/Contract Number	Project Description
CML-5939(093)	Water Truck Acquisition
CML-5939(094)	Motor Grade Acquisition
HSIPL-5939(096)	Winton Way & Gertrude Avenue Intersection (Traffic Signal)
ATPL-5939(104)	Walnut Avenue Reconstruction ATP Grant
CML-5939(097)	Planada Sidewalk In-fill
CML-5939(090)	Countywide Pedestrian Sidewalk In-fill
HSIPL-5939(089)	Lake Road Shoulder Widening

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: D. S. Hertfelder Date: 5/18/15
Name: Dana S. Hertfelder Phone: (209) 385-7601
Title: Director of Public Works e-mail: dhertfelder@co.merced.ca.us

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: _____ 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: C M Puckett Date: 4/29/15
Name: Catherine Puckett Phone: 209-724-2580
Title: Principal e-mail: cpuckett@mcsd.k12.ca.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? _____ 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

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

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: _____ 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: _____ Date: 5/18/15
Name: Cesar Hernandez Phone: 209-385-6623
Title: Franklin Principal e-mail: Chernandez@mcsd.k12.ca.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? _____ 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 - PPR

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

ATP PROJECT PROGRAMMING REQUEST

Date: 5/20/2015

Project Information:

Project Title: Lobo Avenue Complete Street Project

District	County	Route	EA	Project ID	PPNO
10	MERCED	Lobo Avenue			

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Proposed Total Project Cost ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)				100				100
PS&E					58			58
R/W					100			100
CON				1	2	722		725
TOTAL				101	160	722		983

Notes:

ATP Funds Infrastructure Cycle 2

Program Code:

Funding Agency:

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)				100				100
PS&E					58			58
R/W					100			100
CON						715		715
TOTAL				100	158	715		973

Notes:

ATP Funds Non-infrastructure Cycle 2

Program Code:

Funding Agency:

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Notes:

ATP Funds Plan Cycle 2

Program Code:

Funding Agency:

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Notes:

ATP Funds Previous Cycle

Program Code:

Funding Agency:

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Notes:

ATP Funds Future Cycles

Program Code:

Funding Agency:

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Notes:

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

ATP PROJECT PROGRAMMING REQUEST

Date: 5/20/2015

Project Information:

Project Title:	Lobo Avenue Complete Street Project				
District	County	Route	EA	Project ID	PPNO
10	MERCED	Lobo Avenue			

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Fund No. 2: Future Source for Matching

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON				1	2	7		10
TOTAL				1	2	7		10

Program Code:

Funding Agency: Merced County

Notes: Franklin-Beachwood Bridge and Major Thoroughfare Fee Fund

Fund No. 3:

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Program Code:

Funding Agency:

Notes:

Fund No. 4:

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Program Code:

Funding Agency:

Notes:

Fund No. 5:

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Program Code:

Funding Agency:

Notes:

Fund No. 6:

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Program Code:

Funding Agency:

Notes:

Fund No. 7:

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Program Code:

Funding Agency:

Notes:

ATTACHMENT C

Engineer's Checklist

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:** ____
   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:** ____
   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:** ____
   (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:** ____
   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

5. **Crash/Safety Data, Collision maps and Countermeasures**: **Engineer's Initials:** SR
   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:** SR
   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:** SR
   ☒ 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:** SR
   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)*: Rough, Steven

Title: Supervising Engineer

Engineer License Number: 43,610

Signature: S E Rough

Date: 5-26-2015

Email: srough@co.merced.ca.us

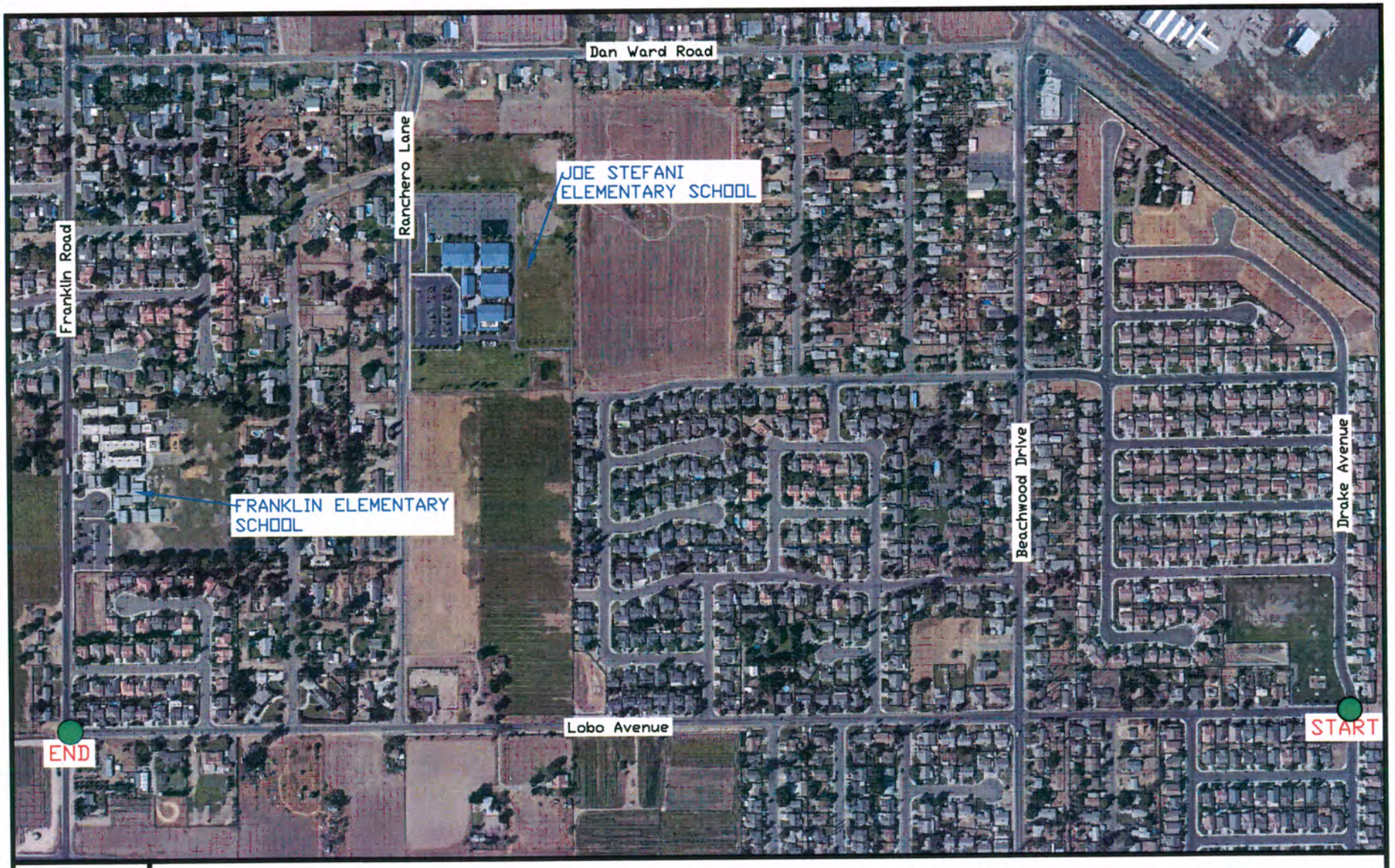
Phone: 209-385-7601

Engineer's Stamp:

REGISTERED PROFESSIONAL ENGINEER
STEVEN E. ROUGH
No. 43610
Exp. 12/31/16
CIVIL
STATE OF CALIFORNIA

ATTACHMENT D

Project Location Map



Lobo Avenue Complete Street Project

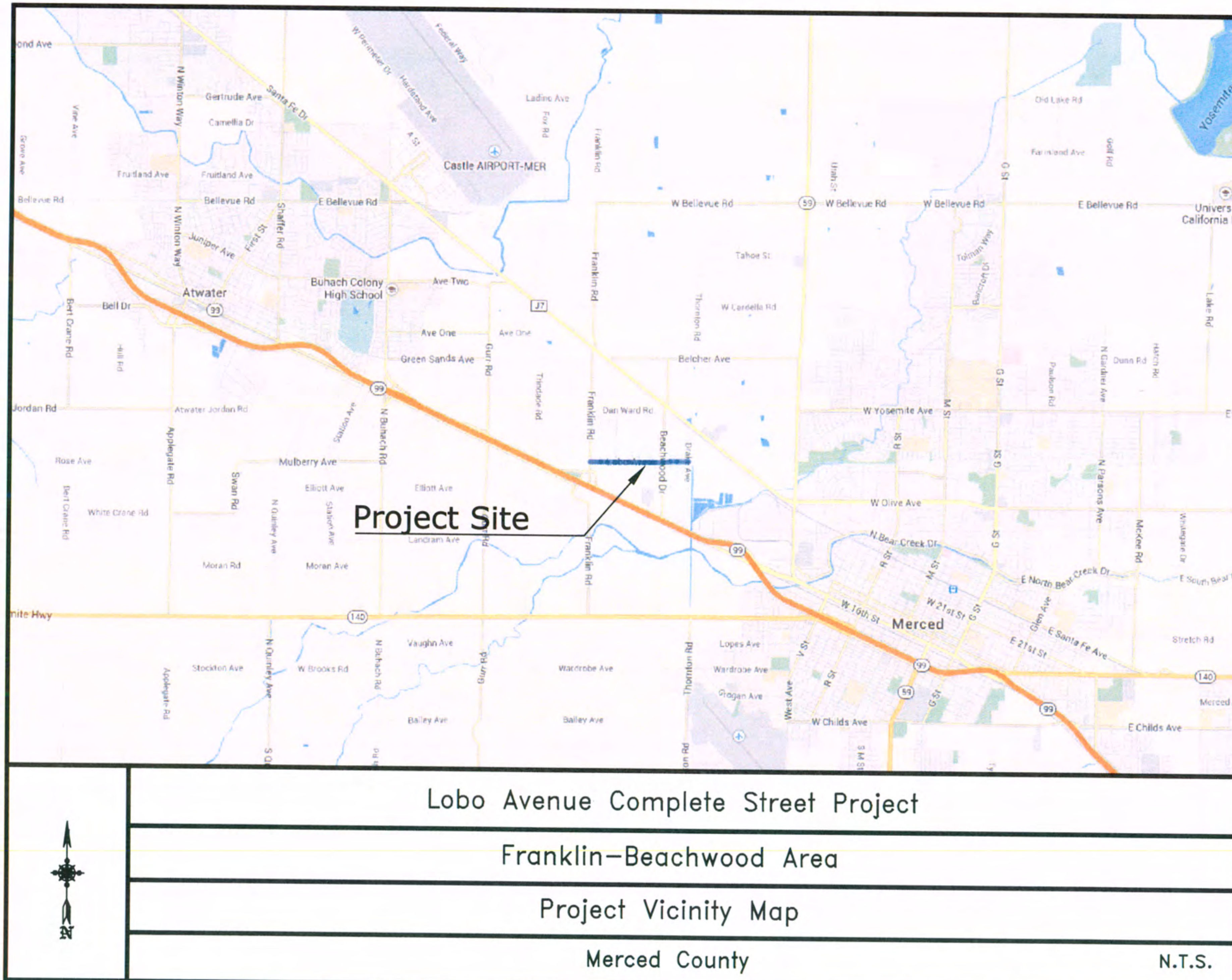
Franklin–Beachwood Area

Project Location Map

Merced County

N.T.S.

N



Lobo Avenue Complete Street Project

Franklin–Beachwood Area

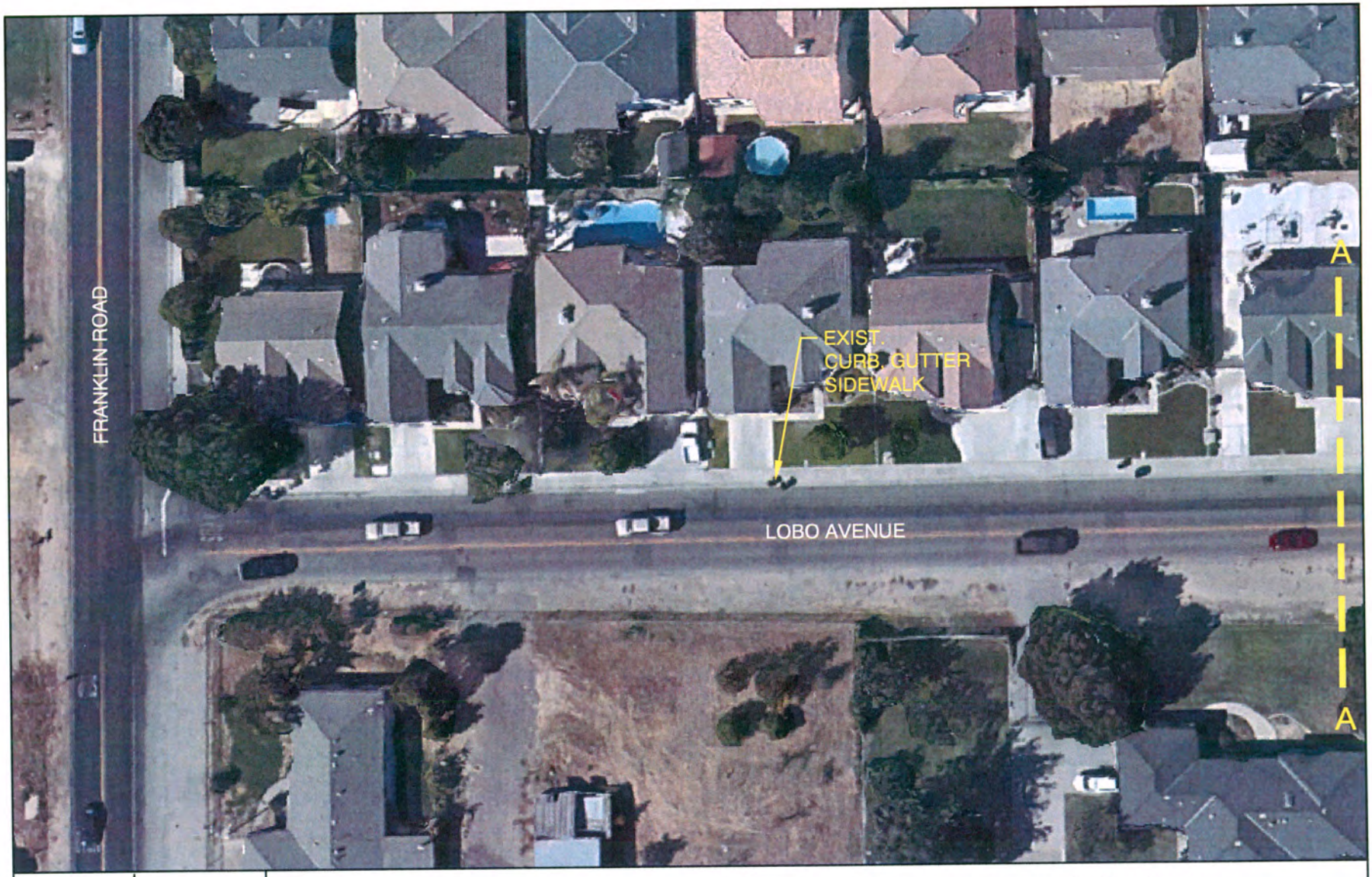
Project Vicinity Map

Merced County

N.T.S.

ATTACHMENT E

Project Map/Plans



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Lobo Avenue Complete Street Improvement Project

Franklin Road to Drake Avenue

Preliminary Design 1"=50'

Franklin–Beachwood Area, Merced County

Lobo Avenue Complete Street Improvement Project

Franklin Road to Drake Avenue

Preliminary Design 1"=50'

Franklin–Beachwood Area, Merced County

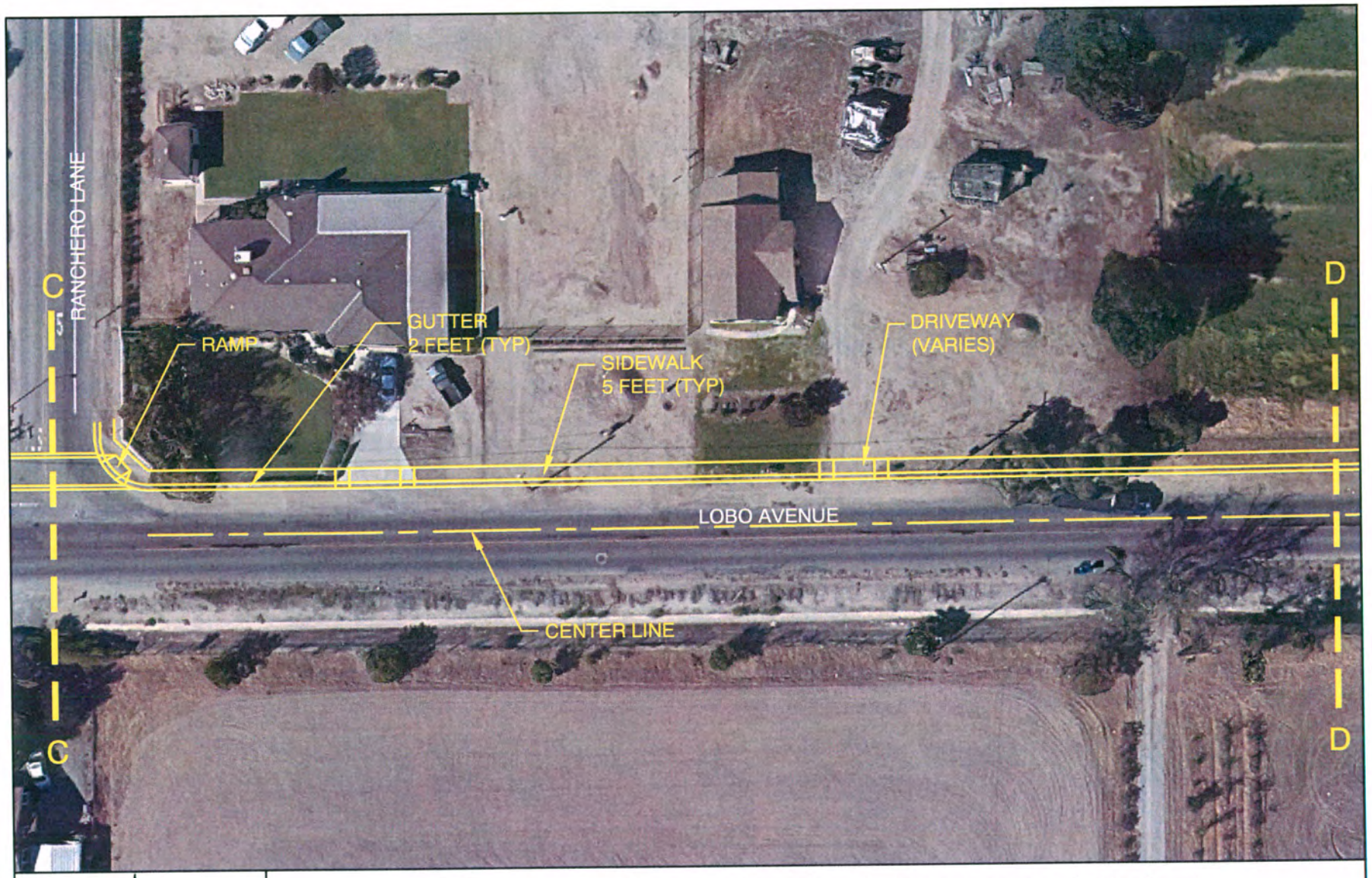
N

Lobo Avenue Complete Street Improvement Project

Franklin Road to Drake Avenue

Preliminary Design 1"=50'

Franklin–Beachwood Area, Merced County



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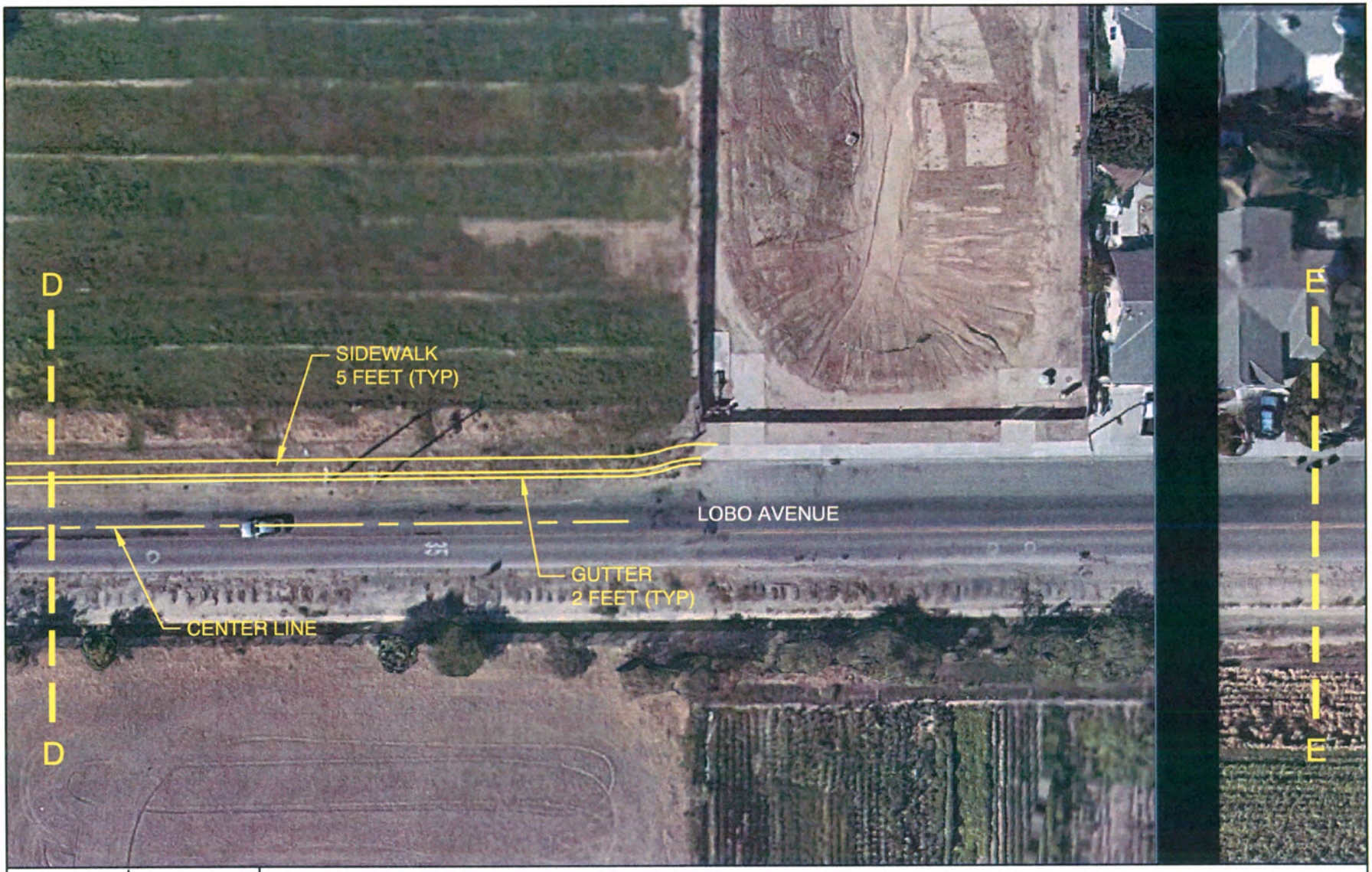
Lobo Avenue Complete Street Improvement Project

Franklin Road to Drake Avenue

Preliminary Design 1"=50'

Franklin–Beachwood Area, Merced County



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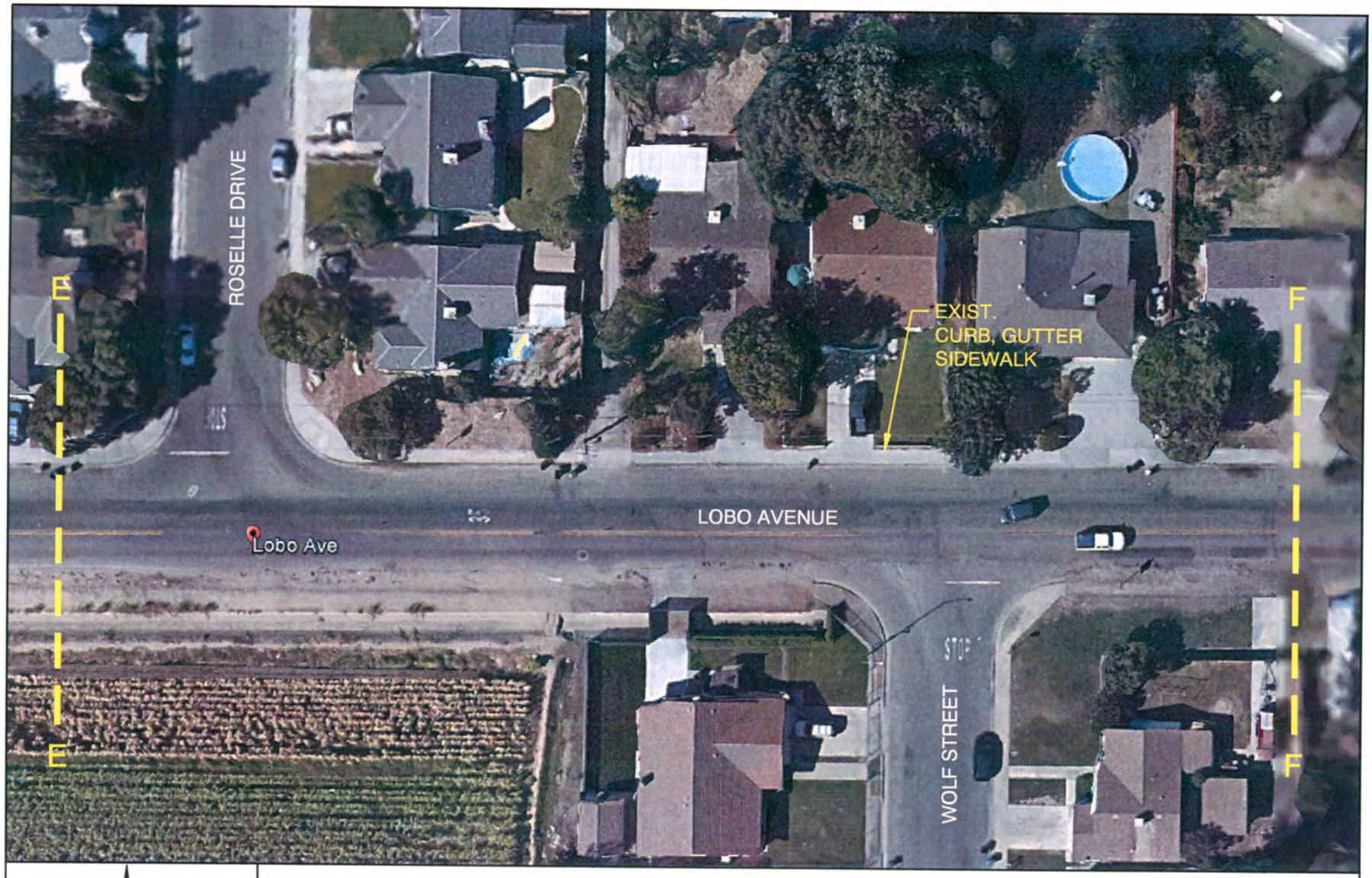
Franklin–Beachwood Area, Merced County



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Franklin–Beachwood Area, Merced County

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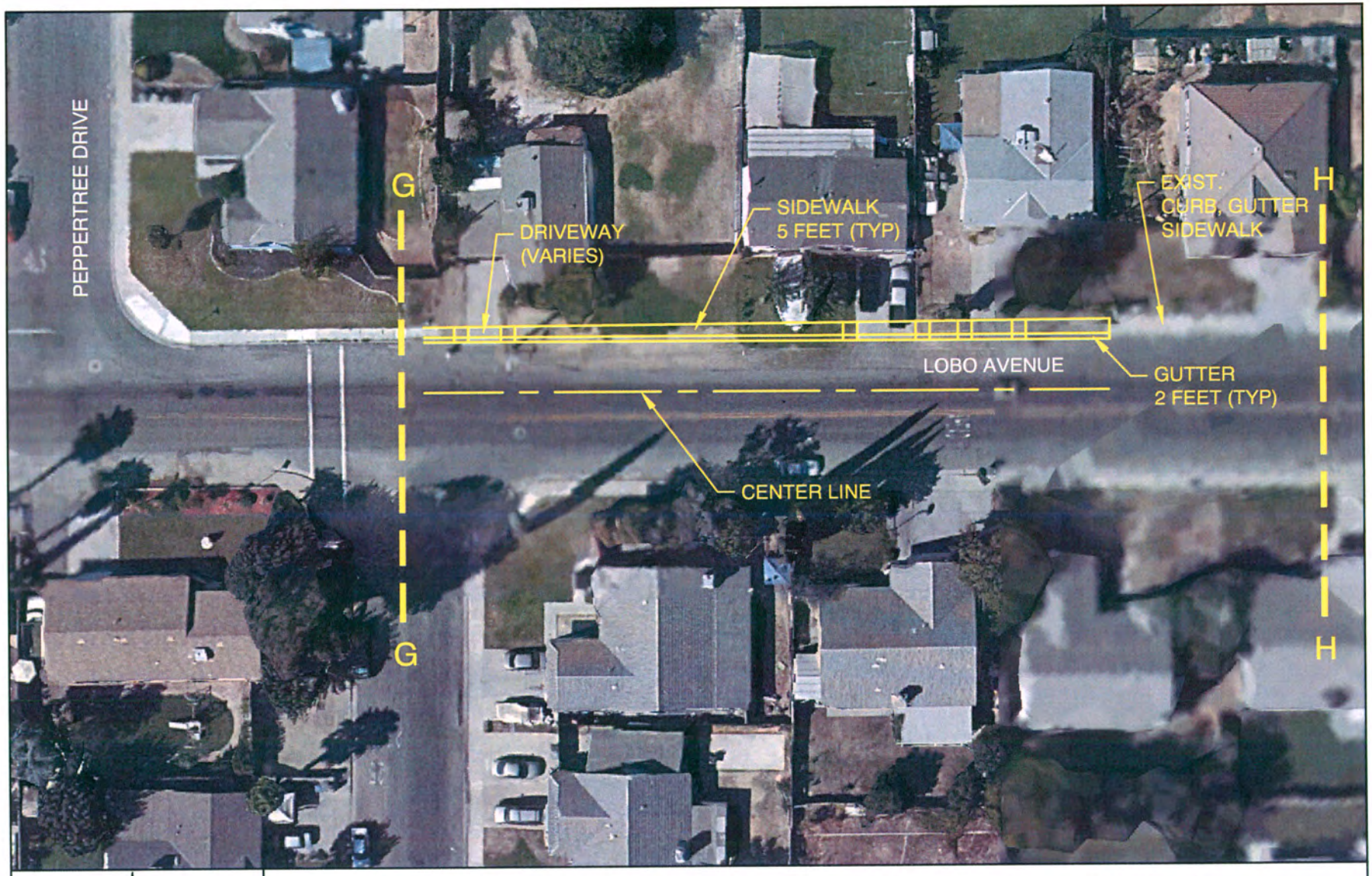
Franklin–Beachwood Area, Merced County

N



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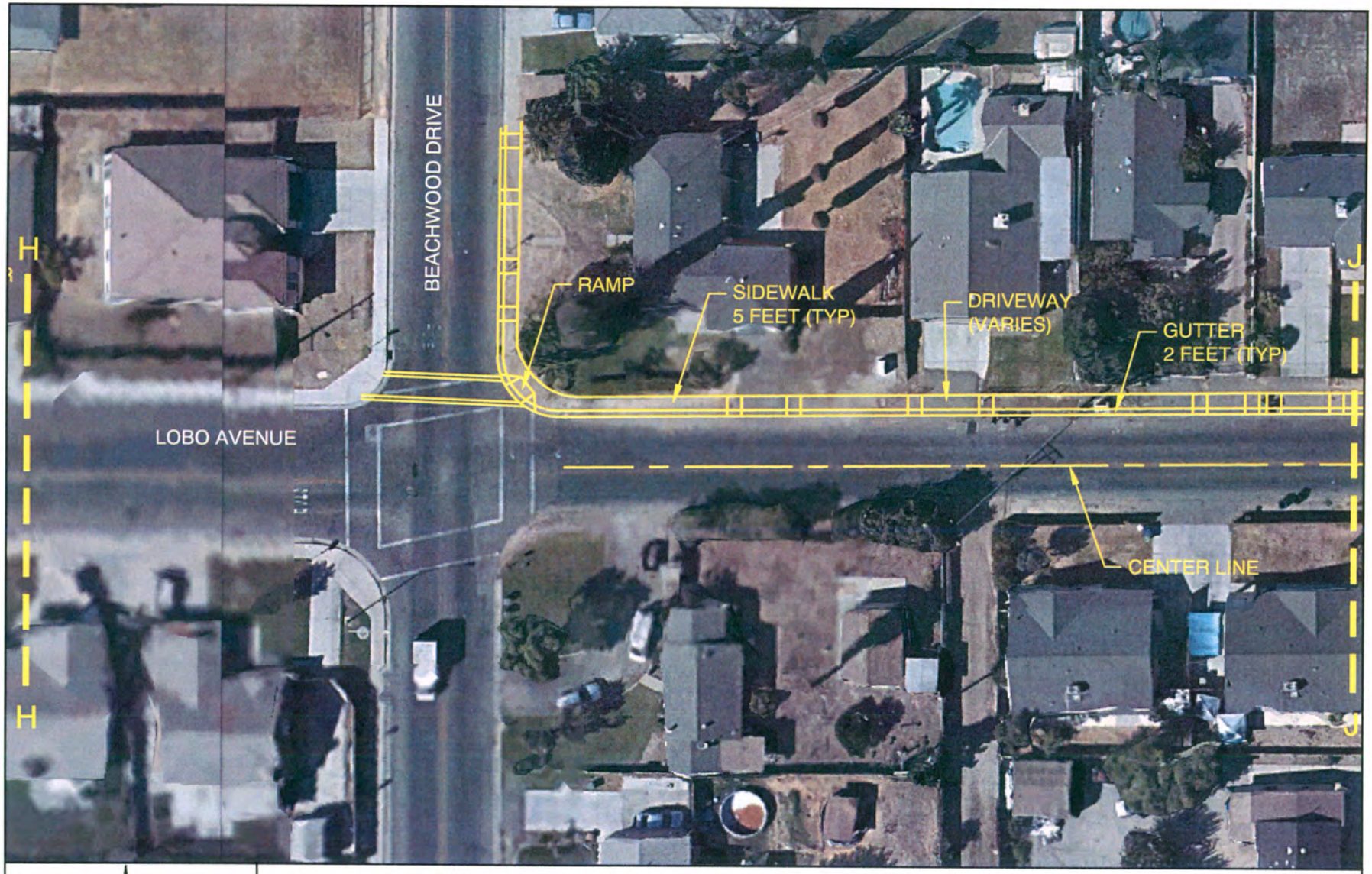
Franklin–Beachwood Area, Merced County



N

Lobo Avenue Complete Street Improvement Project

Franklin Road to Drake Avenue

Preliminary Design 1"=50'

Franklin–Beachwood Area, Merced County

Lobo Avenue Complete Street Improvement Project

Franklin Road to Drake Avenue

Preliminary Design 1"=50'

Franklin–Beachwood Area, Merced County

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Lobo Avenue Complete Street Improvement Project

Franklin Road to Drake Avenue

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Franklin–Beachwood Area, Merced County

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Lobo Avenue Complete Street Improvement Project

Franklin Road to Drake Avenue

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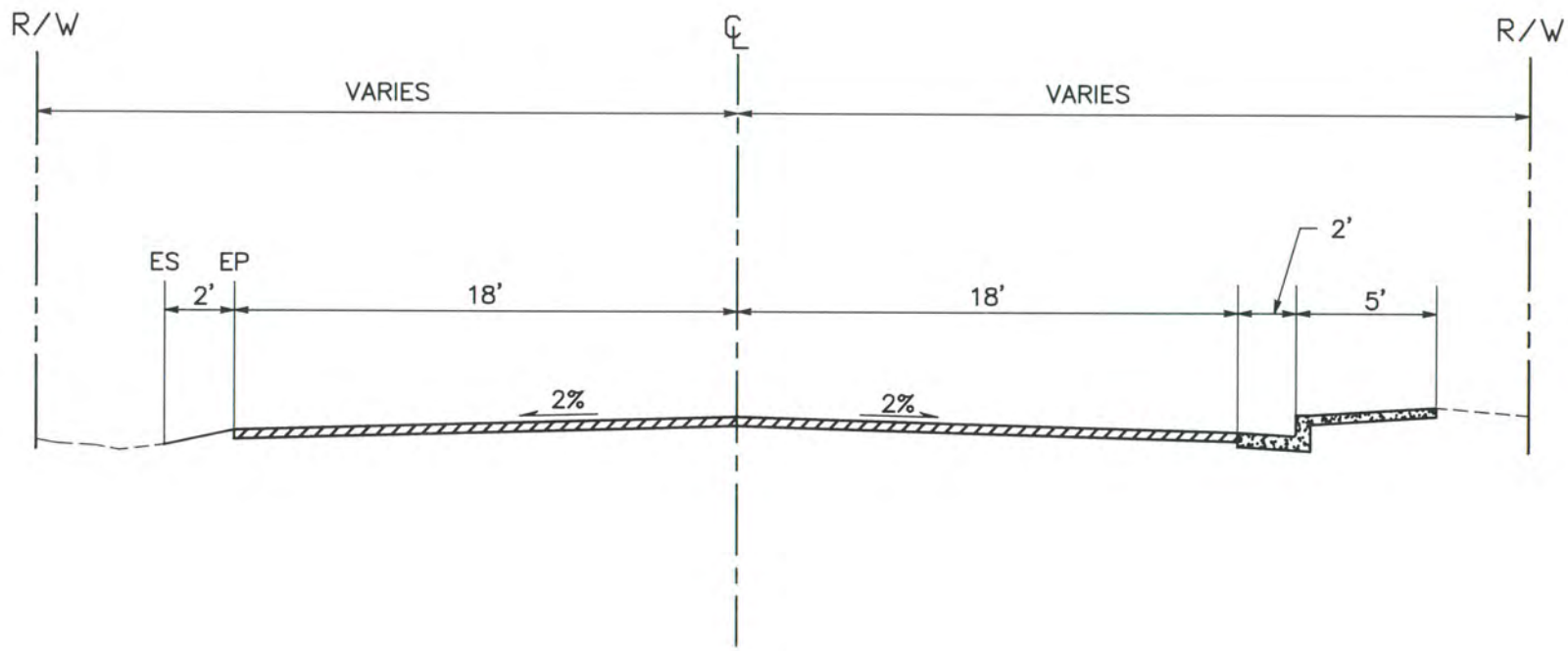
Franklin–Beachwood Area, Merced County



TYPICAL SECTIONS

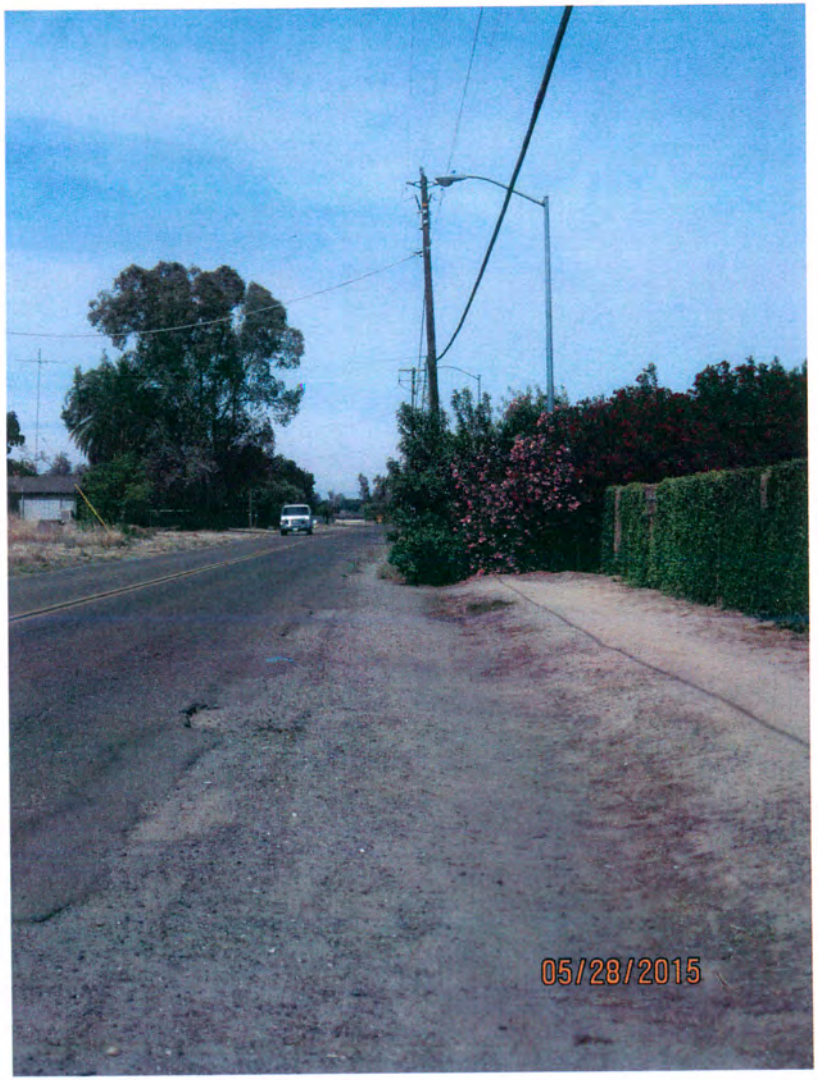
MERCED COUNTY DEPARTMENT OF PUBLIC WORKS

LOBO AVENUE FROM DRAKE AVENUE TO SUNRISE AVENUE

N.T.S.

ATTACHMENT F

Photos – Existing Conditions



Looking west on northern side of Lobo Avenue – dirt shoulder, no sidewalk, obstacles on the pathway

Looking east on northern side of Lobo Avenue – sidewalk gaps, obstacles on the pathway

Left picture: Looking west on north side of Lobo Avenue at intersection with Beachwood Drive – existing curb, and gutter but no ADA curb ramp
Right picture: Looking north on eastern side of Beachwood drive – existing curb, and gutter, but no sidewalk on this portion.

Looking east on north side of Lobo Avenue – Intersection at Ranchero Lane

Looking east on north side of Lobo Avenue – near intersection at Beachwood Drive

ATTACHMENT G

Project Estimate

Merced County
Lobo Avenue Complete Street Project
Preliminary Construction Cost Estimate

Item No.	Item Description	Units of Measure	Approx. Quantity	Unit Price	Total Price (in figures)
1	Construction Area Signs	LS	1	$1,000.00	$1,000.00
2	Traffic Management Plan	LS	1	$4,000.00	$4,000.00
3	Water Pollution Control	LS	1	$1,000.00	$1,000.00
4	Traffic Control System	LS	1	$4,000.00	$4,000.00
5	Temporary Drainage Inlet Projection	EA	4	$500.00	$2,000.00
6	Street Sweeping	LS	1	$2,500.00	$2,500.00
7	Temporary Concrete Washout	EA	1	$500.00	$500.00
8	Roadway Excavation	CY	2710	$25.00	$67,750.00
9	Clearing and Grubbing	LS	1	$5,000.00	$5,000.00
10	Relocate Wood Fence	LF	445	$30.00	$13,350.00
11	Relocate Chain Link Fence	LF	180	$50.00	$9,000.00
12	Relocate Roadside Signs	EA	9	$200.00	$1,800.00
13	Relocate Mailbox	EA	13	$250.00	$3,250.00
14	Adjuste Water Meter Box	EA	24	$250.00	$6,000.00
15	Aggregate Base	CY	2806	$45.00	$126,270.00
16	Hot Mix Asphalt	TONS	402	$82.00	$32,964.00
17	Minor Concrete (Sidewalk)	SF	13,550	$10.00	$135,500.00
18	Minor Concrete (Curb and Gutter)	LF	2710	$25.00	$67,750.00
19	Minor Concrete (Driveway)	SF	2520	$12.50	$31,500.00
20	Minor Concrete (Curb Ramps)	LS	1	$2,000.00	$2,000.00
21	Irrigation System Repair	LS	1	$10,000.00	$10,000.00
22	Crosswalk Markings	SF	170	$5.00	$850.00
23	Pavement Markings	SF	500	$5.00	$2,500.00
24	Detectable Warning Surface	SF	68	$32.00	$2,176.00
25	Mobilization	LS	1	$40,000.00	$40,000.00
				Contract Items Subtotal	$572,660.00
				Contingency (10%)	$57,266.00
				Construction Engineering (15%)	$95,000.00
				Construction Subtotal	$725,000.00
				Preliminary Engineering (25%)	$158,000.00
				Right-of-Way	$100,000.00
				Project Total	$983,000.00

ATTACHMENT I

Narrative Questions – Backup Information

ATTACHMENT I
SCREENING CRITERIA

REGIONAL TRANSPORTATION PLAN

2014-2040

SUSTAINABLE COMMUNITIES STRATEGY

for Merced County

ADOPTED SEPTEMBER 25, 2014

MCAG

MERCED COUNTY ASSOCIATION OF GOVERNMENTS

ATTACHMENT I
SCREENING CRITERIA

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M: Environmental Justice Analysis

ATTACHMENT 1
SCREENING
CRITERIA

VISION

This chapter describes the overall vision of the Plan and the goals, objectives, and policies for each of the transportation modes and strategies within the Plan.

Themes and Goals

Seven "Vision Themes" provide the foundation for the plan. They are listed below along with the goals associated under each vision theme.

Provide a good system of roads that are well maintained, safe, efficient and meet the transportation demands of people and freight

- Improve mobility and reduce congestion-related delays.
- Maintain the existing road system.
- Enhance safety for the traveling public.
- Promote an efficient, linked system of interstate freeways, major streets, rail lines, public transit, bikeways and pedestrian paths that enhances accessibility and the movement of people and goods and maximizes use of technological innovations.

Provide a transit system that is a viable choice

- Provide and promote the availability of an affordable, accessible, effective, and dynamic public transit system which is responsive to current and future customer needs.
- Meet the individual needs of those who depend on public transit, such as the elderly, handicapped, youth and economically disadvantaged.

Support full-time employment with livable wages – i.e. support job creation & economic vitality

- Recognize and respond to disparities in economic circumstances, accessibility and mobility among the region's diverse population and communities.
- Recognize and respond to the transportation needs of area employers.
- Promote transportation strategies that are innovative and market-based, encourage new technologies and support the economy.

Preserve productive agricultural land/maintain strong agricultural economy and the quality of life that goes with it

- Preserve and enhance agricultural resources by implementing transportation improvements that avoid, minimize or mitigate negative impacts to productive agricultural land

Support orderly and planned growth that enhances the integration and connectivity of various modes of transportation

- Provide a variety of transportation choices that strengthen and direct development towards existing communities, thus preserving open space, farmland, natural beauty and critical environmental areas.
- Coordinate future land use patterns and transportation systems (aviation, rail, light rail, high speed rail, transit, bike and pedestrian paths, and roads) to foster economic prosperity, environmental protection and mitigation, trip reduction and the creation of efficient, integrated mixed-use communities.
- Encourage land and use and growth patterns that enhance the livability of our communities and maximizes the productivity of transportation investments.

ATTACHMENT I
SCREENING CRITERIA

Support clean air and water and avoid, minimize or mitigate negative impacts to the environment

- Enhance environmental stewardship through protection of natural and human resources and creation or preservation of aesthetic amenities.
- Favor transportation investments that protect the environment including improving air quality, promoting energy efficiency and enhancing the quality of life.

Funding

- Identify and allocate funding and resources for building, operating and maintaining the existing and future regional transportation system.
- Ensure that transportation investments are cost-effective.

Goals and Policies (SEE NEXT PAGE)

The following are the goals, objectives, and policies that have been established for each area of concern in the Plan.

1. Highways, Streets, and Roads

Goal: A safe and efficient regional road system that accommodates the demand for movement of people and goods.

1.1. Maintain a Level of Service D on all regionally significant roads.

1.1.1. Fund and implement the projects identified on the Tier 1 priority list in the Action Element of the RTP.

1.1.2. Aggressively pursue discretionary Caltrans funding such as IIP, HBRR, HES.

1.1.3. Implement a Regional Impact Fee for Transportation to pay for congestion relief projects.

1.1.4. Aggressively pursue the passage of a 1/2 sales tax for transportation.

1.2. Identify and prioritize improvements to the regional road system.

ATTACHMENT 1
SCREENING CRITERIA

5. Aviation

Goal: A fully functional and integrated air service and airport system complementary to the countywide transportation system.

5.1. Maintain daily commercial airline service to a major metropolitan airport.

5.1.1. Support commercial airline service in Merced County.

5.2. Work with local agencies to ensure compatible land uses around existing airports to reduce noise conflicts

5.2.1. Support the Merced County Airport Land Use Commission and local airports in their efforts to ensure compatible land uses around airports.

5.2.2. Support the local airports in their attempts to acquire the land surrounding the airports.

5.2.3. Support noise abatement procedures.

5.3. Maintain alternative modes of transportation to and from local airports.

5.3.1. Support regularly scheduled transit service from airports to the Transportation Center.

6. Active Transportation (Bicycle & Pedestrian)

Goal: A regional transportation system for bicyclists and pedestrians.

6.1. Develop and construct bike and walkway facilities in urban areas and other communities where non-motorized systems do not currently exist.

6.1.1. Construct class I, II and III bike routes as designated in the local and regional plans.

6.1.2. Actively pursue bicycle and pedestrian related funding sources to implement local and regional plans.

6.2. Prepare and/or update a regional active transportation / non-motorized plan every five years.

6.2.1. Create an Advisory Committee or use existing groups for bike planning and project implementation recommendations.

6.2.2. Implement the projects and programs in the plan.

6.3. Develop and construct walkway facilities in urban areas and other communities where pedestrian systems do not currently exist.

6.3.1. Actively pursue pedestrian related funding sources to implement local and regional plans.

Pedestrian/Bike & Drop-off/Pick-up

Location: Franklin Road via Lobo Avenue
Franklin Elementary School

Date: 5/13/2015
Sunny, Clear in AM; Slightly windy, Cloudy in PM

Time: 8:00-9:00AM, 1:30-2:30PM

Time	Pedestrian		Bikes	Passenger Cars	
	Students	Adults		Drop-off	Pick-up
8:00AM - 8:15AM	1	0	0	62	0
8:15AM - 8:30AM	1	1	0	61	0
8:30AM - 8:45AM	1	1	0	1	0
8:45AM - 9:00AM	0	1	0	0	0
Total	**3**	**3**	**0**	**124** • 87	**0**
1:30PM - 1:45PM	0	0	0	0	13
1:45PM - 2:00PM	2	1	0	0	12
2:00PM - 2:15PM	0	0	0	0	34
2:15PM - 2:30PM	0	1	0	0	5
Total	**2**	**2**	**0**	**0**	**64** • 45

NOTES:
• ~70% passenger cars accessed Franklin Elem. School via Lobo Avenue.

Assume 1.5 student/car

estimate 186 students dropped off

estimate 96 students picked up

Observers S Soto
K Chen

Pedestrian and Bike Counts

Location: Lobo Avenue, Franklin-Beachwood area
Joe Stefani Elementary School

Date: 4/21/2015
Sunny, Clear, Warm in AM; Similar in PM

Time: 7:30AM - 8:30AM, 2:30PM - 3:30PM

Time	Pedestrians				Bikes				Total
	Children		Adults		Children		Adults		
	WB	EB	WB	EB	WB	EB	WB	EB	
7:30AM - 7:45AM	0	0	0	0	0	0	0	0	0
7:45AM - 8:00AM	**1**	0	**2**	0	0	0	0	0	3
8:00AM - 8:15AM	0	0	0	**2**	0	0	0	0	2
8:15AM - 8:30AM	**1**	0	**1**	**1**	0	0	0	0	3
			Total Pedestrian (AM counts)						**8**
2:30PM - 2:45PM	0	0	**1**	0	0	0	0	0	1
2:45PM - 3:00PM	0	**1**	**1**	**0**	0	0	0	0	2
3:00PM - 3:15PM	0	0	0	0	0	0	0	0	0
3:15PM - 3:30PM	**0**	0	0	**1**	0	0	0	0	1
			Total Pedestrian (PM counts)						**4**

Pedestrians	12
Bikes	0

Observers S Soto
K Chen

MERCED COUNTY

FRANKLIN-BEACHWOOD
SAFE ROUTES TO SCHOOL PLAN

Funded by:

Caltrans

Transportation Planning
Grant Program

Prepared by:

FEHR PEERS

Local Government Commission

100 Pringle Avenue, Suite 600
Walnut Creek, CA 94596

December 2014

Prepared for: MERCED COUNTY

ATTACHMENT 1-3

MERCED COUNTY

Franklin-Beachwood Safe Routes to School Plan

for Merced County

This report was prepared under my direction and responsible charge. I attest to the technical information contained herein and have judged the qualification of any technical specialists providing engineering data upon which recommendations, conclusions, and decisions are based.

Charles D. Alexander, P.E.
Registered Professional Civil Engineer
Fehr & Peers

December 17, 2014
Date

REGISTERED PROFESSIONAL ENGINEER
CHARLES D. ALEXANDER
No. 78529
Exp. 9/30/15
CIVIL
STATE OF CALIFORNIA

ATTACHMENT I-3

MERCED COUNTY

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1. Introduction 1
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3. Public Outreach 17
4. Analysis 23
5. Recommended Projects 29
6. Prioritization 39
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8. Implementation 55

ATTACHMENT II-2

3. Public Outreach

A key component of the Safe Routes to School Plan involved public meetings and workshops to help guide the direction of the Plan and to gain valuable insight for the community. Three outreach events occurred in Franklin-Beachwood:

- September 2013 Municipal Advisory Committee (MAC) Meeting
- December 2013 Public Workshop
- May 2014 Public Workshop

September 2013 MAC Meeting

In September 2013, the consultant team attended a meeting of the Municipal Advisory Committee (MAC) to present an overview of the project. The meeting primarily provided an opportunity for the MAC members to help steer the project and provide initial input and identify critical issues for further study.

December 2013 Public Workshop

The project team hosted a public workshop on December 16, 2013. The intent of the workshop was to gain community input on the most important issues and highest priority areas for providing safe routes to school throughout the community. Approximately 30 community residents, students, and other stakeholders participated. The workshop and all materials were presented in both Spanish and English. The structure of the workshop consisted of:

- A brief presentation
- A group mapping exercise
- Two mapping stations

For the group mapping exercise, participants organized into groups and noted key issues and opportunities on large aerial maps. They then presented back to the group on key findings and concerns.

The mapping stations engaged the community on specific questions, such as:

- What is your (or your child's) current walking or biking route to school?
- Where are new sidewalks most needed?
- Where are vehicle volumes, types, or speeds a concern?
- What improvements are needed for walking?

ATTACHMENT I-3

- Where do you feel unsafe crossing the street?
- What improvements are needed for biking?

Participants were asked to draw on and markup the maps. In addition to that, a large aerial floor map, approximately 8 feet by 12 feet in area, provided another medium for participant feedback.

Concerns and suggestions heard at the workshop are summarized below.

Concerns

- Need to improve pedestrian safety on Meadowbrook Avenue, especially given several bus stops, high vehicle speeds, and perception of drunk driving on Meadowbrook Avenue
- Recent pedestrian fatality occurred on Meadowbrook Avenue
- Franklin Road has high vehicle speeds and heavy truck traffic
- Need to slow down vehicles southbound on Ranchero Lane
- Traffic is too fast on Beachwood Drive

December 2013 workshop attendees mark up aerial maps and participate in the floor map exercise

ATTACHMENT 1-3

- Storm water ponding occurs seasonally on both sides of Lobo Avenue though it is an important route to school
- Need to reduce speeds on Lobo Avenue
- Perception of unsafe crosswalks at B&B Boulevard/Ranchero Lane, in front of Stefani Elementary School
- Perception of unsafe crosswalks on Lobo Avenue at Wolf Street, Lance Street, and Fern Street
- Perception of unsafe crosswalks on Beachwood Drive at the Dan Ward Road/Santa Fe Drive/railroad intersection and the Beachwood Drive/Fir Avenue interesection
- High speeds on Santa Fe Drive

Suggestions

- Construct sidewalks and install lighting on Meadowbrook Avenue given high walking demand
- Improve pedestrian safety at railroad/Santa Fe Drive/Beachwood Drive intersection
- Consider new parks and walking trails at the southeast corner of the Dan Ward Road/Ranchero Lane intersection and the northeast corner of the Cowden Avenue/Fir Avenue intersection
- Construct sidewalks on Franklin Road, Dan Ward Road, Beachwood Drive, Ashby Road, Lobo Avenue, Ranchero Lane, Fir Avenue, Elm Avenue, and Meadowbrook Avenue
- Improve lighting on Franklin Road, Dan Ward Road, Beachwood Drive, Ashby Road, Lobo Avenue, Pinedale Avenue, Cowden Avenue, Peppertree Drive, Coronado Avenue, Balboa Avenue, Hudson Avenue, and Cabot Avenue
- Provide bicycle facilities on Lobo Avenue, B&B Boulevard, Ranchero Lane, Fir Avenue, Beachwood Drive, and Ashby Avenue (toward Merced)
- Construct sidewalks on B&B Boulevard between the Franklin Elementary School path and Ranchero Lane
- Construct sidewalks on Ranchero Lane south of Stefani Elementary School
- Close sidewalk gaps on Dan Ward Road (east of Ranchero Lane and west of Beachwood Drive)
- Construct sidewalks on Ashby Road between Merced Mobile Estates and Beachwood Drive
- Install all-way stop control at the Beachwood Drive/Fir Avenue intersection

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California Department of EDUCATION

CDE Home » DataQuest » Report Results

Physical Fitness Test

Report: --- Select another report here ---

California Department of Education
Statewide Assessment Division
Prepared: 5/19/2015 3:32:51 PM

* No information for Franklin Elementary School.

State: California
County: Merced
District: Merced City Elementary
School: -- Select One --

2013-14 California Physical Fitness Report
Overall - Summary of Results
Merced City Elementary District

Additional information can be found at the California Department of Education Physical Fitness Test Web page.

Physical Fitness Area	Total Tested[1] in Grade 5	Number Grade 5 Students in HFZ[2]	% Grade 5 Students in HFZ	% Grade 5 Students in Needs Improvement	% Grade 5 Students in Needs Improvement - Health Risk	Total Tested[1] in Grade 7	Number Grade 7 Students in HFZ[2]	% Grade 7 Students in HFZ	% Grade 7 Students in Needs Improvement	% Grade 7 Students in Needs Improvement - Health Risk	Total Tested[1] in Grade 9	Number Grade 9 Students in HFZ[2]	% Grade 9 Students in HFZ	% Grade 9 Students in Needs Improvement	% Grade 9 Students in Needs Improvement - Health Risk
Aerobic Capacity	1,107	701	63.3	17.7	19.0	1,113	708	63.6	16.3	20.1	0	0	0.0	0.0	0.0
Body Composition	1,107	621	56.1	18.5	25.4	1,113	664	59.7	17.2	23.1	0	0	0.0	0.0	0.0
Abdominal Strength	1,107	776	70.1	29.9	N/A	1,113	992	89.1	10.9	N/A	0	0	0.0	0.0	N/A
Trunk Extension Strength	1,107	960	86.7	13.3	N/A	1,113	1,035	93.0	7.0	N/A	0	0	0.0	0.0	N/A

Upper Body Strength	1,107	606	54.7	45.3	N/A	1,113	764	68.6	31.4	N/A	0	0	0.0	0.0	N/A
Flexibility	1,107	728	65.8	34.2	N/A	1,113	872	78.3	21.7	N/A	0	0	0.0	0.0	N/A

[1] Includes partially tested students
[2] HFZ is an acronym for Healthy Fitness Zone a registered trademark of The Cooper Institute
** To protect confidentiality scores are not shown when the number of students tested is 10 or less
N/A Not applicable
The PFT is based on the FITNESSGRAM/ACTIVITYGRAM software, owned by the Cooper Institute, Dallas, TX, and published by Human Kinetics, Champaign, IL. The PFT is created and copyrighted by the California Department of Education (CDE) under a license agreement with Human Kinetics. The FITNESSGRAM is a registered trademark of The Cooper Institute.
The PFT performance standards are available on the CDE FITNESSGRAM: Healthy Fitness Zone Charts Web page. Information about the FITNESSGRAM is available on the Human Kinetics Web site (Outside Source).

Questions: High School and Physical Fitness Assessment Office | pft@cde.ca.gov | 916-445-9449

California Department of Education
1430 N Street
Sacramento, CA 95814

Web Policy

ATTACHMENT 1-4

Change Text Size: A A A

California Department of EDUCATION

CDE Home » DataQuest » Report Results

Physical Fitness Test

Report: --- Select another report here ---

California Department of Education
Statewide Assessment Division
Prepared: 5/19/2015 3:25:10 PM

State: California
County: Merced
District: Merced City Elementary
School: Joe Stefani

2013-14 California Physical Fitness Report
Overall - Summary of Results
Joe Stefani

Additional information can be found at the California Department of Education Physical Fitness Test Web page.

Physical Fitness Area	Total Tested[1] in Grade 5	Number Grade 5 Students in HFZ[2]	% Grade 5 Students in HFZ	% Grade 5 Students in Needs Improvement	% Grade 5 Students in Needs Improvement - Health Risk	Total Tested[1] in Grade 7	Number Grade 7 Students in HFZ[2]	% Grade 7 Students in HFZ	% Grade 7 Students in Needs Improvement	% Grade 7 Students in Needs Improvement - Health Risk	Total Tested[1] in Grade 9	Number Grade 9 Students in HFZ[2]	% Grade 9 Students in HFZ	% Grade 9 Students in Needs Improvement	% Grade 9 Students in Needs Improvement - Health Risk
Aerobic Capacity	162	105	64.8	15.4	19.8	0	0	0.0	0.0	0.0	0	0	0.0	0.0	0.0
Body Composition	162	102	63.0	10.5	26.5	0	0	0.0	0.0	0.0	0	0	0.0	0.0	0.0
Abdominal Strength	162	94	58.0	42.0	N/A	0	0	0.0	0.0	N/A	0	0	0.0	0.0	N/A
Trunk Extension Strength	162	150	92.6	7.4	N/A	0	0	0.0	0.0	N/A	0	0	0.0	0.0	N/A

ATTACHMENT 1 F-4

Upper Body Strength	162	116	71.6	28.4	N/A	0	0	0.0	0.0	N/A	0	0	0.0	0.0	N/A
Flexibility	162	104	64.2	35.8	N/A	0	0	0.0	0.0	N/A	0	0	0.0	0.0	N/A

[1] Includes partially tested students
[2] HFZ is an acronym for Healthy Fitness Zone a registered trademark of The Cooper Institute
** To protect confidentiality scores are not shown when the number of students tested is 10 or less
N/A Not applicable
The PFT is based on the FITNESSGRAM/ACTIVITYGRAM software, owned by the Cooper Institute, Dallas, TX, and published by Human Kinetics, Champaign, IL. The PFT is created and copyrighted by the California Department of Education (CDE) under a license agreement with Human Kinetics. The FITNESSGRAM is a registered trademark of The Cooper Institute.
The PFT performance standards are available on the CDE FITNESSGRAM: Healthy Fitness Zone Charts Web page. Information about the FITNESSGRAM is available on the Human Kinetics Web site (Outside Source).

Questions: High School and Physical Fitness Assessment Office | pft@cde.ca.gov | 916-445-9449

California Department of Education
1430 N Street
Sacramento, CA 95814

Web Policy

ATTACHMENT I-4

Merced (MC)

County Snapshot | Additional Measures

Areas to Explore ON OFF

	Merced County	California	Rank (of 57)	
Health Outcomes				**39**
Length of Life				31
Premature death	6,581	5,295		
Quality of Life				47
Poor or fair health	23%	18%		
Poor physical health days	4.6	3.7		
Poor mental health days	4.2	3.6		
Low birthweight	6.5%	6.8%		
Health Factors				**48**
Health Behaviors				38
Adult smoking	12%	13%		
* Adult obesity	31%	23%		
Food environment index	6.3	7.5		
* Physical inactivity	20%	17%		
* Access to exercise opportunities	68%	93%		
Excessive drinking	14%	17%		
Alcohol-impaired driving deaths	35%	31%		
Sexually transmitted infections	390	441		
Teen births	49	34		
Clinical Care				42
Uninsured	21%	20%		
Primary care physicians	2,204:1	1,294:1		
Dentists	2,460:1	1,291:1		
Mental health providers	914:1	376:1		
Preventable hospital stays	52	45		
Diabetic monitoring	82%	81%		
Mammography screening	63.5%	59.3%		
Social & Economic Factors				53
High school graduation	92%	83%		
Some college	43.1%	61.7%		
Unemployment	14.7%	8.9%		
Children in poverty	34%	24%		

Income inequality	4.6	5.1	
Children in single-parent households	37%	32%	
Social associations	4.3	5.8	
Violent crime	604	425	
Injury deaths	60	46	
Physical Environment			45
Air pollution - particulate matter	9.1	9.3	
Drinking water violations	10%	3%	
Severe housing problems	28%	29%	
Driving alone to work	78%	73%	
Long commute - driving alone	28%	37%	

2015
* 90th percentile, i.e., only 10% are better.
Note: Blank values reflect unreliable or missing data

[PREFERRED]

Project Name: Lobo Avenue Complete Street Project (Alternative B)

Project Location: Franklin-Beachwood, Merced County

INFRASTRUCTURE

Bike Projects (Daily Person Trips for All Users) (Box1A)

	Without Project	With Project
Existing	0	
Forecast (1 Yr after completion)	1	5

	Commuters	Recreational Users
Existing Trips	0	0
New Daily Trips (estimate)	1	4
(1 YR aftercompletion) (actual)	1	4

Project Information- Non SR2S Infrastructure

Bike Class Type	Bike Class III
Average Annual Daily Traffic (AADT)	2,845

Pedestrian Projects (Daily Person Trips for All Users) (Box 1B)

	Without Project	With Project
Existing	12	
Forecast (1 YR after project completion)	15	60

	Without Project	With Project
Existing step counts (600 steps=0.3mi=1 trip)		
Existing miles walked		

Safe Routes to School (SR2S) (Box 1C)

	Total
Number of student enrollment	463
Approximate no. of students living along school route proposed for improvement	190
Percentage of students that currently walk or bike to school	1.00%
Projected percentage of students that will walk or bike to school after the project	15.00%

Project Costs (Box 1D)

Non-SR2S Infrastructure Project Cost	
SR2S Infrastructure Project Cost	$983,000

ATP Requested Funds (Box 1E)

Non-SR2S Infrastructure	
SR2S Infrastructure	$973,000

CRASH DATA (Box 1F)

	Last 5 Yrs	Annual Average
Fatal Crashes	0	0
Injury Crashes	1	0.2
PDO	0	0

SAFETY COUNTERMEASURES (improvements) (Box 1G)

		Y or N (Capitalized)
Signalized Intersection	Pedestrian countdown signal heads	N
	Pedestrian crossing	N
	Advance stop bar before crosswalk	N
	Install overpass/underpass	N
Unsignalized Intersection	Raised medians/refuge islands	N
	Pedestrian crossing (new signs and markings only)	Y
	Pedestrian crossing (safety features/curb extensions)	N
	Pedestrian signals	N
Roadways	Bike lanes	Y
	Sidewalk/pathway (to avoid walking along roadway)	Y
	Pedestrian crossing (with enhanced safety features)	N
	Pedestrian crossing	Y
	Other reduction factor countermeasures	

ATTACHMENT I-6 (preferred)

20 Year Invest Summary Analysis	
Total Costs	$983,000.00
Net Present Cost	$945,192.31
Total Benefits	$2,689,548.51
Net Present Benefit	$1,781,232.89
Benefit-Cost Ratio	1.88

20 Year Itemized Savings	
Mobility	$1,790,533.69
Health	$181,712.38
Recreational	$270,566.40
Gas & Emissions	$51,191.06
Safety	$395,544.98

Funds Requested	$973,000.00
Net Present Cost of Funds Requested	$935,576.92
Benefit Cost Ratio	1.9

ATTACHMENT 1-6
(preferred)

ATTACHMENT 1-6
(preferred)

Merced County
Lobo Avenue Complete Street Project
Preliminary Construction Cost Estimate - Alternative B [PREFERRED]

Item No.	Item Description	Units of Measure	Approx. Quantity	Unit Price	Total Price (in figures)
1	Construction Area Signs	LS	1	$1,000.00	$1,000.00
2	Traffic Management Plan	LS	1	$4,000.00	$4,000.00
3	Water Pollution Control	LS	1	$1,000.00	$1,000.00
4	Traffic Control System	LS	1	$4,000.00	$4,000.00
5	Temporary Drainage Inlet Projection	EA	4	$500.00	$2,000.00
6	Street Sweeping	LS	1	$2,500.00	$2,500.00
7	Temporary Concrete Washout	EA	1	$500.00	$500.00
8	Roadway Excavation	CY	2710	$25.00	$67,750.00
9	Clearing and Grubbing	LS	1	$5,000.00	$5,000.00
10	Relocate Wood Fence	LF	445	$30.00	$13,350.00
11	Relocate Chain Link Fence	LF	180	$50.00	$9,000.00
12	Relocate Roadside Signs	EA	9	$200.00	$1,800.00
13	Relocate Mailbox	EA	13	$250.00	$3,250.00
14	Adjuste Water Meter Box	EA	24	$250.00	$6,000.00
15	Aggregate Base	CY	2806	$45.00	$126,270.00
16	Hot Mix Asphalt	TONS	402	$82.00	$32,964.00
17	Minor Concrete (Sidewalk)	SF	13,550	$10.00	$135,500.00
18	Minor Concrete (Curb and Gutter)	LF	2710	$25.00	$67,750.00
19	Minor Concrete (Driveway)	SF	2520	$12.50	$31,500.00
20	Minor Concrete (Curb Ramps)	LS	1	$2,000.00	$2,000.00
21	Irrigation System Repair	LS	1	$10,000.00	$10,000.00
22	Crosswalk Markings	SF	170	$5.00	$850.00
23	Pavement Markings	SF	500	$5.00	$2,500.00
24	Detectable Warning Surface	SF	68	$32.00	$2,176.00
25	Mobilization	LS	1	$40,000.00	$40,000.00
				Contract Items Subtotal	$572,660.00
				Contingency (10%)	$57,266.00
				Construction Engineering (15%)	$95,000.00
				Construction Subtotal	$725,000.00
				Preliminary Engineering (25%)	$158,000.00
				Right-of-Way	$100,000.00
				Project Total	$983,000.00

Project Name: Lobo Avenue Complete Street Project (Alternative A)
Project Location: Franklin-Beachwood, Merced County

INFRASTRUCTURE

Bike Projects (Daily Person Trips for All Users) (Box1A)	Without Project	With Project
Existing	1	
Forecast (1 Yr after completion)	1	5
	Commuters	Recreational Users
Existing Trips	0	0
New Daily Trips (estimate)	1	4
(1 YR aftercompletion) (actual)	1	4

Project Information- Non SR2S Infrastructure	
Bike Class Type	Bike Class III
Average Annual Daily Traffic (AADT)	2,845

Pedestrian Projects (Daily Person Trips for All Users) (Box 1B)	Without Project	With Project
Existing	12	
Forecast (1 YR after project completion)	15	60
	Without Project	With Project
Existing step counts (600 steps=0.3mi=1 trip)		
Existing miles walked		

Safe Routes to School (SR2S) (Box 1C)	Total
Number of student enrollment	463
Approximate no. of students living along school route proposed for improvement	190
Percentage of students that currently walk or bike to school	1.00%
Projected percentage of students that will walk or bike to school after the project	15.00%

Project Costs (Box 1D)	
Non-SR2S Infrastructure Project Cost	
SR2S Infrastructure Project Cost	$2,665,000

ATP Requested Funds (Box 1E)	
Non-SR2S Infrastructure	
SR2S Infrastructure	$2,638,400

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

SAFETY COUNTERMEASURES (improvements) (Box 1G)		**Y or N** (Capitalized)
Signalized Intersection	Pedestrian countdown signal heads	N
	Pedestrian crossing	N
	Advance stop bar before crosswalk	N
	Install overpass/underpass	N
Unsignalized Intersection	Raised medians/refuge islands	N
	Pedestrian crossing (new signs and markings only)	Y
	Pedestrian crossing (safety features/curb extensions)	N
	Pedestrian signals	N
Roadways	Bike lanes	Y
	Sidewalk/pathway (to avoid walking along roadway)	Y
	Pedestrian crossing (with enhanced safety features)	N
	Pedestrian crossing	Y
	Other reduction factor countermeasures	

ATTACHMENT I-6

20 Year Invest Summary Analysis	
Total Costs	$2,665,000.00
Net Present Cost	$2,562,500.00
Total Benefits	$2,695,514.00
Net Present Benefit	$1,785,183.71
Benefit-Cost Ratio	0.70

20 Year Itemized Savings	
Mobility	$1,790,533.69
Health	$181,712.38
Recreational	$276,531.89
Gas & Emissions	$51,191.06
Safety	$395,544.98

Funds Requested	$2,638,400.00
Net Present Cost of Funds Requested	$2,536,923.08
Benefit Cost Ratio	0.7

ATTACHMENT 4-6

ATTACHMENT I-6

Merced County
Lobo Avenue Complete Street Project
Preliminary Construction Cost Estimate - Alternative A

Item No.	Item Description	Units of Measure	Approx. Quantity	Unit Price	Total Price (in figures)
1	Construction Area Signs	LS	1	$1,000.00	$1,000.00
2	Traffic Management Plan	LS	1	$4,000.00	$4,000.00
3	Water Pollution Control	LS	1	$1,000.00	$1,000.00
4	Traffic Control System	LS	1	$4,000.00	$4,000.00
5	Temporary Drainage Inlet Projection	EA	6	$500.00	$3,000.00
6	Street Sweeping	LS	1	$2,500.00	$2,500.00
7	Temporary Concrete Washout	EA	1	$500.00	$500.00
8	Roadway Excavation	CY	5610	$25.00	$140,250.00
9	Clearing and Grubbing	LS	1	$10,000.00	$10,000.00
10	Relocate Wood Fence	LF	790	$30.00	$23,700.00
11	Relocate Chain Link Fence	LF	830	$50.00	$41,500.00
12	Relocate Roadside Signs	EA	18	$200.00	$3,600.00
13	Relocate Mailbox	EA	19	$250.00	$4,750.00
14	Adjuste Water Meter Box	EA	31	$250.00	$7,750.00
15	Relocate Irrigation Canal	LF	1500	$350.00	$525,000.00
16	Remove Concrete (Curb and gutter)	Y	998	$7.50	$7,485.00
17	Remove Concrete (Sidewalk)	SY	1,494	$10.00	$14,940.00
18	Aggregate Base	CY	2806	$45.00	$126,270.00
19	Hot Mix Asphalt	TONS	527	$82.00	$43,214.00
20	Hot Mix Asphalt (Bike Lane)	TONS	740	$82.00	$60,680.00
21	Minor Concrete (Sidewalk)	SF	31,325	$10.00	$313,250.00
22	Minor Concrete (Curb and Gutter)	LF	6265	$25.00	$156,625.00
23	Minor Concrete (Driveway)	SF	4200	$12.50	$52,500.00
24	Minor Concrete (Curb Ramps)	LS	1	$4,000.00	$4,000.00
25	Irrigation System Repair	LS	1	$10,000.00	$10,000.00
26	Crosswalk Markings	SF	160	$5.00	$800.00
27	Pavement Markings	SF	5500	$5.00	$27,500.00
28	Detectable Warning Surface	SF	68	$32.00	$2,176.00
29	Mobilization	LS	1	$40,000.00	$40,000.00
				Contract Items Subtotal	$1,631,990.00
				Contingency (10%)	$163,199.00
				Construction Engineering (15%)	$270,000.00
				Construction Subtotal (Rounded)	$2,066,000.00
				Preliminary Engineering (25%, Rounded)	$449,000.00
				Right-of-Way	$150,000.00
				Project Total	$2,665,000.00

Soto, Sara

From: Active Transportation Program [inquiry@atpcommunitycorps.org]
Sent: Friday, May 15, 2015 5:22 PM
To: Soto, Sara
Cc: atp@ccc.ca.gov; Chen, Kathleen
Subject: Re: ATP- Merced Co. LOBO AVE Participation Request

Hi Sara,

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 Thu, May 14, 2015 at 11:38 AM, Soto, Sara <SSoto@co.merced.ca.us> wrote:

Wei,

Danielle,

In accordance to this year's ATP submittal procedures, please find attached three (3) PDF files as our participation request for the proposed **Lobo Avenue In-Fill Sidewalk Improvement Project**, in Merced County. Upon review of this information, please let me know if either agency can participate. We are looking forward to hearing from the CCC and the Certified Community Conservation Corps regarding this project.

If you have any questions or need additional information, please don't hesitate to contact me via e-mail or at (209) 385-7601.

Thank you,

Sara V. Soto

Engineering Associate

Merced County DPW

Road Division

--

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

Soto, Sara

From: Hsieh, Wei@CCC [Wei.Hsieh@CCC.CA.GOV] on behalf of ATP@CCC [ATP@CCC.CA.GOV]
Sent: Monday, May 18, 2015 1:34 PM
To: Soto, Sara; 'Active Transportation Program'
Cc: Chen, Kathleen; ATP@CCC; Hsieh, Wei@CCC; Garcia, Ray@CCC; Mijares, Marie@CCC
Subject: RE: ATP- Merced Co. LOBO AVE Participation Request

Hi Sara,

Thank you for contacting the CCC. Unfortunately, we are unable to participate in this project. Please include this email with your application as proof that you reached out to the CCC.

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: Soto, Sara [mailto:SSoto@co.merced.ca.us]
Sent: Thursday, May 14, 2015 11:38 AM
To: ATP@CCC; 'Active Transportation Program'
Cc: Chen, Kathleen
Subject: ATP- Merced Co. LOBO AVE Participation Request

Wei,
Danielle,

In accordance to this year's ATP submittal procedures, please find attached three (3) PDF files as our participation request for the proposed **Lobo Avenue In-Fill Sidewalk Improvement Project**, in Merced County. Upon review of this information, please let me know if either agency can participate. We are looking forward to hearing from the CCC and the Certified Community Conservation Corps regarding this project.

If you have any questions or need additional information, please don't hesitate to contact me via e-mail or at (209) 385-7601.

Thank you,

Sara V. Soto
Engineering Associate
Merced County DPW
Road Division

ATTACHMENT J

Letters of Support

MERCED COUNTY

DEPARTMENT OF PUBLIC HEALTH

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

May 4, 2015

Re: Active Transportation Program

To Whom It May Concern:

The Merced County Department of Public Health (Department) submits this letter in support of Merced County Department of Public Work's funding application for the Active Transportation Program (ATP). The Department believes the proposal to make infrastructure improvements along Lobo Avenue will improve conditions for pedestrians and bicyclist resulting in enhanced public health for the community of Franklin-Beachwood.

The Lobo project proposes infrastructure improvements including the construction of curbs, gutters, sidewalks, bikeways, driveways and roadway paving where currently non-existent. These infrastructure changes will result in enhanced functionality and increase the number of residents, and particularly students who walk and bike to Franklin Elementary and Joe Stefani Elementary School.

Walking and bicycling are excellent forms of physical activity for children and adults and can contribute to the reduction in risks for chronic diseases such as obesity and diabetes. Other public health benefits of walking and bicycling include increased air quality with possible reduction of asthma rates. The Department is pleased to support the Merced County Department of Public Works and their effort to seek funding that will support healthy and active living for Franklin-Beachwood residents.

Sincerely,

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

KAG:sn

260 E.15th Street, Merced, CA 95341-6216 (209) 381-1200 (209) 381-1215 (FAX) www.co.merced.ca.us/health

Equal Opportunity Employer

STRIVING FOR EXCELLENCE

Franklin Elementary School

2736 N. Franklin Road Merced, CA 95348 Phone: 209-385-6623,
Cesar Hernandez-Principal
Nancy Barber- Learning Director

To Whom It May Concern,

My name is Cesar Hernandez and I am the Principal of Franklin Elementary School located in the Franklin-Beachwood community in Merced County. Our school enrollment is currently 463 students from Kindergarten to the Third Grade. Student safety is priority and of great concern for our families and our staff. Some of our students walk to school while others bike to school. According to the Franklin-Beachwood Safe Routes to School Plan, Lobo Avenue is considered a safe route leading to Franklin Elementary School. The majority of Lobo Avenue from Franklin Road to Drake Avenue is a dirt road. There are no safe sidewalks for students to walk on in a safe manner. The majority of students live on or near this unpaved road so walking or bicycling to school makes for unsafe travel for them each and every day. Additionally, Franklin Elementary School also serves as a park facility for the nearby neighborhood. Our basketball court and baseball field is utilized by neighborhood families during non-school hours. The Franklin-Beachwood community members rely on our field for a safe recreational environment.

Fortunately, during my time here as principal we have not had any students injured while walking or riding to and from school. I urge you to consider improving travel to and from school for our Franklin-Beachwood student population. As principal I want to be proactive and trouble-shoot any problems or accidents before they occur. Any plans and assistance in improving the travel areas would be greatly appreciated.

I look forward to hearing from you. I know that we share the interest in keeping the safety of our students. The Franklin-Beachwood community deserves safe paths and sidewalks to travel on.

Thank you for your consideration,

Cesar Hernandez,
Principal Franklin School

JOE STEFANI ELEMENTARY SCHOOL

April 27, 2015

Re: Safe Route to Schools Project

To Whom It May Concern,

My name is Catherine Puckett and I am the Principal of Joe Stefani Elementary School, which is located on the outskirts of the Merced City School District, on the boarder of Atwater, California. Our school services 535 3rd, 4th and 5th graders. 80% of our students walk, ride their skateboards, and/or bikes to and from school in a mile radius around the campus. Only approximately 125 of our students ride the bus or are transported by private car.

The staff, parents and district stakeholders continue to hold student safety as our priority. Many of our students, along with their Kindergarten through 2nd grade siblings who attend Franklin Elementary a block away, must walk down very busy Lobo and Ranchero Avenues to get to and from their neighborhoods. Lobo and Ranchero Avenues both do not have sidewalks for a majority of this daily commute. These avenues are major thoroughfares connecting Beachwood and Franklin Roads which are primary commuter pathways.

In addition to the regular school day commute, we are one of the only park facilities, including basketball courts and baseball fields available for the local Beachwood/Franklin community members. Our campus has students of all ages, and families walking to and from Stefani regularly to use the facilities.

Fortunately, during my tenure as Principal here at Stefani, we have not had any students injured from walking to and from school, and hopefully this will never occur. Any plans and assistance in improving our community, which surrounds these two elementary schools, which would make safer travel for our students and families would be greatly appreciated.

Sincerely,

Catherine Puckett
Principal

Catherine M. Puckett, Principal | Juanita Pedrozo, Learning Director
2768 Ranchero Lane | Merced, CA 95348 | Office: 209.724.2500 | Fax: 209.724.2501

Merced City School District

State of California—Transportation Agency

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL
1500 Bell Drive
Atwater, CA 95301
(209) 356-2956
(800) 735-2929 (TT/TDD)
(800) 735-2922 (Voice)

Received
MAY 21 2015
MERCED COUNTY
DEPT. OF PUBLIC WORKS

May 18, 2015

File No.: 460.10546.14802.exec.ltrs.2015.beachwoodpublicworks.docx

Merced County Department of Public Works
Dana Hertfelder
715 Martin Luther King Jr. Way
Merced, CA 95340-6041

Dear Mr. Hertfelder:

The California Highway Patrol (CHP), Merced Area fully supports the Merced County Department of Public Work's funding application for the 2015 Active Transportation Program (ATP), for the Lobo Avenue Project. As the CHP Merced Area commander, I strongly believe these proposed infrastructural improvements on Lobo Avenue from Franklin Road to Drake Avenue, will greatly improve the safety for those utilizing the project area. Specifically, the construction of curbs, gutters, sidewalks, bikeways, driveways, and roadway paving improvements will improve the traffic safety for pedestrians and bicyclists. This will also improve the traffic safety near Joe Stefani Elementary School and Franklin Elementary School.

I anticipate this completed project will significantly decrease of loss of life, injuries and property damage resulting from traffic collisions, which will ultimately lead to improved safety for the citizens residing in the Franklin-Beachwood community. It is for these reasons, the CHP Merced Area is pleased to support the Merced County Department of Public Works and their efforts to seek funding directed toward improving traffic safety at this location.

If I or the Department can ever be of any assistance in the future, please do not hesitate to contact me or Lieutenant Shane Ferriera, ID 14802, at (209) 356-5956.

Sincerely,

M. S. SAMRA, Captain
Commander
Merced Area

MERCED COUNTY ASSOCIATION OF GOVERNMENTS

PH: 209.723.3153
FAX: 209.723.0322
www.mcagov.org
369 W. 18th Street
Merced, CA. 95340

April 24, 2015

Re: Active Transportation Program (ATP) Application: Lobo Avenue, From Franklin Road to Drake Avenue, in the Community of Franklin-Beachwood

To Whom It May Concern

The Merced County Association of Governments (MCAG) fully supports Merced County Department of Public Work's funding application for the Active Transportation Program (ATP).

Merced County's ATP application proposes constructing new sidewalks on Lobo Avenue, from Franklin Road to Drake Avenue, to provide a safe route for the students of Franklin Preschool, Franklin Elementary School (grades 1-3), and Joe Stefani Elementary School (grades 4-6).

Merced County's ATP project application is consistent with MCAG's 2014 Regional Transportation Plan (RTP). The RTP goals include promoting and implementing a linked system of bicycle and pedestrian facilities that enhances accessibility, safety, livability, air quality, and overall quality of life. MCAG supports local agencies with aggressively pursuing active transportation funds to implement bicycle and pedestrian projects.

Sincerely,

Marjorie Kirn
Executive Director

cc: Kathleen Chen, Merced County DPW

JIM COSTA
16TH DISTRICT, CALIFORNIA
WEB PAGE: www.costa.house.gov

COMMITTEE ON NATURAL RESOURCES
SUBCOMMITTEE ON
ENERGY AND MINERAL RESOURCES
SUBCOMMITTEE ON
WATER, POWER AND OCEANS

COMMITTEE ON AGRICULTURE
SUBCOMMITTEE ON
LIVESTOCK AND FOREIGN AGRICULTURE
RANKING MEMBER
SUBCOMMITTEE ON
GENERAL FARM COMMODITIES AND RISK MANAGEMENT

CONGRESS OF THE UNITED STATES
HOUSE OF REPRESENTATIVES
WASHINGTON, DC 20515

April 29, 2015

Mr. Malcolm Dougherty
Director
California Department of Transportation
P.O. Box 942873
Sacramento, CA 94273

RE: Expressing support for the application submitted by the Department of Public Works of Merced County to the California Department of Transportation, Division of Local Assistance, for the Active Transportation Program Grant (ATP) for the project site by Joe Stefani and Franklin Elementary Schools in Franklin-Beachwood, CA.

Dear Mr. Dougherty:

This letter serves to express my support for the application submitted by the Merced County Department of Public Works to the California Department of Transportation, Division of Local Assistance, for the Active Transportation Program Grant (ATP) regarding the Lobo Avenue Project. This project would have a huge impact on Joe Stefani Elementary School and Franklin Elementary School of Franklin-Beachwood, an unincorporated area outside of Merced, CA. More than 1,000 students attend Joe Stefani and Franklin Elementary Schools and a majority of these students ages 3rd Grade and up walk or bike to school every day, often using Lobo Avenue, which is the closest main street and only direct route for those who live in south Franklin-Beachwood. However, the walk for these students is more often than not an unsafe path; this mile-long stretch (with a 35 MPH speed limit) has neither a continuous sidewalk nor bicycle lane for students to use. Enhancing this road with a sidewalk, bicycle lane, lighting, and traffic calming features can help protect the lives of these students and their families.

Joe Stefani and Franklin Elementary Schools serve the hard-hit, unincorporated community of Franklin-Beachwood. According to data from the 2010 Census, Franklin-Beachwood suffers from an unemployment level of 20.4% and a poverty level of 30.2%, well above the statewide average. With the slowly improving economy, now is the time to invest in our public infrastructure around our schools. Approval of this grant will allow students and their families to travel to and from these schools more safely.

As the representative of California's 16th Congressional District, I recognize the genuine need the Franklin-Beachwood community has for these funds. Access to education is of vital importance in our rural communities, especially those hit hard by the economy like Franklin-Beachwood. Improved sidewalks and bicycle lanes on Lobo Avenue leading to Joe Stefani Elementary School and Franklin Elementary School would give students, parents, teachers, and administrators a greater peace of mind.

FRESNO OFFICE:
855 M STREET, SUITE 940
FRESNO, CA 93721
PHONE: (559) 495-1620
FAX: (559) 495-1027

MERCED OFFICE
2222 M STREET, SUITE 305
MERCED, CA 95340
PHONE: (209) 384-1620
FAX: (209) 384-1629

WASHINGTON OFFICE:
1314 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
PHONE: (202) 225-3341
FAX: (202) 225-9308

It is my hope that you give thoughtful consideration to this application which will enable the Merced County Department of Public Works to build much-needed infrastructure for Joe Stefani and Franklin Elementary Schools. Thank you in advance for your attention to this request.

Sincerely,

JIM COSTA
Member of Congress

BEFORE THE BOARD OF SUPERVISORS
OF THE COUNTY OF MERCED, STATE OF CALIFORNIA

In the Matter of

ENDORSE THE ACTIVE TRANSPORTATION PROGRAM GRANT APPLICATION FOR THE IN-FILL SIDEWALK IMPROVEMENT PROJECT ON LOBO AVENUE, IN THE FRANKLIN-BEACHWOOD AREA	)	RESOLUTION NO. **2015-43**

WHEREAS, on March 26, 2015, the California Transportation Commission published a Call for Projects for the Active Transportation Program (Cycle 2); and,

WHEREAS, the Active Transportation Program provides funding for projects that encourage increased use of active modes of transportation, such as walking and biking; and,

WHEREAS, the Director of Public Works recommends submitting a grant application for the following: Lobo Avenue In-Fill Sidewalk Improvement Project; and,

WHEREAS, the project proposes to construct curb, gutter, and sidewalk where non-existent on the north side of Lobo Avenue from Drake Avenue to Franklin Road; and,

WHEREAS, the community will benefit from increased safety and mobility through the upgraded walking route to Joe Stefani Elementary School, Franklin Elementary School, and nearby residences; and,

WHEREAS, a Resolution is requested to endorse the grant application for the Lobo Avenue In-Fill Sidewalk Improvement Project, in the Franklin-Beachwood area.

NOW, THEREFORE, BE IT RESOLVED THAT THE BOARD OF SUPERVISORS does hereby endorse the grant application for the Lobo Avenue In-Fill Sidewalk Improvement Project.

I, JAMES L. BROWN, Clerk of the Board of Supervisors of the County of Merced, do hereby certify that the foregoing resolution was regularly introduced, passed and adopted by said Board at a regular meeting thereof held on 12th day of May, 2015 by the following vote:

SUPERVISORS:

AYES: John Pedrozo, Hub Walsh, Daron McDaniel, Deidre F. Kelsey, Jerry O'Banion

NOES: None

ABSENT: None

WITNESS my hand and the Seal of this Board this 12th day of May, 2015.

JAMES L. BROWN, CLERK

By _____
Deputy

Franklin-Beachwood Municipal Advisory Council

May 27, 2015

Re: Active Transportation Program

To Whom It May Concern:

The Franklin-Beachwood MAC held a public meeting on Wednesday May 27, 2015 and voted unanimously to support the proposed Lobo Avenue In-fill Sidewalk Improvement project for the Active Transportation Program Grant.

Safety has always been a primary concern for the community and especially for the parents and students of Franklin Elementary School and Joe Stefani Elementary School who utilize Lobo Avenue to get to school.

The Council is therefore respectfully asking for consideration for funding, through the ATP grant, so that these areas may be completed and made safe for the children of this community.

Sincerely,

Dennis Haines, Chair
Franklin-Beachwood Municipal Advisory Council

cc: Kathleen Chen
Merced County DPW

ATTACHMENT K

Additional Attachments

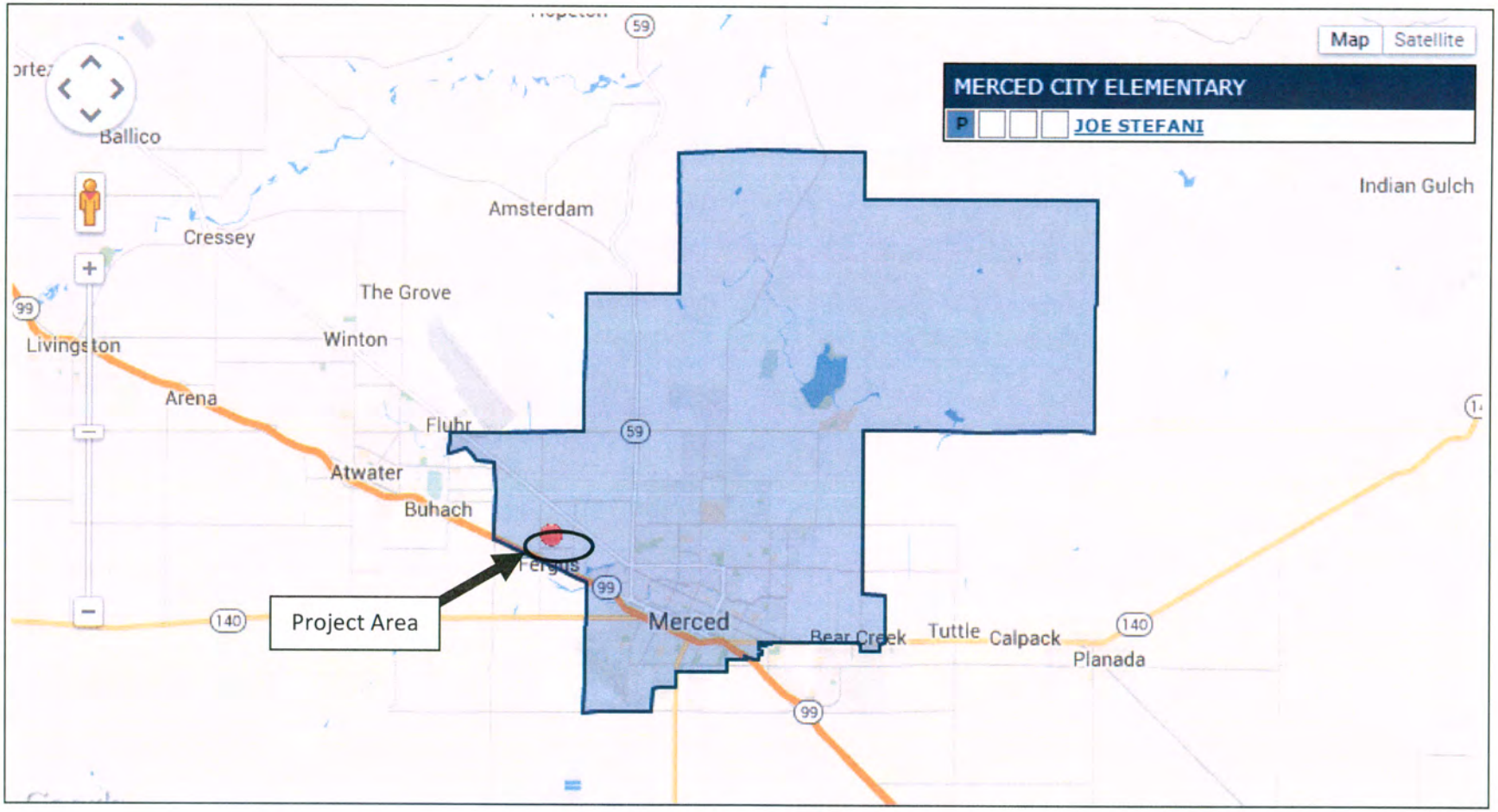
Project Sub-Type

Safe Routes to School

How many schools does the project impact/serve: 2

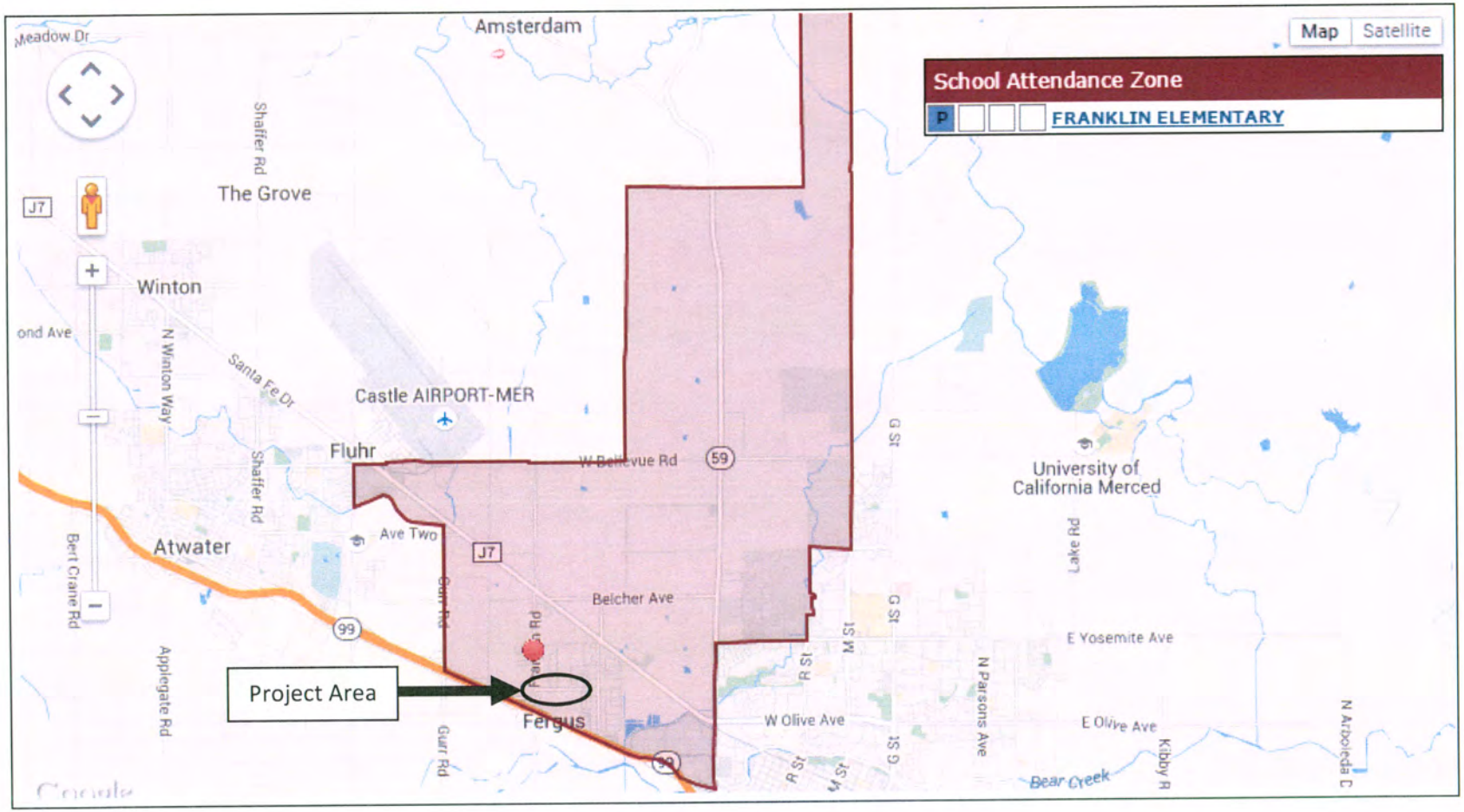
School Name	Franklin Elementary School
School Address	2736 Franklin Road, Merced, CA 95348
Co.-Dist.-School Code	24657716025621
School Type	K-8
Project improvements maximum distance from school	1 mile
Total number enrollment	463
% of students that currently walk or bike to school	~1%
Approx. # of students living along route proposed for improvement	95
% of students eligible for free or reduced meal programs	90.5%
School Contact and Signature	**SEE ATTACHMENT A**
Map	See next pages

School Name	Joe Stefani Elementary School
School Address	2768 Ranchero Lane, Merced, CA 95348
Co.-Dist.-School Code	24657710112615
School Type	K-8
Project improvements maximum distance from school	< 1 mile
Total number enrollment	528
% of students that currently walk or bike to school	~1%
Approx. # of students living along route proposed for improvement	95
% of students eligible for free or reduced meal programs	89.4%
School Contact and Signature	**SEE ATTACHMENT A**
Map	See next pages



Joe Stefani Elementary School (School Attendance Zone)

Source: http://california.hometownlocator.com/schools/profiles,n,joe%20stefani,z,95348,t,pb,i,1008633.cfm



Franklin Elementary School (School Attendance Zone)

Source: http://california.hometownlocator.com/schools/profiles,n,franklin%20elementary,z,95348,t,pb,i,1015092.cfm

Estimated Percentage of Students living along Lobo Avenue = ~20%

Total Number of Students enrolled = 991

Estimated Number of Students living along Lobo Avenue = ~190

MERCED COUNTY
DEPARTMENT OF PUBLIC WORKS
ROAD DIVISION

LOBO AVENUE
165 FEET EAST OF RANCHERO LANE

Start	28-Apr-15		29-Apr-15		30-Apr-15		01-May-15		02-May-15		03-May-15		04-May-15		Week Average	
Time	WEST	EAST	WEST	EAST	WEST	EAST	WEST	EAST	WEST	EAST	WEST	EAST	WEST	EAST	WEST	EAST
12:00 AM	3	14	6	9	7	10	6	15	18	16	20	31	5	15	9	16
01:00	8	6	3	6	6	9	8	5	7	14	14	21	6	8	7	10
02:00	1	2	1	3	2	2	2	13	11	11	5	16	3	6	4	8
03:00	8	6	9	9	6	7	7	5	6	6	9	10	11	6	8	7
04:00	22	3	27	3	24	3	28	2	17	4	9	4	29	2	22	3
05:00	62	9	57	12	67	17	63	18	36	9	11	6	62	12	51	12
06:00	77	33	72	30	74	38	70	38	38	30	23	12	77	33	62	31
07:00	160	61	143	60	174	56	146	72	46	26	30	21	155	57	122	50
08:00	**181**	**158**	**221**	**149**	**177**	**157**	**201**	**173**	**61**	51	38	29	**192**	**184**	**153**	**129**
09:00	54	60	50	46	56	49	73	83	55	54	52	36	55	65	56	56
10:00	46	59	46	58	39	42	55	59	53	65	54	57	54	63	50	58
11:00	57	59	55	56	61	70	82	94	57	**80**	**60**	**73**	58	83	61	74
12:00 PM	50	65	69	77	71	62	68	95	57	**95**	**67**	63	67	65	64	75
01:00	45	75	**114**	87	56	67	88	87	61	74	63	59	59	70	69	74
02:00	**160**	123	107	**176**	**156**	121	**153**	128	59	90	48	84	**167**	131	**121**	122
03:00	101	**180**	69	109	116	**159**	92	**177**	62	77	50	62	92	**165**	83	**133**
04:00	76	113	61	106	68	112	92	124	63	79	56	74	76	153	70	109
05:00	93	128	97	151	74	142	76	149	64	78	50	66	86	142	77	122
06:00	69	99	53	80	55	98	88	118	60	86	65	**87**	51	111	63	97
07:00	52	55	39	73	67	86	71	83	53	82	51	79	45	76	54	76
08:00	44	68	43	62	42	61	66	81	41	64	57	77	37	61	47	68
09:00	44	58	33	51	53	56	33	72	36	49	49	69	36	59	41	59
10:00	24	36	24	43	21	50	33	62	**74**	85	26	47	28	38	33	52
11:00	14	26	21	20	24	24	24	45	36	66	17	31	18	27	22	34
Total	1451	1496	1420	1476	1496	1498	1625	1798	1071	1291	924	1114	1469	1632	1349	1475
Day	2947		2896		2994		3423		2362		2038		3101		2824	
AM Peak	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	11:00	11:00	11:00	08:00	08:00	08:00	08:00
Vol.	181	158	221	149	177	157	201	173	61	80	60	73	192	184	153	129
PM Peak	14:00	15:00	13:00	14:00	14:00	15:00	14:00	15:00	22:00	12:00	12:00	18:00	14:00	15:00	14:00	15:00
Vol.	160	180	114	176	156	159	153	177	74	95	67	87	167	165	121	133

Comb. Total	2947	2896	2994	3423	2362	2038	3101	2824

ADT ADT 2,824 AADT 2,824

~2,845

ATTACHMENT K