



ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Application Form for Part A

Parts B & C must be completed using a separate document

PROJECT unique APPLICATION NO.:

05-Monterey-1

Auto populated

Total ATP Funds Requested:

\$ 495

(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:

Monterey

IMPLEMENTING AGENCY'S ADDRESS

CITY

ZIP CODE

580 Pacific Street

Monterey

CA

93940

IMPLEMENTING AGENCY'S CONTACT PERSON:

Andrea Renny

CONTACT PERSON'S TITLE:

Associate Civil Engineer

CONTACT PERSON'S PHONE NUMBER:

831-646-3705

CONTACT PERSON'S EMAIL ADDRESS :

renny@monterey.org



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	
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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

05-5086R

Implementing Agency's State Caltrans MA number

00254S

* 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)

Application Number: out of **Applications**

PROJECT DESCRIPTION: (Max of 250 Characters)

PROJECT LOCATION: (Max of 250 Characters)



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. 36.600000 /long. -121.890000

Congressional District(s): 2 0

State Senate District(s): 1 7 State Assembly District(s): 2 9

Caltrans District(s): 05

County:

MPO:

RTPA:

MPO UZA Population:

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

ESTIMATION OF ACTIVE TRANSPORTATION USERS

Existing Counts:	Pedestrians	<u>950</u>	Bicyclists	<u>300</u>
One Year Projection:	Pedestrians	<u>3,100</u>	Bicyclists	<u>950</u>
Five Year Projection:	Pedestrians	<u>6,100</u>	Bicyclists	<u>1,500</u>

BICYCLE AND/OR PEDESTRIAN 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: 11

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

School name: Multiple Schools
 School address: Multiple Schools
 District name: Monterey Peninsula Unified School District
 District address: 700 Pacific St, Monterey, CA 93940
 Co.-Dist.-School Code: 27660920000000

School type (K-8 or 9-12 or Both) **Both** Project improvements maximum distance from school 2.0 mile

Total student enrollment: 6,500
 % of students that currently walk or bike to school% 7.0 %
 Approx. # of students living along route proposed for improvement: 6,000
 Percentage of students eligible for free or reduced meal programs ** %

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

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



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

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

For all trails projects:

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

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

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

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

PROJECT STATUS and EXPECTED DELIVERY SCHEDULE

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

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

MILESTONE:	DATE COMPLETED	OR	EXPECTED DATE
CTC - PA&ED Allocation:	_____		N/A
* CEQA Environmental Clearance:	_____		11/1/16
* NEPA Environmental Clearance:	_____		11/1/16
CTC - PS&E Allocation:	_____		N/A
CTC - Right of Way Allocation:	_____		N/A
* Right of Way Clearance & Permits:	_____		11/1/16
Final/Stamped PS&E package:	_____		N/A
* CTC - Construction Allocation:	_____		12/15/16
* Construction Complete:	_____		3/15/18
* Submittal of "Final Report"	_____		6/15/18

**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:	_____	\$0
ATP funds for PS&E:	_____	\$0
ATP funds for Right of Way:	_____	\$0
ATP funds for Construction:	_____	\$0
ATP funds for Non-Infrastructure:	_____	\$495 <i>(All NI funding is allocated in a project's Construction Phase)</i>
Total ATP funds being requested for this application/project:	_____	\$495

Local funds leveraging or matching the ATP funds:

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: _____ **\$495**

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.: 05-Monterey-1

Implementing Agency's Name: City of Monterey

Important:

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

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Part B: Narrative Questions
Detailed Instructions for: Screening Criteria

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

1. Demonstrated fiscal needs of the applicant:

The City of Monterey has an aging infrastructure and \$175,000,000 in unfunded capital projects such as road rehabilitation, sewer replacement and storm water projects. During the recession, many California cities neglected to maintain key components of the infrastructure and the City of Monterey was faced with the same issue. The City of Monterey also heavily depends on Transit Occupancy Tax from tourism which was reduced during the recession/ after 9/11. While this project is supported by many of the city's policies, such an extensive program and outreach effort is not currently funded.

2. Consistency with Regional Plan.

This project is consistent with the following **AMBAG's** 2035 "Moving Forward Monterey Bay" MTP (Attachment I) goals of:

Access and Mobility – Provide convenient, accessible, and reliable travel options while maximizing productivity for all people and goods in the region.

Economic Vitality – Raise the region's standard of living by enhancing the performance of the transportation system.

Environment – protect the natural environment.

Healthy Communities –Protect the health of our residents; foster efficient development patterns that optimize travel, housing, and employment choices and encourage active transportation.

Social Equity – Provide an equitable level of transportation services to all segments of the population.



System Preservation and Safety – Preserve and ensure a sustainable and safe regional transportation system.

<http://ambag.org/>

This program is also consistent with the **Transportation Agency for Monterey County (RPTA) 2011** Bicycle and Pedestrian master plan goals and vision (Attachment I).

This program is also consistent with the **Monterey Bay Unified Pollution Control District's** Vision Statement of:

“All individuals in the MBUAPCD jurisdiction will live, work and play in a clean air environment. Individuals and communities are encouraged to make choices in their daily lives that promote clean air quality.”



Part B: Narrative Questions
Detailed Instructions for: Question #1

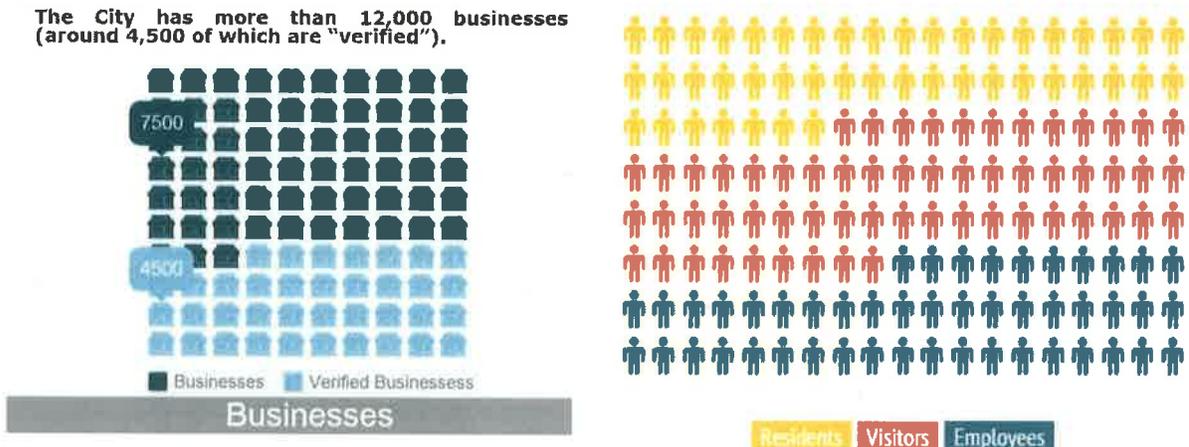
QUESTION #1

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.)

Monterey is a city that thrives on small-scale, entrepreneurial enterprise and a vibrant and diverse economy.

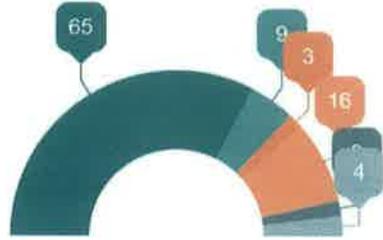


Snapshot of Monterey

As a regional center, the City attracts commuters from across the region for employment as well as recreation. In 2013, the Monterey Aquarium had 1,883,671 visitors. It is estimated that 4 million people visit Monterey each year. The city's population increases to nearly 70,000 during tourist seasons with an estimated additional 32,415 employees (Monterey's population is 30,757). Whilst this is great for the city, it presents real challenges for its infrastructure. However, there has been some progress in recent years, as illustrated below.



Monterey Commute to Work 2010 vs 2000



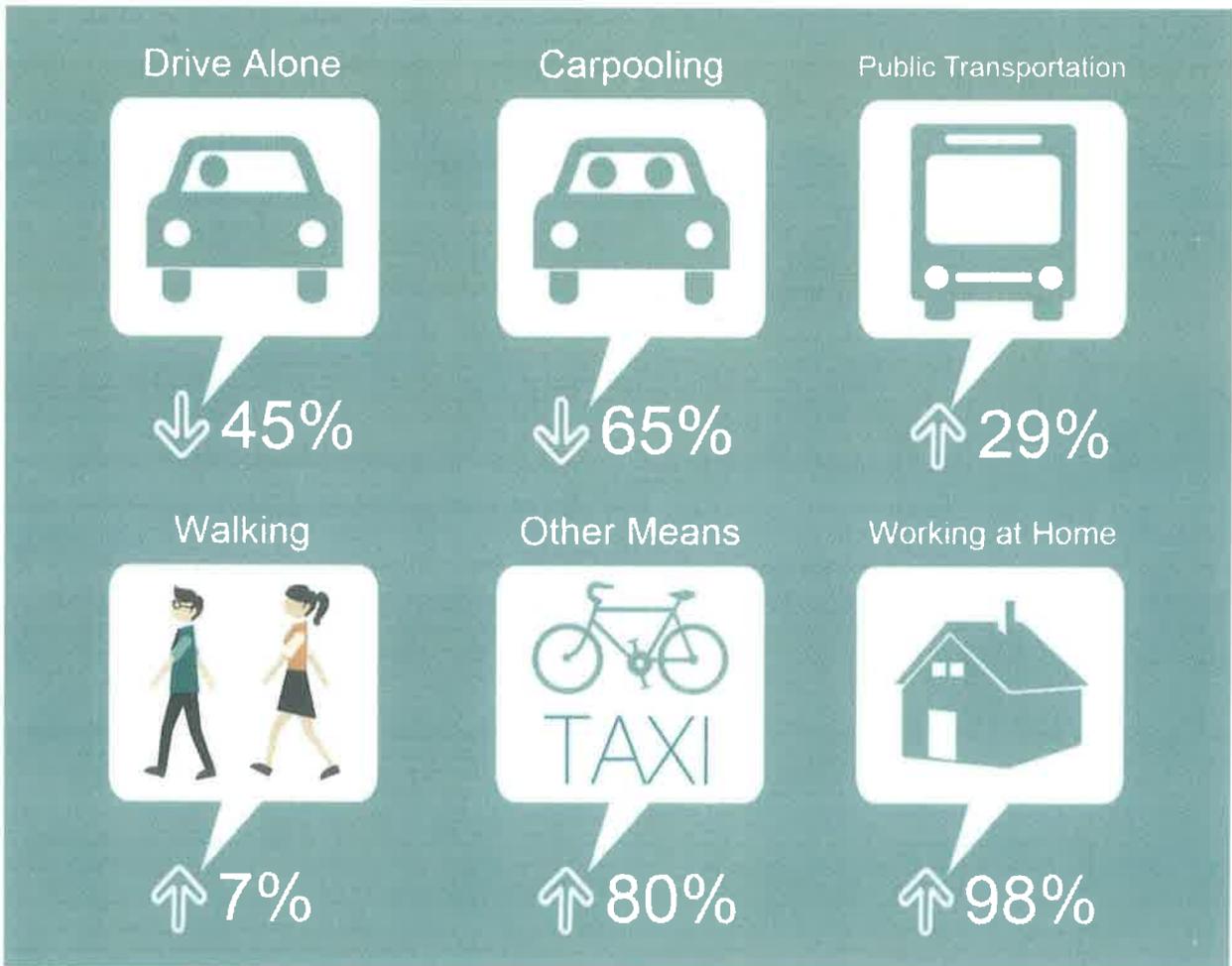
- Drove alone (65%)
- Carooled (9%)
- Public transportation (3%)
- Walked (16%)
- Other means (3%)
- Worked at home (4%)



- Drove alone (56%)
- Carooled (8%)
- Public transportation (4%)
- Walked (19%)
- Other means (5%)
- Worked at home (8%)

Journey to Work 2000
Journey to Work 2010

Source: U.S. Census Table DP03. Selected Economic: 2010; U.S. Census Table DP-3



Travel Survey Statistics from US Census



Between 2000 and 2010, the proportion of people driving to work alone fell from 65% to 55%, whilst simultaneously the usage of carpooling, public transportation and walking increased from a combined total of 28% to 31%. Most significantly, the number of people who worked at home almost doubled.



Cycling in Monterey

These are very encouraging statistics, but they came at a time when the local, national and international economy was severely constrained by the global economic recession, which had the effect almost everywhere of compressing commutes and car use.



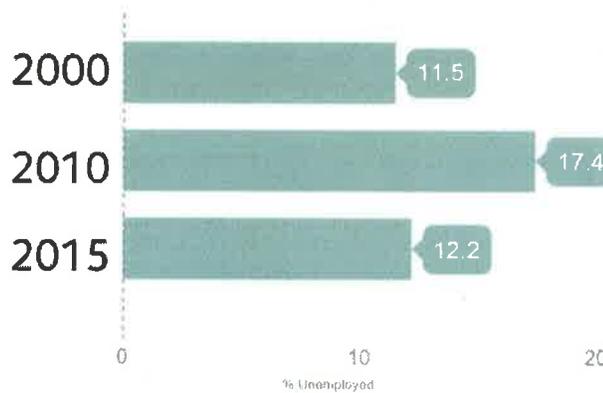
Visitor Traffic Congestion leaving Monterey



Morning commute to Monterey on Hwy 1



By way of illustration, in Monterey County, unemployment in January 2000 was 11.5%. In January 2010 it was 17.4%. By January 2015, it had reduced again to 12.2%. Since 2010, employment in the County has risen steadily – around 17,000 extra jobs have been created across the County in the 2010 to 2014 period, an increase of more than 8%.



Unemployment Statistics for Monterey

As the US economy recovers, and Monterey’s business community strengthens, we can expect a reversal of trend in the commute to work figures. Without TDM measures, we expect single occupancy car use to rise again and for commuting distances to increase as peak congestion as the City attracts a high-quality workforce from surrounding areas. School traffic alone accounts for 20% of the morning peak.



Recreation Trail in Monterey

Monterey has a Recreation Trail that runs along the waterfront and connects the two sides of the City. This is a wonderful opportunity to encourage walking and biking to work or school using the existing Rec Trail.



We have received a very positive and enthusiastic response from our business community, and to support them, we propose that our next steps include



Flowchart for Business Community

We recognize that we must lead by example, and as such the City of Monterey will be one of the pilot organizations involved in this workstream. These actions will provide a strong business community action grouping to deliver effective and long-lasting measures that will help the City of Monterey, and its business community, achieve a more efficient road network, with real benefits to employees and the organizations themselves.



Examples of how this can be achieved are shown below.

Example Measure

Cycle Program – bike discounts, free maintenance (“Dr Bike”), showers and changing facilities, salary-sacrifice purchase schemes (to save tax), biker breakfasts.



Benefits to Organisation

- Exercise is proven to improve productivity and reduce sickness absences.
- Such programs can be a great recruitment tool as well – it demonstrates that the employer takes care of their staff. This is also true of staff loyalty and retention.
- There is a lot of great publicity to be garnered from an effective bike program, especially as the employer will be seen to be doing a “public good”.

Benefits to Employers

- Free bike maintenance and tax-saving bike purchases provide a real and tangible incentive over the private car, making cycling a much cheaper form of travel.
- In busy periods, cycling can often be quicker over short distances (up to 5 or 6 miles).
- Not only does exercise improve health, but active commutes have very strong links to personal wellbeing and happiness.

Benefits to Monterey

- Reducing congestion and car use will improve air quality, improve the flow of traffic and make journeys more reliable for all users.
- It will help Monterey meet its carbon emissions objectives and help to kick-start a positive feedback loop where more cyclist require more infrastructure, which then encourages more cycling.

Company Transport – the provision of staff shuttle buses from key locations



- Providing company transport ensures that staff will arrive on-time.
- It will save vast amounts of parking space (assume a saving of maybe 20 spaces per bus), and associated cost savings, as well as all the goodwill benefits discussed above (staff retention, being good corporate citizens etc).
- The vehicles themselves can be used for branding purposes if desired.

- By serving key housing areas where employees live, they are able to save on travel costs, can be assured of fixed journey patterns, and be relieved of the burden of driving.
- Time can instead be used for work or recreation instead.
- These vehicles can include wifi, air-conditioning and other comforts.

- Buses are the most effective means of reducing large number of car trips in one step.
- A typical mini-bus/van can take 8 to 10 individuals.
- A full-size bus may take 25 or more. That’s a saving of more than 50 car trips per day per bus vehicle.

Car-Sharing – company car-pooling system, with prioritized parking for sharers.



- Car-sharing provides for a more reliable journey for commuters, including organization staff.
- It also reduces stress amongst car users, and allows for networking and socialising amongst staff.

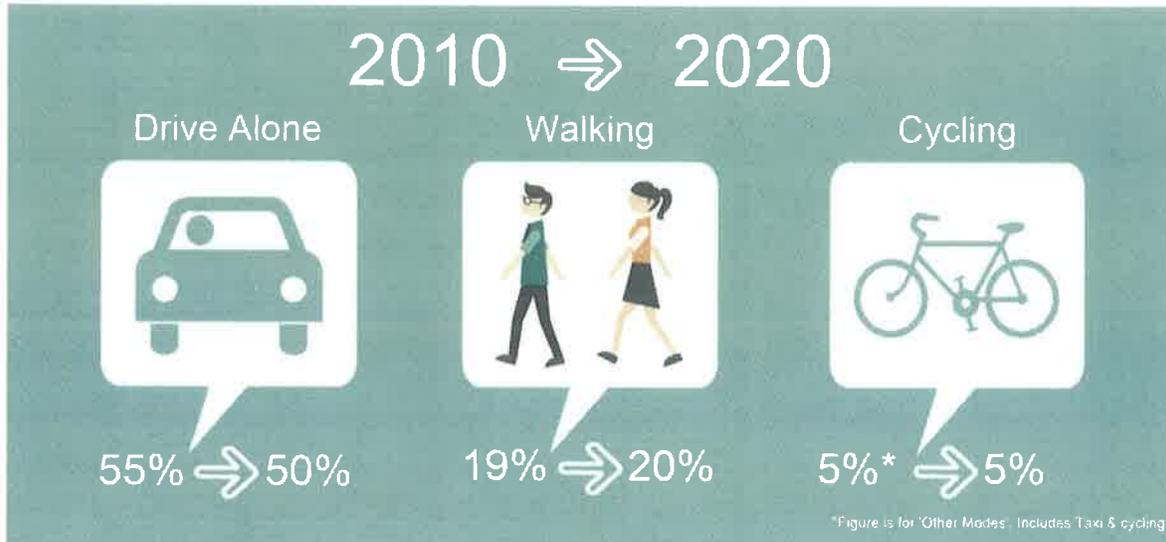
- There are significant cost savings to be had by car sharing. If two people share, then this halves the cost of fuel and depreciation.
- It also shares the burden of driving, and provides a more social outlet to the daily commute.

- On a basic level, if everyone shares their commute with one other user, then the number of cars on Monterey’s roads will drop by half, delaying by many years the need to upgrade infrastructure.
- Similar savings in greenhouse gas emissions will also occur.

Examples of Measure for Organizations

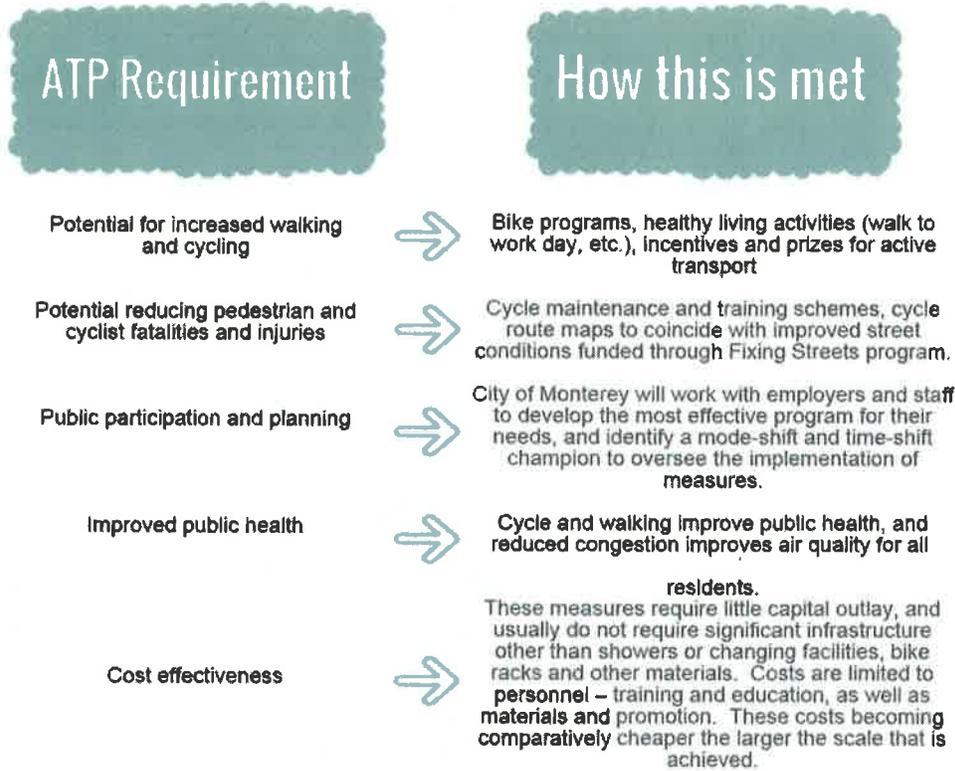


Our target is to reduce single-occupancy car mode-share to 50% of all commute to work by 2020. At the same time, we aim to increase walking to 20% and cycling to 5% of all commute to work.



Travel Mode Targets

We believe that achieving these figures will offset the impact of thousands of additional jobs and residents in Monterey during this time period.



Requirements for Workplaces and Resolutions



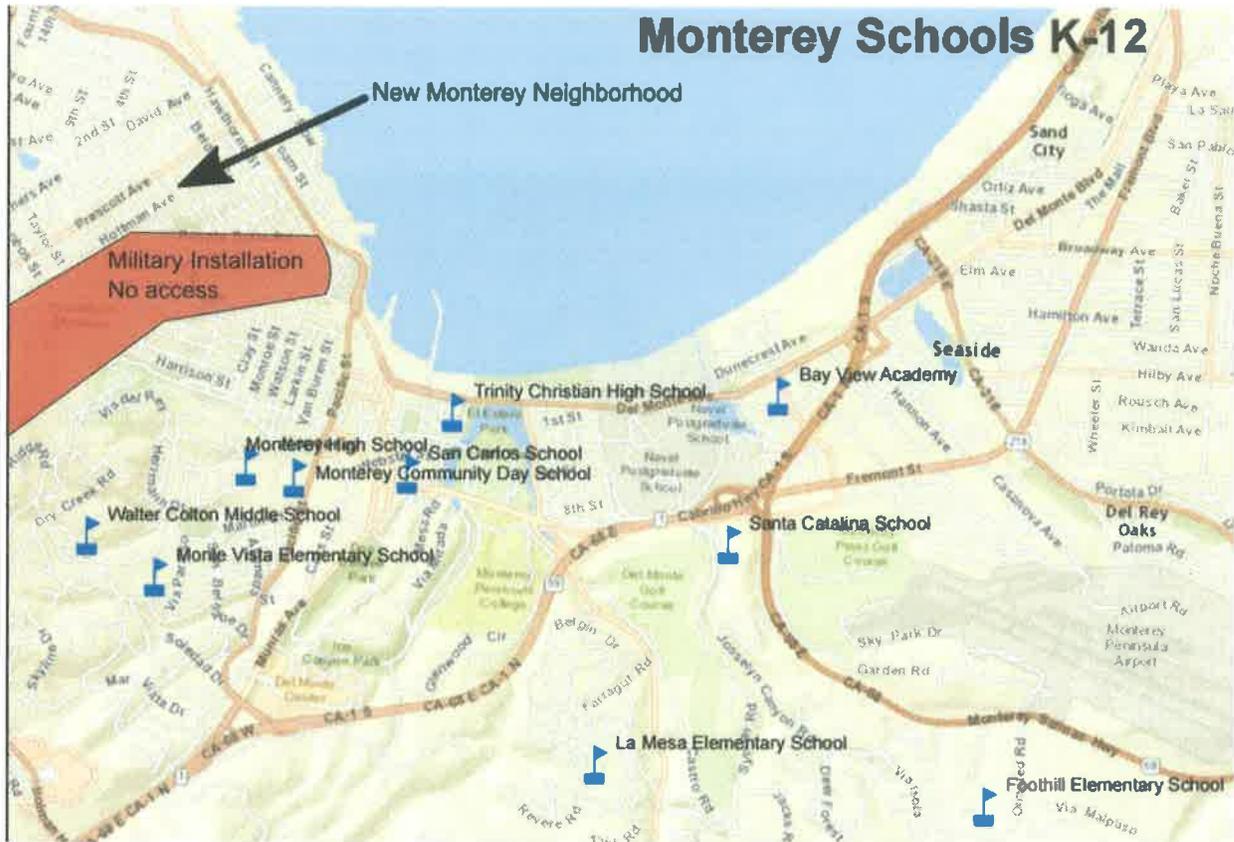
- B. Describe how the project links or connects, or encourages use of existing routes (for non-infrastructure applications) to transportation-related and community identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, 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

a) Creation of new routes

This map shows the clustering that has occurred in Monterey with school locations. All of the city's schools are located south of the Defense Language Institute, which poses a geopolitical barrier since there is no civilian access through the military installation. All school traffic in Monterey has to travel through Highway 68 or Lighthouse Avenue which results in significant congestion throughout the city (as seen in Photo attachment). This project can work with the Defense Language Institute in order to provide a better bike/walk path along the Lower DLI area which is not restricted access.



This clustering means that the network demand during the “school drop off and pick up” is concentrated in these areas, as well as on the main route that links them – Lighthouse Avenue. As we have demonstrated previously, Monterey has a vulnerability in our reliance upon the car, compounded by a street network that is stressed at peak times. When an incident occurs on Lighthouse Avenue, the impacts are immediate, severe and long lasting. For students, this may lead to delays, which will also affect teaching staff, parents who may also be heading to work, and the whole city is then impacted.



Our goals are to:



Identify safer walking and cycling routes to the schools cluster area as part of our package of cycle initiatives. These will be promoted across schools and users will be trained and supported to use them. We will also link this to our employment / commuting work package to align 'areas of focus' and help to really build up cycling and walking on specific key routes. Leading to a critical mass of activity that changes the travelling environment.



Simultaneously, we will improve the last mile of key routes around schools to emphasize the position of walkers and cyclists at the top of the modal hierarchy. We will ensure that business around these areas are also aware of what the Last Mile program means and encourage them to contributor as key members of the community to creating a walking and cycling dominant environment.



Engage with users of Highway 68 and Lighthouse Avenue (predominantly through commuter traffic) to emphasize the need to protect vulnerable users (from schools) along these routes. Our focus on car sharing will help drive a reduction in traffic along these routes.

Measures & Initiatives for Schools

b) Removal of barriers to mobility

The issue of school travel is particularly important to tackle given that the subject matter is young people, and we believe that future travel behaviors, like other personality traits and motivations, are determined in childhood. If a child regularly travels to school on foot, by bike, or by bus, they will grow into adults that consider these modes to be not only "normal" but also desirable.

Conversely, children that do not develop these habits in their early years are unlikely to develop them as they become adults.

Distance and topography are two of the greatest barriers to walking to these schools and as a result the majority of students are driven instead of walking or riding a bicycle. Monte Vista Elementary is also located in the Monterey Vista neighborhood and shares topographical barriers. Alternate drop off locations at nearby parks, walking bus, buddy system and other programs can address these barriers.



Safety is also a key component, parents and students need to feel safe in order to chose to bike and walk to school or to use alternate drop off locations. This project will survey all parents and students and identify any barriers so that they can be properly addressed.

Monterey is a relatively compact city, with lots of schools located close to residential areas. It is estimated that 40% of school students live within one mile of their school. These are a prime target for our measures outlined in this proposal.

Visitor traffic is a major cause of congestion on the weekends and during several major events. Programs such as a visitor trolley are already funded in partnership with businesses, the City and Monterey Salinas Transit. This service needs further enhancement in that visitors are unaware that they can walk, bike and take the trolley to see Monterey and major attractions.

Our Mission

To improve the safety of our school students so as to promote walking, cycling and bus patronage to reduce obesity and improve the health and well-being of the next generation.

Specifically to remove barriers to mobility we will:

- ✓ Increase confidence and awareness of safe cycling and walking through in school / employment training and promotion
- ✓ Identify safer, less trafficked routes based on key desire lines in the
- ✓ City walking and cycling plan and support usage through the Chaperone network
- ✓ Simultaneously seek to improve the safety around the key routes of Highway 68 and Lighthouse Avenue
- ✓ Improve the last mile experience for shorter / last leg walking and cycling



We have already started to engage schools and businesses to help us achieve our goals. One pilot school was the Walter Colton Middle School to call attention to these issues. The event lasted five days from October 1 through October 5, 2012. Healthy snacks and water were provided each morning to those who participated. Students who walked all or most days were entered into a raffle to win prizes such as gift certificates to local restaurants, movie theaters, laser tag, and iTunes gift cards. Students were provided pedometers to track their mileage throughout the day and were encouraged to walk for more of their trips.

c) Closure of Gaps

We have already undertaken physical measures at intersections and street network to reduce vehicle speeds, filled in gaps and upgraded sidewalks, crosswalks and ADA ramps which have been a City priority. But there is much more we want to do. Our schools and business workshops and issues identification tasks will be a stakeholder-led exercise to highlight and prioritize the gaps in the network which will then be tackled through the last mile program; measures support element and wider work of the City of Monterey outside of this grant application. We need to close the information gap.

d) Other improvements to routes

Our 'stakeholder-led' approach will also identify a list of other measures that we are seeking to prioritize and address to enhance our safer routes to schools primarily (but also our desire to improve sustainable access to our businesses and tourism locations). This initiative will be championed by the schools themselves at the heart of the decision-making process. Alongside this our business workshops will also ensure that key routes to support the local economy (and specifically visitor economy) will be identified by the stakeholders that use these routes.



e) Educates / encourages use of existing routes

This draws together the elements listed above – our approach is very much focused on:

- ✓ Last mile improvements around schools
- ✓ Focusing on underused existing routes set aside from heavily trafficked routes (which do not substantially change the movement desire lines)
- ✓ Simultaneous improvement to gaps on existing routes and educating other users of the need to change behavior and support our safer routes to schools, businesses and tourism sites.



Free Trolley Service in Monterey

The free electric trolley service serves residents, tourists and employees and it is an underutilized resource that links two parking garages, downtown, Cannery Row and major attractions/employers.

**What we want to do next**

We have established a very strong collaborative relationship with the Monterey Schools District and individual schools through our previous work, and with ATP funding, we propose to strengthen those ties as a means of delivering travel behavior change. Our next steps will include some actions taken from the *Monterey on the Move* document, and are outlined as follows:

✔ Undertake a workshop with schools and the Schools District to identify problem areas or hotspots in Monterey that cause concern, either from a safety perspective or a severance perspective (ie – gaps in the infrastructure, or barriers to walking and cycling)

✔ Contact the largest schools and colleges in the city and invite them to be a pilot for a travel to schools program. We will discuss with them their current activities, discuss outline approaches to encouraging school students to adopt a more active lifestyle, and develop a means for data collection – travel to school logs or surveys that will help us to develop a Program that suits their requirements. It may be, given that Monterey's schools tend to be clustered in small areas, that we develop multi-school working groups to assist in the development of these, to reach out to a larger audience.

✔ Work with Parent Teacher Associations, school administrations and local organizations to establish a volunteer network of walk/bike to school chaperones.

✔ Establish permanent drop-off and walk locations one-half to one mile away from schools and inform parents and guardians as way of reducing congestion round schools and encouraging mode shift for “the last mile”. Encourage schools to offset the peak commute times for drop off by providing more options for before school care programs.

✔ Each Program will then contain a series of different activities, aimed at different ages, as well as parents and teachers.



Example measures might include:



Example Measure

Cycle Activities –this might be obstacle courses on the school grounds, cycle training for older students, basic safety and awareness courses (linking with the existing curriculum where possible), guided bike tours of the local area and, for older students, free bike loans and discount schemes.

Benefits to School

Exercise is proven to reduce obesity, improve productivity and reduce sickness absences. It also makes students more alert and improves concentration in class.

Benefits to Students

Learning to use a bike is a fun way for school children keep active and healthy. As part of a daily routine, students who cycle to school or college will become confident – and therefore safer – using a bike to travel around.

The longer-term health benefits of regular exercising are well proven, as are the dramatically reduced dramatically risks of serious illnesses in later life.

Benefits to Monterey

Reducing congestion and car use will improve air quality, improve the flow of traffic and make travel more reliable for all users. It will help Monterey meet its carbon emissions objectives and help to kick-start a positive feedback loop where more cyclists require more infrastructure, which then encourages more cycling.



Walking Activities - Competitions, walking challenges, walking bus programs.

As with cycling, walking is an easy, yet effective, form of exercise – which will make children healthier, more alert in the classroom, and will reduce sickness and absence rates, leading to an uplift in overall school performance.

A wide range of fun and exciting walking challenges are available to encourage young people to incorporate more walking into their daily lives. "Beat the Streets" is a very successful enterprise, originating in the UK, which encourages children and young adults to discover their town or city by using a smart card to "zap" various "beat boxes" located across the city, to register distance and compete against other classes or schools. See text box for details.

This leads to a healthier, more active lifestyle, with all the associated benefits this will have in later life.

Historically, the vast majority of journeys to school were undertaken by foot, bike or school bus, even as the US embraced cars, school trips remained the preserve of these modes until relatively recently.

The activities outlined here aim to rebalance the scales, to give greater prominence to walking and cycling to counteract the pre-eminence of the car. This is what we have said in our Vision, and this is what we aim to achieve through school travel.



Changing the Last Mile – removing cars from the last mile cordon around the school to change travel patterns

The removal of cars from the school periphery makes the local environment much healthier, quieter, cleaner and more "people-friendly". Safety is improved as there is less conflict between traffic and students outside the school gates.

Students learn of the value and benefits of walking and cycling in a safe environment (due to the reduction in vehicles within the 1 mile radius).

Even the reduction by one mile in length of all school-generated cars will remove hundreds of miles of car journeys every day from Monterey's streets.

If we assume 1,000 cars participate each day, that's 5,000 miles per week, or 200,000 miles per year of carbon savings.



- 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.)**

This project is consistent with AMBAG's 2035 "Moving Forward Monterey Bay" Regional Transportation Plan. This project implements the City's "Monterey on The Move Plan," a multi modal mobility plan. The City of Monterey's General Plan Circulation Element Vision is that "Monterey will be a City where alternative forms of transportation are so attractive that the use of an automobile is a choice, not a necessity." The City's Circulation Element policies require that the City adopt a Travel Demand Management program to reduce the number of auto trips made during peak travel times (weekdays and weekends). This is a high priority non-infrastructure project that will implement the existing supporting policies.

Also, under the National Environmental Policy Act (NEPA), consideration should be given to transportation system management (TSM), transportation demand management (TDM), and multi-modal alternatives.

We have the support of our MPO (AMBAG), RTPA (TAMC), School District (MPUSD) and the Monterey Unified Air Pollution Control District. Please see attached letters of support from these agencies (Attachment J).



Workplaces

ATP Requirement

How this is met

Potential for increased walking and cycling



Bike programs, healthy living activities (walk to work day, etc.), incentives and prizes for active transport

Potential reducing pedestrian and cyclist fatalities and injuries



Cycle maintenance and training schemes, cycle route maps to coincide with improved street conditions funded through Fixing Streets program.

Public participation and planning



City of Monterey will work with employers and staff to develop the most effective program for their needs, and identify a mode-shift and time-shift champion to oversee the implementation of measures.

Improved public health



Cycle and walking improve public health, and reduced congestion improves air quality for all residents.

Cost effectiveness



These measures require little capital outlay, and usually do not require significant infrastructure other than showers or changing facilities, bike racks and other materials. Costs are limited to personnel – training and education, as well as materials and promotion. These costs becoming comparatively cheaper the larger the scale that is achieved.



Schools

ATP Requirement	How this is met
Potential for increased walking and cycling	 Bike programs, healthy living education (biking and walking activities), incentives and prizes for active transport
Potential reducing pedestrian and cyclist fatalities and injuries	 Cycle training schemes, cycle route maps to coincide with improved street conditions funded through Fixing Streets program. Educational support for students, teachers and parents on safe use of bikes, and road safety.
Public participation and planning	 City of Monterey will work with schools and colleges to develop the most effective program for their needs, and identify a mode-shift champion to oversee the implementation of measures.
Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding.	 Cycle and walking improve health amongst the City's young people, and reduced congestion improves air quality for all residents, especially around schools. Chaperones and safety activities, training and marketing campaigns will meet the Safe Routes to School requirement.
Cost effectiveness	 These measures require little capital outlay, and usually do not require significant infrastructure other than showers or changing facilities, bike racks and other materials. Costs are limited to personnel – training and education, as well as materials and promotion. These costs becoming comparatively cheaper the larger the scale that is achieved.



■ Injury 1237 ■ PDO 2727



Fatal

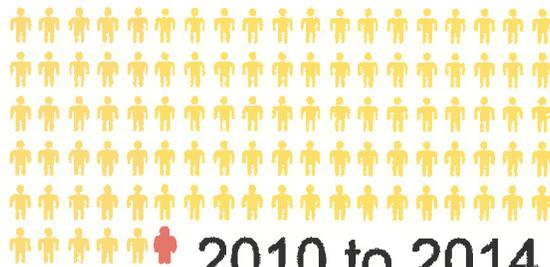
5 year accident data

2010 - 2014



88% injury rate

2010 to 2014



Pedestrian Injuries Pedestrian Fatality

100

1



TIMS has shown a high number of bicycle and pedestrian incidents within ½ mile of a school as shown on graph and table below:

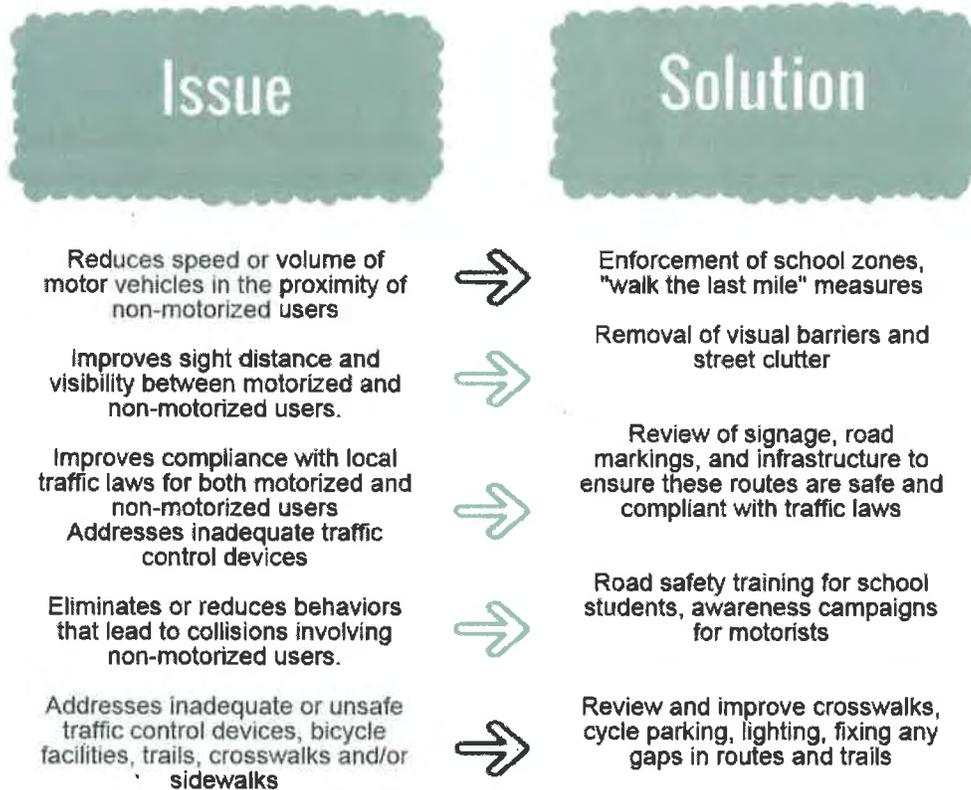


2004 to 2012 TIMS accident data

Summary Statistics							
Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<¼ mi.	0	2	20	22	32	12	44
¼ - ½ mi.	1	2	39	36	41	37	78
Total	1	4	59	58	73	49	122



**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.)**



This project aims to reduce the number of vehicles on our current road network which also has the potential to reduce accident rates. Marshall and Garrick (2011) found that U.S. cities with higher per capita bicycling rates tend to have much lower traffic fatality rates for all road users than other cities. By reducing stress and congestion, this project also aims to reduce more aggressive behavior that stems from congestion and frustration.

Every hour, nearly 150 children between ages 0 and 19 are treated in emergency departments for injuries sustained in motor vehicle crashes. More children ages 5 to 19 die from crash-related injuries than from any other type of injury (CDC). It is at the local level that the feet and tires of



walkers and cyclists actually hit the pavement to make Safe Routes to School a healthy reality. Education and information are very powerful tools in preventing accidents, especially in a comprehensive school program where we can reach children through educational and fun tools to raise awareness to pedestrian and bicycle safety.

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)

The Monterey Multi-Modal Mobility Plan (Monterey on the Move) which specifically calls out for an Active transportation/demand management included an extensive outreach program. An Advisory Committee representing a variety of stakeholder groups was assigned and met regularly to identify issues, conduct field surveys, compile and analyze data, and review plan drafts. An online website, survey, and facebook page were also utilized. During the adoption phase, presentations were made at a variety of public meetings, including the Transportation Agency for Monterey County Board meetings, and the City's Parks and Recreation Commission, Planning Commission and the City Council. The document also outlines future SRTS measures.

http://www.monterey.org/enus/departments/planspublicworks/transportationengineering/monte_reyonthemove.aspx

In addition, the 2005 General Plan Update process also engaged an Advisory Committee of a large variety of stakeholders. Dozens of public meetings and adoption hearings provided ample opportunity for public education and input into policies that shifted the approach to transportation



towards greater use of a multi-modal network and a Transportation Demand Management Program.

We have also established a very strong collaborative relationship with the Monterey Peninsula Unified School District and local private schools through our previous work, and with ATP funding, we propose to strengthen those ties as a means of delivering travel behavior change.

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

In Part A we described the extensive outreach effort for the Multi Modal Mobility Plan and the General Plan Update. We also did extensive outreach as part of a Safe Routes to School project that installed sidewalk and had an outreach component to the School District. We will now describe future outreach activities for this program. All meetings will be noticed accordingly to the audience (school, parents, businesses and different stakeholders), meetings will be held at accessible locations so everyone can participate and this plan will have input from all stakeholders.

We find that as with any plan it is very important to have buy in and participation of all stakeholders. A plan is successful if we can get all of the community engaged and excited about the long term benefits of this program and the long lasting effects.

Key activities undertaken, as introduced above:

-  Contacted businesses to introduce them to the concept of our program and get them to buy-in by producing letters of support
-  Undertaken pilot activities at a number of schools to understand the measures that are the most popular and cost effective to inform this program
-  Extensive ongoing engagement with Monterey Schools District
-  Securing buy-in from Transportation Agency for Monterey County (TAMC)



The success of this program will be very dependent upon it securing buy-in of the key stakeholders. This is therefore a crucial part of our program. Going forward we intend to engage:

Businesses: Work with the business community in Monterey to implement travel behavior change.

This will not only cover employees, but also visitors to those businesses. We will:

- ✓ Hold a series of Focus Group meetings with key employers in Monterey to obtain a full understanding of their issues, the proposed solutions, and obtain data on staff travel demand, as well as what measures these employers have in place to facilitate behavior change;
- ✓ Identify a “mode-shift and time-shift champion” from each major employer to act as a single point of contact for the City to work with for implementing measures.
- ✓ Undertake travel surveys of staff in our business community to understand travel demand patterns, motivations and issues

Most smaller businesses are not aware of programs that benefit transit use and bike/walk to work. Larger employers might not realize their shift change is adding to the saturation of the network. We aim to bring everyone together so that we can eliminate trips but also shift travel times to minimize congestion. One of the major employers in the City of Monterey is the Defense Language Institute (DLI). DLI has a combined total of 7,500 students, staff and faculty and this military installation divides the city in two. Engaging DLI leaders is a very important part of this program.

**Schools: We will**

Undertake a workshop with schools and the Schools District to identify problem areas or hotspots in Monterey that cause concern, either from a safety perspective or a severance perspective (ie – gaps in the infrastructure, or barriers to walking and cycling);



Contact the largest schools and colleges in the city and invite them to be a pilot for a travel to schools program. We will discuss with them their current activities, discuss outline approaches to encouraging school students to adopt a more active lifestyle, and develop a means for data collection – travel to school logs or surveys that will help us to develop a Program that suits their requirements. It may be, given that Monterey's schools tend be clustered in small areas, that we develop multi-school working groups to assist in the development of these, to reach out to a larger audience.



Work with Parent Teacher Associations, school administrations and local organizations to establish a volunteer network of walk/bike to school chaperones

We need to identify barriers that prevent parents from allowing their children or joining their children in walking or biking to school. Whether it is education, engineering or enforcement, we need to investigate and address these barriers. It might be that a parent will not walk or bike with their child to school because a local employer requires them to be at work at 8 a.m. By working with businesses and schools we can address the benefits of a flexible schedule that will allow that parent to walk or bike their child to school on their way to work. School traffic alone accounts for 20% of the morning peak traffic.

**Tourism: We will:**

- 
 Work with hotels, tourist destinations and leisure providers to encourage a spread in peak departures on Sundays or public holidays to reduce peak pressure on the network.
- 
 We will work with the City's major tourist centers and leisure providers to make an impact on the traffic congestion created by those that come to Monterey for recreation.

Some very creative preliminary ideas have flourished in this preliminary stage. Hotels can offer late check outs or a cheaper Monday or Friday stay, restaurants can offer an early bird special to those who chose to stay later on Sunday night and avoid mid afternoon congestion. Educational materials can be made available through bookings where a visitor can be shown how to travel around Monterey without getting in their car. A webpage can be a catch all for how to get around Monterey without your car.

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)

Feedback has been very positive during the preparation phase for this ATP application. The letters of support from the business community and schools provide direct evidence of the buy-in to our proposals. We are already engaged with the education community and our early pilot studies show that there is interest in mode shift and improving safe sustainable transportation – and that it works. We also have support at a strategic level from TAMC (RPTA), AMBAG (MPO), Air District and the School District. Please see the attached letters of support received for this project (Attachment J).



So as a result of our engagement:



We have members of the business community to understand what we are working to achieve. They are supportive and ready to get actively involved on the ground, taking forward relevant mode shift measures. Our audience is there ready and waiting to take part;



We have tried and tested some early measures at pilot schools that have been successful. We now know which schools will expand the reach – and impact – of our work to date;



Through our engagement with the business community we have support from key tourism and leisure destinations (as there is obvious overlap between these two work strands).



This all means that we have strong support for the framework of what we plan to do. However, the most important element is that the detail of what we implement and take forward will be driven by the stakeholders who will be impacted by this.



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

Stakeholders are at the heart of our program. The letters of support show their commitment (Attachment J). They will help to generate the focus of our activities – building on the framework and direction set out in this submission and on the work done to date. Continued engagement mechanisms will be:

- ✓ Get input to Monterey on the Move via business focus groups
- ✓ Identify Mode Shift Champions from each key employer who will act as our main contact point through implementation of the program
- ✓ Establish virtual group of business contacts for this work stream to oversee and help guide
- ✓ Continue engagement with Monterey Schools District as the key focal point for the schools work
- ✓ Develop further education pilots to build on the work done to date

All of this will be pulled together into a Monterey on the Move Stakeholder Group. We will then look to hold events and meetings for our key stakeholders to get together and share feedback on the program implementation and learn from each other to improve the potential for mode shift. We intend for this to be an ongoing program once established so the benefits are maintained. Their commitment is shown in the attached letters of support.



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)

According to Monterey County Health Department records, in 2009 approximately 29% of teens (12–17) in Monterey County were considered overweight or obese while 22% of Monterey County's adult residents report a BMI of 30 or higher. The tables show that very few students meet all fitness standards and a high percentage of students with unhealthy weight.

As demonstrated in the tables below, there has been a decrease in the number of students that meet all fitness standards and a decrease in aerobic capacity and an increase in percentage of at health risk for students in Monterey. <http://www.ed-data.org/district/Monterey/Monterey-Peninsula-Unified>

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Students Meeting All Fitness Standards, by Grade Level				
<i>Monterey Peninsula Unified</i>				
Grade Level	2011	2012	2013	2014
Grade 5	17.7%	16.9%	16.6%	8.2%
Grade 7	22.5%	24.8%	22.3%	22.6%
Grade 9	26.5%	35.2%	28.7%	15.5%

Show definition, source, and notes

CUSTOMIZE TABLE

Definition: Percent of public school students in grades 5, 7, and 9 meeting 5 of 5 fitness standards (e.g., 26.6% of California 5th graders met all fitness standards in 2014)

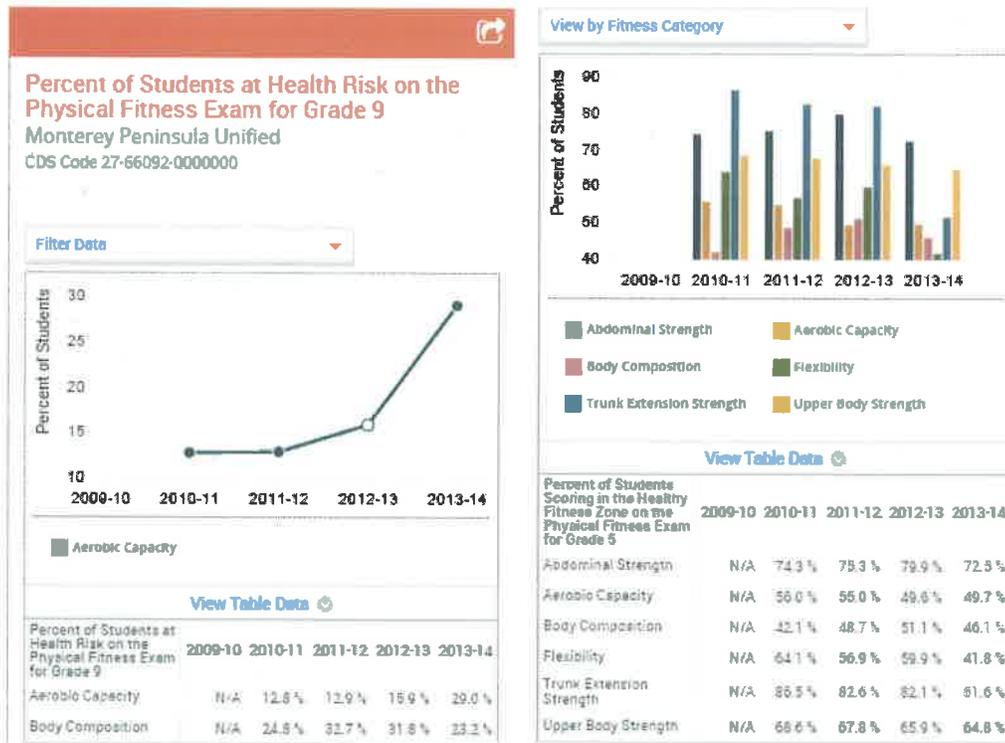
Data Source: California Dept. of Education, [Physical Fitness Testing Research Files](#) (Jan, 2015)

Footnote: In order to meet fitness standards, children must score in the "Healthy Fitness Zone" on 6 out of 5 fitness tests (for more information, see "Measures of Physical Fitness" below). These data may not be comparable with data for earlier years because new standards were applied to the aerobic capacity and body composition fitness areas in 2011. LNE (Low Number Even) refers to data that have been suppressed because fewer than 20 students were administered or met all 5 standards. N/A means that data are not available. Years presented are the final year of a school year (e.g., 2013-2014 is shown as 2014).



Percent of Students Scoring in the Healthy Fitness Zone on the Physical Fitness Exam for Grade 5

Monterey Peninsula Unified
CDS Code 27-66092-0000000



	California	Monterey (MT)
Health Outcomes		23
Length of Life		15
Premature death	5,295	4,991
Quality of Life		35
Poor or fair health	18%	24%
Poor physical health days	3.7	3.9
Poor mental health days	3.6	4.6

<http://www.countyhealthrankings.org/>



Students Who Are at a Healthy Weight or Underweight, by Grade Level: 2014

Monterey Peninsula Unified

Grade Level	2014
Grade 5	46.1%
Grade 7	53.5%
Grade 9	56.5%

Show definition, source, and notes

CUSTOMIZE TABLE

Definition: Percentage of public school students in grades 5, 7, and 9 with body composition falling within or below the Healthy Fitness Zone of the Fitnessgram assessment (e.g., 59.5% of 5th graders in California public schools were at a healthy weight or underweight in 2014).

Data Source: California Dept. of Education, Physical Fitness Testing Research Files. Accessed at <http://www.cde.ca.gov/ta/dg/pf/pfresearch.asp> (Jan. 2015).

Obesity amongst children in the United States is at an historic high. The National Health and Nutrition Examination Survey (2010) found that 17% of children aged between 2 and 19 are now obese, the highest level ever seen. There is a very strong correlation, of course, between physical activity levels and obesity, and it is not a coincidence that rising obesity levels occur in a strong inverse trend to the declining proportion of children who walk or cycle to school. In 1969, nearly 50% of children aged 5–14 walked to school. In 2009 only 13% of children under the age of 18 walked or rode a bicycle to school combined.

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

This project will aim to increase walking and bicycling to school which are two of the best low-impact forms of exercise that can improve health and cognitive function. A study by Dr Richard Jackson and Stacy Sinclair found that walking to school “improves children’s concentration, boosts moods and alertness, and enhances memory, creativity and overall learning” (Jackson, Dr. Richard; Sinclair, Stacy, *Designing Healthy Communities*. USA: John Wiley & Sons, 2012).

The Department of Health recommends children get a minimum of 420 minutes of exercise each week or 60 minutes of physical activity each day (U.S. Department of Health and Human Services, *Physical Activity Guidelines for Americans*. Fact Sheet for Professionals. 2008.

<http://health.gov/paguidelines/factSheetProf.aspx>). By walking or bicycling to school a student



can meet or come close to meeting their minimum daily exercise goal. A student who lives one mile away from school will get approximately 40 minutes of moderate exercise if they walk to and from school. On a bicycle a student can cover more ground in the same amount of time which makes bicycling a good option for those who live further than one mile from school. Another option includes an alternate drop off location, such as a local park where a child who does not live within walking distance can walk part of the way to school.

According to a national survey of 1,588 parents, the most common barriers to children walking to school are:

- Distance to school 61%
- Traffic-related danger – 30.4%
- Weather – 18.6%
- Crime danger – 11.7%
- Opposing school policy – 6%
- Other – 15% (U.S. Centers for Disease Control and Prevention)

These barriers need to be addressed through on-going programs and improvements surrounding schools.

This program will partner with health providers and advocates to lead the effort on a public awareness campaign about obesity and the benefits to walking and bicycling in combating excessive weight gain. We will work with local health advocates to develop a community fitness challenge program to meet or exceed the U.S. Department of Health and Human Services minimum requirement for physical activity (60 minutes/day for youth, 20 minutes/day for adults), encourage participants to reach their fitness goal by walking and bicycling to school, work or lunch. We will continue to identify and prioritize bicycle and pedestrian improvements throughout the City. We will also encourage the organization of bicycle commute groups. The American College of Sports Medicine (ACSM) has stated that if you have high blood pressure or are extremely overweight, walking may hold the key to improved heart health.



Another benefit of the reduction in trips and peak trip reduction is improved air quality. In recent years, scientists have shown that air pollution is a major cause of asthma attacks. And more than 131 million Americans – over 40 percent of the nation's population -- live in areas with bad air. Roughly 30 percent of childhood asthma is due to environmental exposures, costing the nation \$2 billion per year. Studies also suggest that air pollution may contribute to the development of asthma in previously healthy people. In fact, one recent Los Angeles study found that eight percent of childhood asthma cases are a result of living close (within 250 feet) to major roadways.

The Neighborhood Smart Trips program in Bellingham, Washington, provides education, encouragement and support for walking, cycling and public transit travel. A detailed evaluation indicated that the program resulted in significant shifts from driving to walking, cycling and public transit travel, resulting in a 15% reduction in per capita vehicle travel (from 11.4 to 9.7 average daily miles) by program participants.

<http://smarttrips.s3.amazonaws.com/documents/TravelInBellinghamSpreads.pdf>

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



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)

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

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

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

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

California Median income = \$61,094

80% of median income = \$48,875

Census Tract 012700 has a median household income of \$45,988, population 3,990

Census Block Group 012700-2 has a median household income of \$28,000, population 544

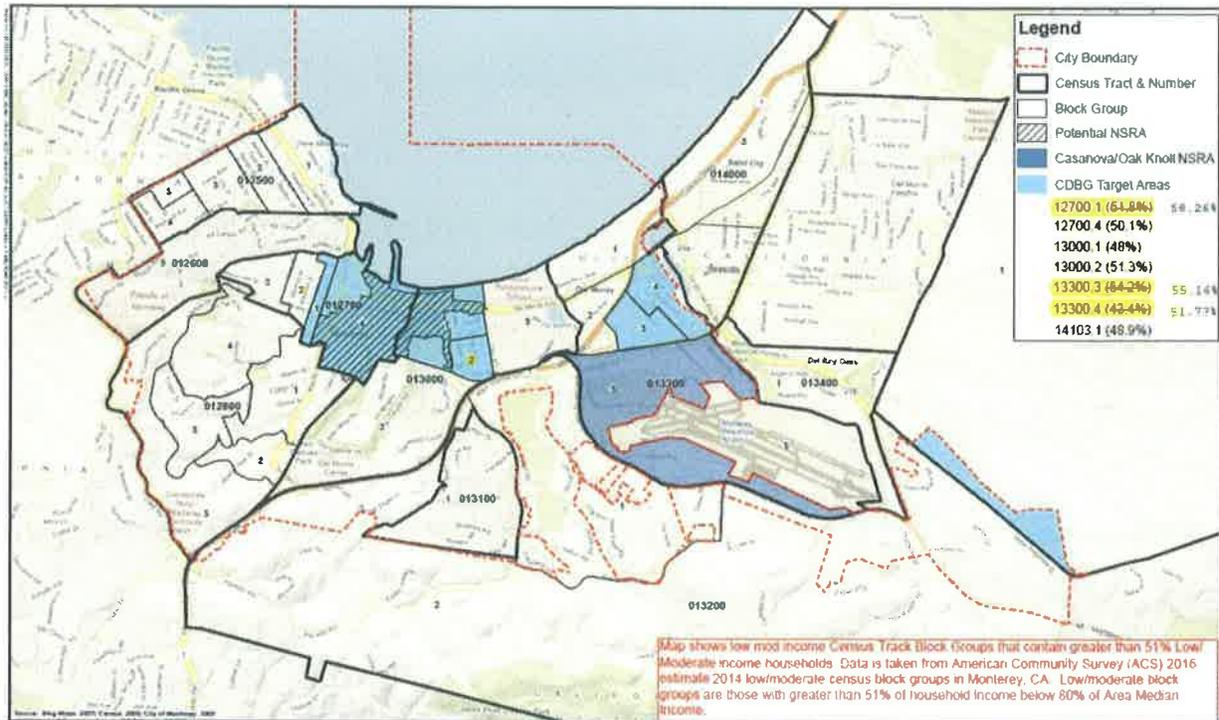
Census Block Group 012700-1 has a median household income of \$36,410, population 725

In addition, the program would benefit the neighboring City of Seaside, where most of the employees live and commute to Monterey for work. Census Tract 013700 has a median household income of \$40,082 (City of Seaside), population 5,131

While the direct impact will be to the City of Monterey, Monterey itself has a population of 30,757 and a service population of 63,172 which includes 32,415 employees who commute to Monterey on



a daily basis. The employees commute from low income areas of Marina, Seaside and Salinas and this project aims to benefit those communities.



Larger map provided in Attachment I

Option 2: Not Applicable

Option 3: Not Applicable

Option 4: Alternative criteria for identifying disadvantaged communities:

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



The following information from the Monterey Peninsula Unified School District shows that 980 children who attend their school are homeless, 31.6% of the students are living in crowded households, 15.2% are considered as living in poverty, 72.2% are eligible to receive free or reduced meals and 32.5% of children are living in low income working family homes. These children will benefit from the Safe Routes to School portion of this project and their parents will most likely benefit from employer incentive programs.

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Student Eligibility to Receive Free or Reduced Price School Meals				
Monterey Peninsula Unified				
2009	2010	2011	2012	2013
54.1%	56.3%	58.4%	62.2%	72.2%

[Show 5 Years](#) [Show 10 Years](#) [Show definition, source, and notes](#)

[CUSTOMIZE TABLE](#)

Definition: Percentage of public school students eligible to receive free or reduced price meals. A child's family income must fall below 130% of the federal poverty guidelines (\$29,965 for a family of four in 2012-2013) to qualify for free meals, or below 185% of the federal poverty guidelines (\$42,643 for a family of four in 2012-2013) to qualify for reduced-cost meals.

Data Source: California Dept. of Education, *Free/Reduced Price Meals Program & CalWORKS Data Files* (Feb. 2014); U.S. Dept. of Education, *NCES Digest of Education Statistics* (Feb. 2014).

Footnote: Years presented are the final year of a school year (e.g., 2012-2013 is shown as 2013). LNE (Low Number Event) refers to data that have been suppressed because fewer than 20 students were eligible for the program. N/A means that data are not available.

The Student eligibility for free or reduced Price school Meals is 72.2% which is very close to the 75% target percentage.


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Children Living in Crowded Households, by City, School District and County (20,000 Residents or More)

Monterey Peninsula Unified

2006-2008	2007-2009	2008-2010	2009-2011	2010-2012
23.9%	30.2%	32.1%	34.0%	31.6%

Show 5 Years
 Show 10 Years
 Show definition, source, and notes

[CUSTOMIZE TABLE](#)

Definition: Estimated percentage of children under age 18 living in households with more than one person per room of the house. "Rooms" include living rooms, dining rooms, kitchens, bedrooms, finished recreation rooms, enclosed porches, and lodger's rooms.

Data Source: Population Reference Bureau, analysis of data from the U.S. Census Bureau's American Community Survey microdata files (May 2014).

Footnote: The U.S. Dept. of Housing and Urban Development considers a household crowded if there is more than one person per room. The number of persons per room is calculated by dividing the number of occupants by the number of rooms. Data are displayed for geographies with at least 20,000 people based on 2012 population estimates. These estimates are based on a survey of the population and are subject to both sampling and nonsampling error. LNE (Low Number Event) refers to estimates that have been suppressed because the margin of error was greater than 5 percentage points. N/A means that data are not available. Some regions listed are Census Designated Places (CDPs), such as East Los Angeles; CDPs are communities within the unincorporated part of a county.

Homeless Public School Students, by Grade Level

Monterey Peninsula Unified

Grade Level	2011	2012	2013	2014
Pre-K - Grade 5	338	520	540	563
Grades 6 - 8	102	179	206	212
Grades 9 - 12	87	154	183	205

Show definition, source, and notes

[CUSTOMIZE TABLE](#)

Definition: Number of homeless public school students, by grade level.

Data Source: Special Tabulation by the Homeless Education Program in the School Turnaround Office at the California Department of Education (Jan. 2015).

Footnote: Students are designated as homeless if their primary nighttime residence at any point in the school year is: a shelter, hotel or motel; shared housing with others due to loss of housing, economic hardship, or similar reason; or no shelter. These data may include duplicate counts of homeless students. As homeless students frequently move from district to district, it is possible that the same student will be reported by multiple districts. Years presented are the final year of a school year (e.g., 2013-2014 is shown as 2014). LNE (Low Number Event) refers to data that have been suppressed because there were fewer than 60 homeless students. N/A means that data are not available. Please note: Percentages for County Offices of Education are less reliable than percentages for other school districts due to fluctuation in official enrollment.



[Download or Copy](#)

Children in Poverty (Regions of 20,000 Residents or More)

Monterey Peninsula Unified

2007-2009	2008-2010	2009-2011	2010-2012	2011-2013
13.1%	17.5%	23.1%	18.8%	15.2%

Show 5 Years Show 10 Years Show definition, source, and notes

[CUSTOMIZE TABLE](#)

Definition: Estimated percentage of children ages 0-17 living in families with incomes below the Federal Poverty Level, which was \$23,624 for a family of two adults and two children in 2013.

Data Source: U.S. Census Bureau, American Community Survey (Oct. 2014).

Footnote: Data are displayed for geographies with at least 20,000 people based on 2013 population estimates. These estimates are based on a survey of the population and are subject to both sampling and nonsampling error. LNE (Low Number Event) refers to estimates that have been suppressed because the margin of error was greater than 5 percentage points. N/A means that data are not available. Some regions listed are Census Designated Places (CDPs), such as East Los Angeles; CDPs are communities within the unincorporated part of a county.

[Download or Copy](#)

Children Living in Low-Income Working Families (Regions of 20,000 Residents or More)

Monterey Peninsula Unified

2008-2010	2009-2011	2010-2012	2011-2013
LNE	LNE	27.9%	32.5%

Show definition, source, and notes

[CUSTOMIZE TABLE](#)

Definition: Estimated percentage of children under age 18 living in families with income below 200% of the Federal Poverty Level (FPL) and with at least one resident parent who worked at least 50 weeks in the 12 months prior to the survey. The FPL was \$23,624 for a family of two adults and two children in 2013.

Data Source: Population Reference Bureau, analysis of data from the U.S. Census Bureau's American Community Survey microdata files (Mar. 2015).

Footnote: Data are displayed for geographies with at least 20,000 people based on 2013 population estimates. These estimates are based on a survey of the population and are subject to both sampling and nonsampling error. LNE (Low Number Event) refers to estimates that have been suppressed because the margin of error was greater than 5 percentage points. N/A means that data are not available. Some regions listed are Census Designated Places (CDPs), such as East Los Angeles; CDPs are communities within the unincorporated part of a county.

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

What percent of the funds requested will be expended in the disadvantaged community? 40% Explain how this percent was calculated.

Monterey has a service population of 63,172 and a population of 30,757. This means that Monterey provides employment to 32,415 people who do not live in the City as well as residents. Most of the city's large employers are tourism based businesses such as restaurants, hotels and tourist attractions. The low income employees will benefit from employer based incentives to use transit and bike/walk to work. The US Census estimated the service industry in Monterey at 48%. It is estimated that 40% of the project will directly benefit the disadvantaged communities. This also accounts for the direct impact of the Safe Routes to School Component of this program.

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 neighborhoods (identified above) will directly benefit from a Safe Routes to School and employer based incentives and programs that reduce congestion, encourage biking and transit use whether through free transit passes, bike incentives or better schedules.

Because disadvantaged communities seek opportunities to use non-motorized transportation, these communities will directly benefit from increased safety and access to bicycle and pedestrian facilities. The objective of the project is to increase bicycle and pedestrian safety and accessibility for the City of Monterey and the entire Peninsula.

**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.)**

The alternatives considered were capacity enhancing, this would comprise of ROW purchasing and roadway widening. The cost of widening, ROW purchase and capacity enhancing projects is cost prohibitive and would provide a very low B/C ratio.

The ATP B/C tool yielded a ratio of 158.

An Active Transportation/Demand Management Program was the preferred alternative due to the high B/C ratio, emission reduction and health benefits.

From the study “Economics of Travel Demand Management: Comparative Cost Effectiveness and Public Investment” found at <http://www.nctr.usf.edu/pdf/77704.pdf> showed that the Individualized Marketing for the City of South Perth, Australia TDM project showed the cost benefit of TDM to be between 11:1 and 15:1 (page 25 to 27) and in the proposed prediction model calculation the benefit to cost ratio found was 2.4

Taking into consideration the amount of funding requested (\$495,000) and the ratios mentioned above, the benefit is calculated to be between \$1,188,000 and \$7,425,000 (B/C ranging in 2.4 to 15). Many of the factors considered included health benefits, road maintenance reduction, travel time savings and the following:



- Shorter trips- A shorter active trip often substitutes for longer motorized trips, such as when people choose a local store rather than driving to more distant shops.
- Increased public transit - Walking and cycling improvements can support public transit travel, since most transit trips involve walking and cycling links.
- Vehicle ownership reductions- Improving alternative modes can allow some households to reduce their vehicle ownership. Since motor vehicles are costly to own but relatively cheap to use, once households purchase an automobile they tend to use it, including some relatively low-value trips.
- Land use patterns- Walking and cycling improvements help create more compact, multi-modal communities by reducing road and parking facility land requirements which reduces travel distances.
- Social norms- More walking and cycling can help increase social acceptance of alternative modes.



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.)

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

20 Year Invest Summary Analysis	
Total Costs	\$495,000.00
Net Present Cost	\$475,961.54
Total Benefits	\$84,851,509.49
Net Present Benefit	\$75,431,545.49
Benefit-Cost Ratio	158.48
20 Year Itemized Savings	
Mobility	\$0.00
Health	\$1,291,642.77
Recreational	\$0.00
Gas & Emissions	\$10,523,349.81
Safety	\$73,036,516.92
Funds Requested	\$495,000.00
Net Present Cost of Funds Requested	\$475,961.54
Benefit Cost Ratio	158.48

Feedback B/C:

- Non-Infrastructure input tab - Box M6 was protected cell and did not allow for input of % Active trans walker/Bicyclist Users.
- Tab 6b) Health only inputs information from "Infrastructure Inputs" not the "Non-Infrastructure inputs" so is 6A) mobility also only for Infrastructure – clarification.
- Clarification on how to quantify mobility and recreational benefits in Non-Infrastructure Tab 3, cell was protected and did not give source data. Also the inability to resize columns makes it hard to read some of the numbers to check them.



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.)**

With an aging infrastructure and \$175,000,000 in unfunded CIP projects which include sewer rehab, storm drain and road reconstruction projects, the City of Monterey does not currently have a local match for this project.



Part B: Narrative Questions
Detailed Instructions for: Question #8

QUESTION #8

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

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

- Yes (If this application is for a Plan, there is no need to submit information to the corps and there will be no penalty to applicant: 0 points)
- No (If this application is NOT for a Plan, proceed to Step #2)

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

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

California Conservation Corps representative:

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

Community Conservation Corps

Name: Danielle Lynch
Email: inquiry@atpcommunitycorps.org
Phone: (916) 426-9170

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

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



- 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.

Mark Thomas Bikeway 5086 (33) – TEA funding

\$345,415 - project was delivered on time and with no additional funding requests

Del Monte and Pacific 5086 (32) – HSIP Funding

\$655,000 - project was delivered on time and with no additional funding requests

Del Monte /Figueroa Traffic Signal Improvements 5086 (30) – ARRA funding

\$375,000 - project was delivered on time and with no additional funding requests

Via Ladera Sidewalk and SRTS outreach and education program 5086 (31) – SRTS funding

\$155,700 - project was delivered on time and with no additional funding requests

- 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 “I-#” 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 I
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

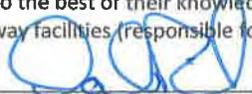


Part C: Attachments **Attachment A: Signature Page**

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: May 19, 2015

Name: Dino Pick Phone: 831.646.3764

Title: Deputy City Manager / Plans and Public Works e-mail: Pick@monterey.org

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: _____

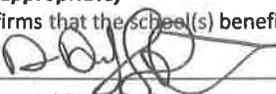
Name: _____ Phone: _____

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: May 19, 2015

Name: Daniel PK Dittenbaugh Phone: 831.645.1203

Title: Superintendent / Monterey Peninsula Unified School District e-mail: pkdittenbaugh@mpusd.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

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
ATP PROJECT PROGRAMMING REQUEST

Date: 5/26/2015

Project Information:					
Project Title: Active Transportation/Demand Management Program					
District	County	Route	EA	Project ID	PPNO
5	Monterey	VAR			

Funding Information:								
DO NOT FILL IN ANY SHADED AREAS								
Proposed Total Project Cost (\$1,000s)								Notes:
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON				395	100			495
TOTAL				395	100			495
ATP Funds	Infrastructure Cycle 2							Program Code
Proposed Funding Allocation (\$1,000s)								Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								
								Notes:
ATP Funds	Non-Infrastructure Cycle 2							Program Code
Proposed Funding Allocation (\$1,000s)								Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON				395	100			495
TOTAL				395	100			495
								Notes:
ATP Funds	Plan Cycle 2							Program Code
Proposed Funding Allocation (\$1,000s)								Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
								Notes:
ATP Funds	Previous Cycle							Program Code
Proposed Funding Allocation (\$1,000s)								Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								
								Notes:
ATP Funds	Future Cycles							Program Code
Proposed Funding Allocation (\$1,000s)								Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								
								Notes:

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
ATP PROJECT PROGRAMMING REQUEST

Date: 5/26/2015

Project Information:					
Project Title: Active Transportation/Demand Management Program					
District	County	Route	EA	Project ID	PPNO
5	Monterey	VAR			

Funding Information:										
DO NOT FILL IN ANY SHADED AREAS										
Fund No. 2:	Future Source for Matching								Program Code	
Proposed Funding Allocation (\$1,000s)										
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency	
E&P (PA&ED)										
PS&E									Notes:	
R/W										
CON										
TOTAL										
Fund No. 3:	Future Source for Matching								Program Code	
Proposed Funding Allocation (\$1,000s)										
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency	
E&P (PA&ED)										
PS&E									Notes:	
R/W										
CON										
TOTAL										
Fund No. 4:	Future Source for Matching								Program Code	
Proposed Funding Allocation (\$1,000s)										
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency	
E&P (PA&ED)										
PS&E									Notes:	
R/W										
CON										
TOTAL										
Fund No. 5:	Future Source for Matching								Program Code	
Proposed Funding Allocation (\$1,000s)										
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency	
E&P (PA&ED)										
PS&E									Notes:	
R/W										
CON										
TOTAL										
Fund No. 6:	Future Source for Matching								Program Code	
Proposed Funding Allocation (\$1,000s)										
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency	
E&P (PA&ED)										
PS&E									Notes:	
R/W										
CON										
TOTAL										
Fund No. 7:	Future Source for Matching								Program Code	
Proposed Funding Allocation (\$1,000s)										
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency	
E&P (PA&ED)										
PS&E									Notes:	
R/W										
CON										
TOTAL										

B

Attachment D

Monterey Schools K-12



Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Attachment F



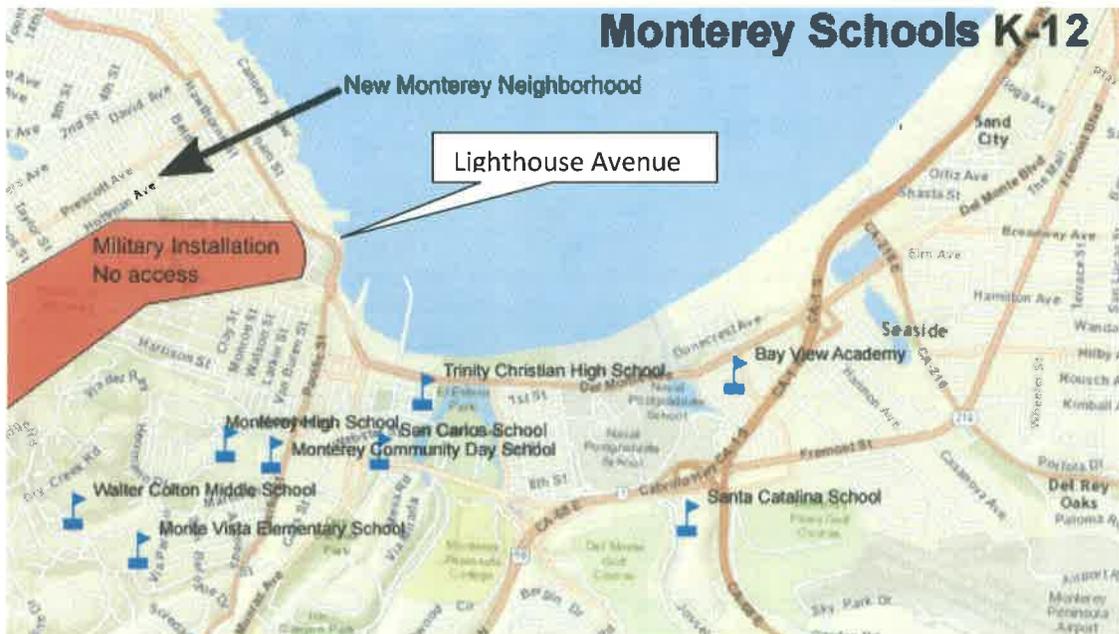
Hwy 1 Southbound commute traffic

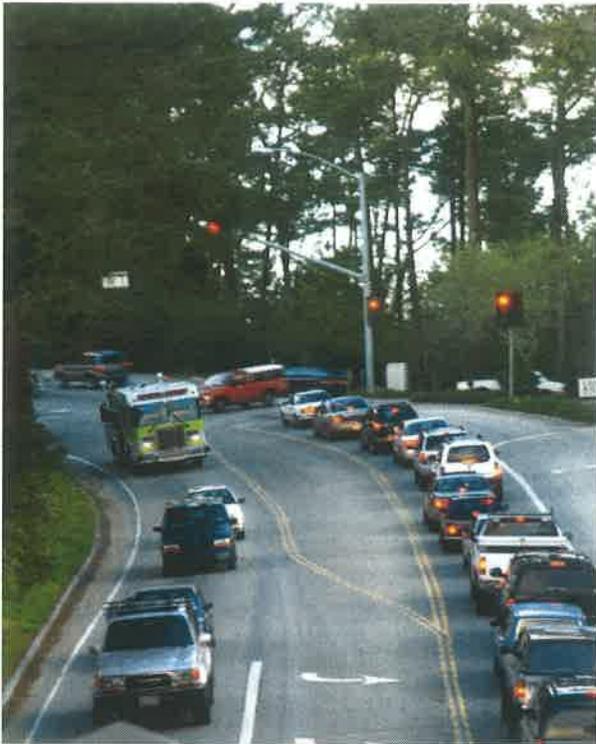


Visitor traffic leaving Monterey



Lighthouse Avenue which connects the two sides of town, separated by a military installation





Highway 68 afternoon commute traffic



Highway 68 and Lighthouse curve are the only two roads connecting both sides of our City. The photo shows that emergency services are affected by the congestion trying to access the Community Hospital of the Monterey Peninsula.



Peak pm congestion in our planned multi modal corridor



Peak congestion on Del Monte Avenue which runs alongside the recreation trail (Class I).



Monterey is a great place to bike and walk and we need to promote more bike/walk to work



Near school on a weekday morning, few children are walking to school.



As part of our Safe Routes to School we are trying to fill in gaps to encourage walking, we installed sidewalk at this location where children were walking in the street.



Accident near a popular visitor destination – Cannery Row



Encourage visitors to bike and walk to enjoy Monterey



Monterey Recreation Trail runs along the ocean and provides a wonderful opportunity for visitors and commuters and residents.



Monterey is a walkable and bikable city and we need to have more visitors take advantage of this feature and not have to get on their cars to get to know the City and its attractions.



The free trolley is an underutilized service that benefits tourists as well as residents and allows visitors to get to the main attractions without having to hop on their cars. This is the first electric trolley service in California and we need more users!

Attachment H

Exhibit 22-R ATP Non-Infrastructure Project Work Plan

Fill in the following items:

Date: (1)	1-Jun-15
Project Number: (2)	
Project Location(s): (3a)	Monterey, California
" " (3b)	
" " (3c)	
Project Description: (4)	Engaging three user groups - businesses, schools and tourist providers to promote sustainable travel across Monterey, to realize the potential outlined in the MMMP "Monterey on the Move", to alleviate congestion, promote safe routes to schools and encourage greater economic prosperity for the City as a whole.

Proceed to enter information in each Task Tab, as applies (Task A, Task B, Task C, Task C, etc.)

For Department use only

You will not be able to fill in the following items. Items will auto-populate once you've entered all "Task" tabs that applies:

Task Summary:

Click the links below to navigate to "Task Details" tabs:

Task	Task Name	Start Date	End Date	Cost
Task "A"	Business Engagement	Jan-2016	Jun-2018	\$ 162,350.00
Task "B"	Schools Engagement	Jan-2016	Jun-2018	\$ 179,100.00
Task "C"	Tourist Industry Engagement	Jan-2016	Jun-2018	\$ 153,550.00
Task "D"				\$ -
Task "E"				\$ -
Task "F"				\$ -
Task "G"				\$ -
Task "H"				\$ -
Task "I"				\$ -
Task "J"				\$ -
GRAND TOTAL				\$ 495,000.00

TASK "A" DETAIL

Task Name (5a):	Business Engagement		
Task Summary (5b):	Work with major employers, and employment groups to facilitate travel behavior change through the promotion of active and sustainable travel measures. The principal objective of which is to reduce congestion, improve mobility and promote active lifestyles		
Task Schedule (5c):	Start Date :	Jan-2016	End Date: Jun-2018

Activities (6a):		Deliverables (6b):
1.	Focus Groups: Facilitate a series of focus groups with key employers and employer groups (Chamber of Commerce etc) to understand issues, identify solutions, outline program objectives and achieve stakeholder buy-in.	Focus Group Report, Stakeholder Register
2.	Identify Mode Shift/Time Shift Champion from each major employer to act as single point of contact for implementing measures.	Identification of a team of Champions.
3.	Undertake travel surveys to understand existing travel behaviors. This is important to establish a baseline, from which to develop targets and actions for future change.	Survey results, analysis and identification of target areas
4.	Action Plan Development and SMART measures to develop specific activities and interventions to address congestion and promote alternative modes	Action Plans, targets and measures, with an implementation program
5.	Monitoring Protocol development to assess impacts of these measures. Working with the Champions to develop a means of measuring the results of actions implemented.	Impacts reporting for each employer.
6.	Website Development	Website that promotes biking, walking and transit in Monterey for both residents and visitors
7.		
8.		
9.		
10.		

Staff Costs:

Staff Title (7a):		Staff Hours (7b)	Rate Per Hour (7c)	Total \$
Party 1 -	Project Manager	550	\$125.00	\$ 68,750.00
Party 2 -	Traffic Engineer	200	\$125.00	\$ 25,000.00
Party 3 -	Workshop Facilitator	80	\$85.00	\$ 6,800.00
Party 4 -	Graphic and GIS Support	100	\$90.00	\$ 9,000.00
Party 5 -	Website Developer and Graphic Design	100	\$90.00	\$ 9,000.00
Party 6 -	Project Support and Administrator	100	\$75.00	\$ 7,500.00
Party 7 -	Expert Support & Peer Review	50	\$125.00	\$ 6,250.00
Party 8 -	Administrative Assistant	200	\$70.00	\$ 14,000.00
Party 9 -	Traffic Intern	400	\$25.00	\$ 10,000.00
Subtotal Party Costs (6d):				\$ 156,300.00
Indirect Costs (6e):				
Total Staff Costs (6f):				\$ 156,300.00

Task Notes (8):

Other Costs:	
---------------------	--

You will not be able to fill in the following items. The totals for each "Other Costs" category listed below will automatically calculate from information entered

To fill out an itemized cost for each "Other Cost", click below: <div style="border: 1px solid gray; padding: 5px; display: inline-block;">Itemized "Other Costs" Section</div>	Travel (9a):	\$ 250.00
	Equipment (9b):	\$ -
	Supplies/Materials (9c):	\$ 5,800.00
	Incentives (9d):	\$ -
	Other Direct Costs (9e):	\$ -
	(9f):	\$ -
	Total Other Costs (9g):	\$ 6,050.00
TASK GRAND TOTAL (10g):		\$ 162,350.00

Task "A" Other Costs:

Itemized Travel Cost (9a)

Please provide an itemized "travel" cost estimate for all travel costs applicable to each task

Travel (9a)			
Type of Travel	Expense/Quantity	Total \$	
1. Mileage Reimbursement	500	\$ 250	
2.		\$ -	
3.		\$ -	
4.		\$ -	
5.		\$ -	
6.		\$ -	
7.		\$ -	
8.		\$ -	
9.		\$ -	
10.		\$ -	
11.		\$ -	
12.		\$ -	
13.		\$ -	
14.		\$ -	
15.		\$ -	
16.		\$ -	
17.		\$ -	
18.		\$ -	
19.		\$ -	
20.		\$ -	
Total	500	\$ 250	
Total Travel Cost: \$			250.00

Itemized Equipment Cost (9b)

Please provide an itemized "equipment" cost estimate for all equipment cost applicable to each task

Equipment (9b)				
Type of Equipment	Quantity	Units	Unit Cost \$	Total \$
1.				\$ -
2.				\$ -
3.				\$ -
4.				\$ -
5.				\$ -
6.				\$ -
7.				\$ -
8.				\$ -
9.				\$ -
10.				\$ -
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
Total:	0		\$0	\$ -
Total Equipment Cost: \$				0

Itemized Supplies/Materials Cost (9c)

Please provide an itemized "supplies/materials" cost estimate for all equipment cost applicable to each task

Supplies/Materials (9c)				
Type of Supplies/Materials	Quantity	Units	Unit Cost \$	Total \$
1. Office Supplies	400	LS	\$2	\$ 800.00
2. Flyers / Brochures / Printing	5000		\$1	\$ 5,000.00
3.				\$ -
4.				\$ -
5.				\$ -
6.				\$ -
7.				\$ -
8.				\$ -
9.				\$ -
10.				\$ -
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
Total:	5400		\$3	\$ 5,800.00
Total Supplies/Materials Cost: \$				5,800.00

Itemized Incentives Cost (9d)

Please provide an itemized "incentives" cost estimate for all incentives cost applicable to each task

Incentives (9d)				
Type of Incentives	Quantity	Units	Unit Cost \$	Total \$
1.				\$ -
2.				\$ -
3.				\$ -
4.				\$ -
5.				\$ -
6.				\$ -
7.				\$ -
8.				\$ -
9.				\$ -
10.				\$ -
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
Total:	0		\$0	\$ -
Total Incentives Cost: \$				0

Task "A" Other Costs:

Itemized Other Direct Costs (9e)

Please provide an itemized "other" cost estimate for all other costs applicable to each task

Other Direct Costs (9e)						
Type of Other Direct Costs	Quantity	Units	Unit Cost \$	Total \$		
1				\$ -		
2				\$ -		
3				\$ -		
4				\$ -		
5				\$ -		
6				\$ -		
7				\$ -		
8				\$ -		
9				\$ -		
10				\$ -		
11				\$ -		
12				\$ -		
13				\$ -		
14				\$ -		
15				\$ -		
16				\$ -		
17				\$ -		
18				\$ -		
19				\$ -		
20				\$ -		
Total:	0		\$0	\$ -		
					Total Other Direct Cost:	\$ -

Itemized Other Direct Costs (9f)

Please provide an itemized "other direct" cost estimate for all other costs applicable to each task

Other Direct Costs (9f)						
Type of Other Direct Costs	Quantity	Units	Unit Cost \$	Total \$		
1				\$ -		
2				\$ -		
3				\$ -		
4				\$ -		
5				\$ -		
6				\$ -		
7				\$ -		
8				\$ -		
9				\$ -		
10				\$ -		
11				\$ -		
12				\$ -		
13				\$ -		
14				\$ -		
15				\$ -		
16				\$ -		
17				\$ -		
18				\$ -		
19				\$ -		
20				\$ -		
Total:	0		\$0	\$ -		
					Total Other Direct Cost:	\$ -

TASK "B" DETAIL

Task Name (5a):	Schools Engagement		
Task Summary (5b):	Work with the City's schools and colleges to facilitate travel behavior change and safe routes to school through the promotion of active and sustainable travel measures. The principal objective of which is to reduce congestion, improve safety for schoolchildren and promote active lifestyles		
Task Schedule (5c):	Start Date : Jan-2016	End Date: Jun-2018	

Activities and Deliverables:

Activities (6a):		Deliverables (6b):
1.	Undertake a series of workshops, or roadshows, with schools to identify problem areas and hotspots - either safety or severance issues. We will seek to understand the current provision for non-car transport, and any background data that is available.	Schools working group established, timetable of next steps.
2.	Establish "Pilot" schools for a School Travel Program - discussing outline approaches, collect new data on school travel choices (surveys, logs). Use Schools Working Groups to reach out to a wider audience.	Data collection and baseline reporting. Develop pilot options and actions for each school.
3.	Working with Parent-Teacher Associations, school administrators, and local organizations to establish a volunteer network of walk/bike chaperones.	A Chaperones Program established, briefings provided and pilot launches undertaken.
4.	Establish permanent drop-off locations 0.5 to 1 mile from the school gates.	A network of remote drop off and pick up points.
5.	Work with schools to facilitate "peak spreading" by offering more before and after school activities.	Options Plan for schools to consider various activities that will spread travel demand over a longer period of time.
6.	School Travel Action Plan	Production of a comprehensive Plan for each school or school network with all information contained, actions and targets, next steps and monitoring.
7.	Website Development	Website that promotes biking, walking and transit in Monterey for both residents and visitors
8.		
9.		
10.		

Staff Costs:

Staff Title (7a):		Staff Hours (7b)	Rate Per Hour (7c)	Total \$
Party 1 -	Project Manager	600	\$125.00	\$ 75,000.00
Party 2 -	Traffic Engineer	200	\$125.00	\$ 25,000.00
Party 3 -	Workshop Facilitator	180	\$85.00	\$ 15,300.00
Party 4 -	Graphic and GIS Support	100	\$90.00	\$ 9,000.00
Party 5 -	Website Developer and Graphic Design	100	\$90.00	\$ 9,000.00
Party 6 -	Project Support and Administrator	100	\$75.00	\$ 7,500.00
Party 7 -	Expert Support & Peer Review	50	\$125.00	\$ 6,250.00
Party 8 -	Administrative Assistant	200	\$70.00	\$ 14,000.00
Party 9 -	Traffic Intern	400	\$25.00	\$ 10,000.00
Subtotal Party Costs (6d):				\$ 171,050.00
Indirect Costs (6e):				
Total Staff Costs (6f):				\$ 171,050.00

Task Notes (8):

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Other Costs:

You will not be able to fill in the following items. The totals for each "Other Costs" category listed below will automatically calculate from information entered	
To fill out an itemized cost for each "Other Cost", click below: <div style="border: 1px solid black; padding: 5px; display: inline-block;">Itemized "Other Costs" Section</div>	Travel (9a): \$ 250.00
	Equipment (9b): \$ -
	Supplies/Materials (9c): \$ 5,800.00
	Incentives (9d): \$ 2,000.00
	Other Direct Costs (9e): \$ -
	" " (9f): \$ -
	Total Other Costs (9g): \$ 8,050.00
TASK GRAND TOTAL (10g): \$ 179,100.00	

Task "B" Other Costs:

Itemized Travel Cost (9a)

Please provide an itemized "travel" cost estimate for all travel costs applicable to each task

Travel (9a)			
Type of Travel	Expense/Quantity	Unit Cost \$	Total \$
1 Mileage Reimbursement	500	\$	250
2		\$	-
3		\$	-
4		\$	-
5		\$	-
6		\$	-
7		\$	-
8		\$	-
9		\$	-
10		\$	-
11		\$	-
12		\$	-
13		\$	-
14		\$	-
15		\$	-
16		\$	-
17		\$	-
18		\$	-
19		\$	-
20		\$	-
Total	500	\$	250.00

Total Travel Cost: \$ 250.00

Itemized Equipment Cost (9b)

Please provide an itemized "equipment" cost estimate for all equipment cost applicable to each task

Equipment (9b)				
Type of Equipment	Quantity	Units	Unit Cost \$	Total \$
1				\$ -
2				\$ -
3				\$ -
4				\$ -
5				\$ -
6				\$ -
7				\$ -
8				\$ -
9				\$ -
10				\$ -
11				\$ -
12				\$ -
13				\$ -
14				\$ -
15				\$ -
16				\$ -
17				\$ -
18				\$ -
19				\$ -
20				\$ -
Total:	0			\$0

Total Equipment Cost: \$ -

Itemized Supplies/Materials Cost (9c)

Please provide an itemized "supplies/materials" cost estimate for all equipment cost applicable to each task

Supplies/Materials (9c)				
Type of Supplies/Materials	Quantity	Units	Unit Cost \$	Total \$
1 Office Supplies	400	LS	\$2	\$ 800.00
2 Flyers / Brochures / Printing	5000		\$1	\$ 5,000.00
3				\$ -
4				\$ -
5				\$ -
6				\$ -
7				\$ -
8				\$ -
9				\$ -
10				\$ -
11				\$ -
12				\$ -
13				\$ -
14				\$ -
15				\$ -
16				\$ -
17				\$ -
18				\$ -
19				\$ -
20				\$ -
Total:	5400		\$3	\$ 5,800.00

Total Supplies/Materials Cost: \$ 5,800.00

Itemized Incentives Cost (9d)

Please provide an itemized "incentives" cost estimate for all incentives cost applicable to each task

Incentives (9d)				
Type of Incentives	Quantity	Units	Unit Cost \$	Total \$
1. Bike Reflectors	100		\$10	\$ 1,000.00
2. Reflective Zipper Pulls	200		\$5	\$ 1,000.00
3.				\$ -
4				\$ -
5				\$ -
6				\$ -
7.				\$ -
8				\$ -
9				\$ -
10				\$ -
11				\$ -
12				\$ -
13				\$ -
14				\$ -
15				\$ -
16				\$ -
17				\$ -
18				\$ -
19				\$ -
20.				\$ -
Total:	300		\$15	\$ 2,000.00

Total Incentives Cost: \$ 2,000.00

Task "B" Other Costs:

Itemized Other Direct Costs (9e)

Please provide an itemized "other" cost estimate for all other costs applicable to each task

Other Direct Costs (9e)						
Type of Other Direct Costs	Quantity	Units	Unit Cost \$	Total \$		
1				\$ -		
2				\$ -		
3				\$ -		
4				\$ -		
5				\$ -		
6				\$ -		
7				\$ -		
8				\$ -		
9				\$ -		
10				\$ -		
11				\$ -		
12				\$ -		
13				\$ -		
14				\$ -		
15				\$ -		
16				\$ -		
17				\$ -		
18				\$ -		
19				\$ -		
20				\$ -		
Total:	0		\$0	\$ -	Total Other Direct Cost:	\$ -

Itemized Other Direct Costs (9f)

Please provide an itemized "other direct" cost estimate for all other costs applicable to each task

Other Direct Costs (9f)						
Type of Other Direct Costs	Quantity	Units	Unit Cost \$	Total \$		
1				\$ -		
2				\$ -		
3				\$ -		
4				\$ -		
5				\$ -		
6				\$ -		
7				\$ -		
8				\$ -		
9				\$ -		
10				\$ -		
11				\$ -		
12				\$ -		
13				\$ -		
14				\$ -		
15				\$ -		
16				\$ -		
17				\$ -		
18				\$ -		
19				\$ -		
20				\$ -		
Total:	0		\$0	\$ -	Total Other Direct Cost:	\$ -

TASK "C" DETAIL

Task Name (5a):	Tourist Industry Engagement
Task Summary (5b):	We will work with major tourist centers in Monterey to explore ways in which these attractions can contribute towards the reduction of congestion in the City, by encouraging mode shift, peak spreading and increasing active travel for short distances around the city's main destinations.
Task Schedule (5c):	Start Date : Jan-2016 End Date: Jun-2018

Activities and Deliverables:

Activities (6a):		Deliverables (6b):
1.	Identifying and meeting with the city's major tourist attractions to understand current demand profiles.	Baseline report on current travel demand patterns
2.	Data collection to obtain further information on motivators and specific travel behavior around the city.	Surveys and analysis- identification of key issues and outline options
3.	Agree measures with stakeholders based on individual requirements	Action plan, targets, objectives and implementation
4.	Provide ongoing support to stakeholders to identify progress and make revisions where appropriate	Revisions and amendments where necessary.
5.	Monitoring of impacts from these measures and activities.	Monitoring and tracking reports.
6.	Website Development	Website that promotes biking, walking and transit in Monterey for both residents and visitors
7.		
8.		
9.		
10.		

Staff Costs:

Staff Title (7a):		Staff Hours (7b)	Rate Per Hour (7c)	Total \$
Party 1 -	Project Manager	500	\$125.00	\$ 62,500.00
Party 2 -	Traffic Engineer	200	\$125.00	\$ 25,000.00
Party 3 -	Workshop Facilitator	50	\$85.00	\$ 4,250.00
Party 4 -	Graphic and GIS Support	100	\$90.00	\$ 9,000.00
Party 5 -	Website Developer and Graphic Design	100	\$90.00	\$ 9,000.00
Party 6 -	Project Support and Administrator	100	\$75.00	\$ 7,500.00
Party 7 -	Expert Support & Peer Review	50	\$125.00	\$ 6,250.00
Party 8 -	Administrative Assistant	200	\$70.00	\$ 14,000.00
Party 9 -	Traffic Intern	400	\$25.00	\$ 10,000.00
				\$ -
Subtotal Party Costs (6d):				\$ 147,500.00
Indirect Costs (6e):				
Total Staff Costs (6f):				\$ 147,500.00

Task Notes (8):

--

Other Costs:

You will not be able to fill in the following items. The totals for each "Other Costs" category listed below will automatically calculate from information entered in the itemized other costs section:

To fill out an itemized cost for each "Other Cost", click below: <div style="border: 1px solid black; padding: 5px; display: inline-block;"> Itemized "Other Costs" Section </div>	Travel (9a):	\$	250.00
	Equipment (9b):	\$	-
	Supplies/Materials (9c):	\$	5,800.00
	Incentives (9d):	\$	-
	Other Direct Costs (9e):	\$	-
	" " (9f):	\$	-
Total Other Costs (9g):		\$	6,050.00
TASK GRAND TOTAL (10g):		\$	153,550.00

Task "C" Other Costs:

Itemized Travel Cost (9a)

Please provide an itemized "travel" cost estimate for all travel costs applicable to each task

Travel (9a)			
Type of Travel	Expense/Quantity	Total \$	
1. Reimbursable mileage	500	\$ 250	
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
12.			
13.			
14.			
15.			
16.			
17.			
18.			
19.			
20.			
Total	500	\$ 250	250.00

Itemized Equipment Cost (9b)

Please provide an itemized "equipment" cost estimate for all equipment cost applicable to each task

Equipment (9b)				
Type of Equipment	Quantity	Units	Unit Cost \$	Total \$
1.				
2.				
3.				
4.				
5.				
6.				
7.				
8.				
9.				
10.				
11.				
12.				
13.				
14.				
15.				
16.				
17.				
18.				
19.				
20.				
Total:	0		\$0	\$

Itemized Supplies/Materials Cost (9c)

Please provide an itemized "supplies/materials" cost estimate for all equipment cost applicable to each task

Supplies/Materials (9c)				
Type of Supplies/Materials	Quantity	Units	Unit Cost \$	Total \$
1. Office Supplies	400	LS	\$2	\$ 800.00
2. Flyers / Brochures / Printing	5000		\$1	\$ 5,000.00
3.				
4.				
5.				
6.				
7.				
8.				
9.				
10.				
11.				
12.				
13.				
14.				
15.				
16.				
17.				
18.				
19.				
20.				
Total:	5400		\$3	\$ 5,800.00

Itemized Incentives Cost (9d)

Please provide an itemized "incentives" cost estimate for all incentives cost applicable to each task

Incentives (9d)				
Type of Incentives	Quantity	Units	Unit Cost \$	Total \$
1.				
2.				
3.				
4.				
5.				
6.				
7.				
8.				
9.				
10.				
11.				
12.				
13.				
14.				
15.				
16.				
17.				
18.				
19.				
20.				
Total:	0		\$0	\$

Task "C" Other Costs:

Itemized Other Direct Costs (9e)

Please provide an itemized "other" cost estimate for all other costs applicable to each task

Other Direct Costs (9e)					
Type of Other Direct Costs	Quantity	Units	Unit Cost \$	Total \$	
1				\$ -	-
2				\$ -	-
3				\$ -	-
4				\$ -	-
5				\$ -	-
6				\$ -	-
7				\$ -	-
8				\$ -	-
9				\$ -	-
10				\$ -	-
11				\$ -	-
12				\$ -	-
13				\$ -	-
14				\$ -	-
15				\$ -	-
16				\$ -	-
17				\$ -	-
18				\$ -	-
19				\$ -	-
20				\$ -	-
Total:	0		\$0	\$ -	-
Total Other Direct Cost:				\$ -	-

Itemized Other Direct Costs (9f)

Please provide an itemized "other direct" cost estimate for all other costs applicable to each task

Other Direct Costs (9f)					
Type of Other Direct Costs	Quantity	Units	Unit Cost \$	Total \$	
1				\$ -	-
2				\$ -	-
3				\$ -	-
4				\$ -	-
5				\$ -	-
6				\$ -	-
7				\$ -	-
8				\$ -	-
9				\$ -	-
10				\$ -	-
11				\$ -	-
12				\$ -	-
13				\$ -	-
14				\$ -	-
15				\$ -	-
16				\$ -	-
17				\$ -	-
18				\$ -	-
19				\$ -	-
20				\$ -	-
Total:	0		\$0	\$ -	-
Total Other Direct Cost:				\$ -	-

Attachment I

AMBAG – Association of Monterey Bay Area Governments Moving Forward Monterey Bay 2035

Part B – Screening Criteria: 2. Consistency with Regional Plans

Attached is an excerpt from the AMBAG – Moving Forward Monterey Bay (Goals & Policies – p.31 showing as 1-12)

To access the complete plan please go to:

http://ambag.org/programs/met_transp_plann/documents/Final_2035_MTP_SCS/MovingForwardMontereyBayFinal.pdf

See also Attachment J - 'Letter of Support': From AMBAG, signed by Maura F. Twomey

Goals & Policies

AMBAG began developing the 2035 MTP/SCS when the Board of Directors adopted the following goals and policy objectives:

- *Access and Mobility* – Provide convenient, accessible, and reliable travel options while maximizing productivity for all people and goods in the region.
- *Economic Vitality* – Raise the region’s standard of living by enhancing the performance of the transportation system.
- *Environment* – Promote environmental sustainability and protect the natural environment.
- *Healthy Communities* – Protect the health of our residents; foster efficient development patterns that optimize travel, housing, and employment choices and encourage active transportation.
- *Social Equity* – Provide an equitable level of transportation services to all segments of the population.
- *System Preservation and Safety* – Preserve and ensure a sustainable and safe regional transportation system.

This framework of goals and policy objectives was used to guide the development of the 2035 MTP/SCS. Performance measures were established to evaluate how well the 2035 MTP/SCS performs in each of these areas.

Plan Overview

The 2035 MTP/SCS is a living document that must be updated to reflect the most current information and conditions and remain relevant and useful. Updating the Plan requires an examination of the progress the region is making, not just in terms of delivering projects, but also in terms of meeting the region’s vision, goals, and objectives. The 2035 MTP/SCS complies with the Clean Air Act and the region is in attainment for air quality conformity.

Coordination

AMBAG is the federally designated metropolitan planning organization (MPO) for the counties of Monterey, San Benito, and Santa Cruz. As the MPO, AMBAG develops the 2035 MTP/SCS and updates it every four years through a bottom-up process involving numerous stakeholders. Transportation investments in the Monterey Bay Area that receive state and federal funds or require federal approvals must be consistent with the MTP/SCS and included in AMBAG’s Metropolitan Transportation Improvement Program (MTIP). The MTIP is a four-year program and represents the near-term commitments of the 2035 MTP/SCS.

The development of the 2035 MTP/SCS has required a greater level of collaboration than past plans. AMBAG worked closely with stakeholders to develop a growth forecast, a multimodal transportation network, a land use pattern, and strategies based on reasonably available revenues.

AMBAG developed the 2035 MTP/SCS in close coordination with its three regional transportation planning agencies (RTPAs). Each of the three counties in the Monterey Bay Area has a RTPA responsible for countywide transportation planning and implementation - the Transportation Agency for Monterey County, the Santa Cruz County Regional Transportation Commission and the San Benito County Council of Governments. AMBAG also worked in close coordination with the region’s transit operators, local jurisdictions, Caltrans, the Monterey Bay Area Unified Air Pollution Control District, state and federal resource agencies, local agency formation commissions, and other special purpose public agencies.

Scenario Development and Evaluation

To evaluate various combinations of transportation and land use strategies that could lead to achieving the GHG targets established by CARB for the tri-county region, AMBAG developed and evaluated scenarios that included various land use assumptions and transportation system

TAMC – Transportation Agency for Monterey County 2011 Bicycle and Pedestrian Master Plan

Part B – Screening Criteria: 2. Consistency with Regional Plans

Attached is an excerpt from the TAMC – 2011 Bicycle and Pedestrian Master Plan
(1.2.2. Goals / page 19: Alta Planning + Design | 1-3)

To access the complete plan please go to:

http://www.tamcmonterey.org/programs/bikeped/pdf/TAMC_BPMP_December_2011.pdf

See also Attachment J – ‘Letter of Support’ from TAMC, signed by Debra Hale

1.2.1. Vision

The following vision statement expresses the desired bicycling and walking environment in Monterey County.

This Plan envisions Monterey County with a transportation system that supports sustainability, active living and community where bicycling and walking are an integral part of daily life. The system will include a comprehensive, safe, and convenient bicycle and pedestrian network that will support bicycling and walking as a viable, convenient, and popular travel choice for residents and visitors.

1.2.2. Goals

The six goals presented are broad statements of purpose; each addresses a topic designed to support the vision for bicycling and walking in Monterey County. These goals identify a strategy for improving non-motorized transportation.

1. Increase and improve bicycle and pedestrian mobility across Monterey County.
2. Maintain and improve the quality, operation and integrity of bikeway and walkway network facilities.
3. Improve bicycle and pedestrian safety.
4. Increase the number of commute, recreation and utilitarian bicycle and pedestrian trips.
5. Increase the number of high quality support facilities to complement the bicycle network and walkway facilities.
6. Increase education and awareness of the value of bicycle and pedestrian travel for commute and non-commute trips.

1.2.3. Objectives

Objectives are specific measurable action items that evaluate progress towards a goal. The following objectives identify actions developed to help the Plan's goals to be achieved.

1. Increase the mileage of transportation related bicycle facilities miles in Monterey County by 10 percent from 175 miles to 192 miles by the year 2015.
2. Complete the Monterey Bay Sanctuary Scenic Trail by the year 2025.
3. Implement the Bicycle and Pedestrian Master Plan over the next twenty (20) years.
4. Increase the number of trips made by bicycle from the existing 0.8 percent to three (3) percent by the year 2015.
5. Increase the number of walking trips from the existing 3.8 percent to 5 percent by the year 2015.
6. Reduce the number of bicycle and pedestrian related collisions, injuries and fatalities.
7. Provide maintained bikeways and walkways that are clean, safe, and encourage use.
8. Increase the number of bicycle and pedestrian support facilities.
9. Work with local agencies to institutionalize and promote education, encouragement and outreach bicycle and pedestrian programs.

Monterey Bay Unified Air Pollution Control District – Vision Statement

Part B – Screening Criteria: 2. Consistency with Regional Plans

Attached is an excerpt from the MBUAPCD Vision Statement

To access website please go to: <http://mbuapcd.org/>

See also Attachment J - 'Letter of Support': From MBUAPCD, signed by Richard A. Stedman

What is the Monterey Bay Unified Air Pollution Control District?

Our vision describes what we are striving to achieve for our region. Our mission describes the role of the District in achieving that vision.

The District's Vision Statement:

All individuals in the MBUAPCD jurisdiction will live, work and play in a clean air environment. Individual and communities are encouraged to make choices in their daily lives that promote clean air quality.

The District's Mission Statement:

The mission of the Monterey Bay Unified Air Pollution Control District is to Protect Public and Environmental Health while balancing Economic and Air Quality Considerations.

The District is responsible for air monitoring, permitting, enforcement, long-range air quality planning, regulatory development, education and public information activities related to air pollution, as required by the California Clean Air Act and Amendments (HSC Section 40910 et seq.) and the Federal Clean Air Act and Amendments (42 U.S.C. Section 7401 et seq.).

California Health and Safety Code Sections 39002, et seq. and 40000, et seq. require local districts to be the primary enforcement mechanism for air pollution control. Districts must have rules and regulations for the implementation and enforcement for the attainment and maintenance of federal and state ambient air standards.

Source: <http://mbuapcd.org/district/>

City of Monterey – Draft Climate Action Plan

Part B - Screening

Attached is an excerpt from Appendix D for the City of Monterey Draft Climate Action Plan – Appendix D (pages 9 – 11)

The complete plan is available upon request - please contact sgordon@monterey.org



As part of California’s efforts to reduce the greenhouse gas (GHG) emissions from vehicles, two state laws sponsored by assemblywoman Pavley were passed mandating better fuel economy (AB 1493) and lower carbon content in gasoline and diesel fuels sold in the state (Low Carbon Fuel Standards-LCFS [AB 1007]).

Our approach for applying the Pavley and Low Carbon Fuel Standard adjustments is based on the methodology developed by Bay Area Air Quality Management District (BAAQMD). Using Pavley and LCFS factors, Fehr & Peers evaluated the additional reduction in CO₂ emissions based on the relative proportion of affected vehicles in each analysis year. The expected fleet mix for Monterey Bay area vehicles in 2020/2025 is as follows:

- 46.7% Light-Duty Autos (LDA)
- 15.9% Light-Duty Trucks (LDT1)
- 19.6% Light-Duty Trucks (LDT2)
- 9.2% Medium-Duty Trucks (MDV)
- 8.5% Other Vehicles

Fehr & Peers adjusted individual CO₂ emissions factors by VMT speed bin based on the relative proportion of affected vehicles in each analysis year. In addition, the EMFAC air pollution estimation software forecasts that gasoline or diesel fuel will power 99.3 percent of the vehicle fleet, with electric vehicles making up the difference.

Based on these calculations, the GHG reduction due to Pavley and LCFS standards for the City of Monterey by 2020 is 24.98%.

APPENDIX A: LISTING OF OTHER POTENTIAL VMT REDUCTIONS

TABLE A-1 – OTHER POTENTIAL VMT REDUCTION MEASURES FOR MONTEREY		
Potential Strategy	VMT Reduction Benefit	Implementation Responsibility
Neighborhood / Site Enhancements		
Pedestrian Network Improvements		
Require all new buildings, excluding single-family homes, to include a principal functional entry that faces a public space such as a street, square, park, paseo, or plaza, in addition to any	Low	City Action / Development Action



entrance from a parking lot, to encourage pedestrian foot traffic.		
Seek grant funding to establish a Safe Routes to School (SR2S) Program to increase more student walking and biking trips.	Medium	City / School Action
Implement transit access improvements through sidewalk/crosswalk safety enhancements and bus shelter improvements.	Low / Medium	City Action
Bicycle Network Improvements		
Require bicycle parking facilities and on-site showers in major non-residential development and redevelopment projects.	Low / Medium	City Action
Complete the City's Bikeway Network and install high-quality bicycle-parking facilities Downtown in centralized, safe, and secure areas.	Medium	City Action
Support TAMC and other efforts to create a bicycle-sharing program.	Medium	City Action
Automobile Network Improvements		
Design and implement traffic-calming measures on specific streets to dissuade cut-through traffic and attract pedestrian and bicycle traffic.	Medium	City Action
Support the establishment of and/or partner with non-profit organizations to create or provide a car-sharing program in Monterey.	Medium	City Action
Commute Trip Reduction Strategies		
Implement a required Employer Commute Trip Reduction Program for new development and a voluntary program for existing development. This would be a multi-strategy program that encompasses a combination of individual measures: ride-share programs, discounted transit programs, end-of-trip facilities (e.g. showers and lockers), encouraging telecommuting, and preferential parking permit programs.	Medium	City Action / Development Action
TABLE A-1 – OTHER POTENTIAL VMT REDUCTION MEASURES FOR MONTEREY		



Potential Strategy	VMT Reduction Benefit	Implementation Responsibility
Implement a School Pool Program that helps match parents to carpool students to school.	Medium	City Action / School Action
Coordinate with local school districts and universities on marketing, promoting, and educating students about the benefits of using public transit as a mode of travel.	Medium	City Action / School Action
Require designated or preferred parking for vanpools, carpools, and electric vehicles.	Medium	City Action / Development Action
Install electric vehicle charging stations in high traffic areas through grant-funded programs encouraging electric vehicle use.	Low / Medium	City Action
<p>Notes:</p> <p>1. Additional information on the above measures and other complementary measures can be referenced using the CAPCOA VMT quantification guidelines at: http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf Source: Fehr & Peers, 2012.</p>		

City of Monterey
Police Department

COVERSHEET INFORMATION ONLY

Collision Report Summary

5/29/2015

Date Range Reported: 1/1/10 - 12/31/14

Total Number of Collisions: 101

Total Number of Persons Injured: 100

Total Number of Persons Killed: 1

Page 1

Report#	Date	Time	Location	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Dir. of Travel 1	Movement Prec. Coll. 1	Dir. of Travel 2	Movement Prec. Coll. 2	PCF	Inj. Kil.
10-0318	1/19/10	16:11	Munras & Pearl	60'	South	Vehicle - Pedestrian	Pedestrian	South	Proceeding Straight	East	Entering Traffic	Pedestrian Violation	1 0
10-0937	2/23/10	18:19	McClellan Ave & Foam St	7'	West	Sideswipe	Pedestrian	North	Making Left Turn	South	Proceeding Straight	Ped R/W Violation	2 0
10-1135	3/5/10	19:50	Hawthorne & Irving	129'	North	Vehicle - Pedestrian	Pedestrian	West	Other	North	Proceeding Straight	Pedestrian Violation	1 0
10-1462	3/23/10	16:41	Hawthorne & David	27'	North	Vehicle - Pedestrian	Pedestrian	East	Making Left Turn	South	Not Stated	Unknown	1 0
10-3074	6/12/10	13:53	Camino El Estero & Franklin St	0'	In Int.	Head-On	Pedestrian	North		West		Ped R/W Violation	1 0
10-4489	8/29/10	16:47	Pacific & Del Monte	6'	South	Vehicle - Pedestrian	Pedestrian	West	Making Left Turn	West	Making Left Turn	Ped R/W Violation	1 0
10-4848	9/16/10	5:59	Pacific & Del Monte	0'	In Int.	Vehicle - Pedestrian	Pedestrian	West		West		Ped R/W Violation	0 1
10-4861	9/16/10	16:52	Franklin & Figueroa	15'	West	Vehicle - Pedestrian	Pedestrian	East	Making Left Turn	East	Proceeding Straight	Ped R/W Violation	1 0
10-4907	9/18/10	18:25	Munras & Eldorado	4'	South	Vehicle - Pedestrian	Pedestrian	West	Making Left Turn	East	Other	Ped R/W Violation	1 0
10-4968	9/22/10	12:14	Franklin & Tyler	6'	East	Vehicle - Pedestrian	Pedestrian	South	Making Left Turn	South	Other	Ped R/W Violation	1 0
10-5206	10/2/10	9:57	Mark Thomas & Sloat	5'	East	Vehicle - Pedestrian	Pedestrian	South	Making Left Turn	North	Not Stated	Ped R/W Violation	1 0
10-5533	10/22/10	14:03	Third & Ocean	273'	West	Sideswipe	Pedestrian	East	Proceeding Straight	East	Stopped In Road	Improper Turning	1 0

**City of Monterey
Police Department**

COVERSHEET INFORMATION ONLY

Collision Report Summary

5/29/2015

Date Range Reported: 1/1/10 - 12/31/14

Total Number of Collisions: 106

Total Number of Persons Injured: 93

Total Number of Persons Killed: 0

Page 1

Report#	Date	Time	Location	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Dir. of Travel 1	Movement Prec. Coll. 1	Dir. of Travel 2	Movement Prec. Coll. 2	PCF	Inj. Kil.
10-0446	1/27/10	7:05	Viejo Rd & Soledad Dr	215'	South	Overtuned	Bicycle	North	Proceeding Straight			Improper Turning	1 0
10-1893	4/13/10	17:24	Del Monte & Camino El Estero	3'	West	Other	Bicycle	North	Entering Traffic	West	Entering Traffic	Unknown	1 0
10-2571	5/19/10	13:13	Third St & Ocean Ave	12'	West	Broadside	Bicycle	North	Proceeding Straight	West	Proceeding Straight	Traffic Signals and Signs	1 0
10-2874	6/2/10	13:15	Figueroa & Del Monte	6'	North	Broadside	Bicycle	West	Proceeding Straight	North	Proceeding Straight	Unknown	1 0
10-3015	6/9/10	18:08	Drake & Lighthouse	0'	In Int.	Broadside	Bicycle	North	Proceeding Straight	East	Making Right Turn	Wrong Side of Road	1 0
10-3508	7/8/10	8:40	Skyline & Wyndemere	162'	South	Other	Bicycle	South	Proceeding Straight			Improper Turning	1 0
10-3767	7/22/10	15:09	Irving & Hawthorne	0'	In Int.	Not Stated	Bicycle	West	Stopped In Road	West	Stopped In Road	Unsafe Starting or Backing	0 0
10-3825	7/25/10	15:03	Private Lot & Franklin	301'	East	Overtuned	Bicycle	North	Proceeding Straight			Other Than Driver	1 0
10-4088	8/8/10	10:22	El Dorado & Munras	7'	East	Sideswipe	Bicycle	North	Entering Traffic	East	Making Right Turn	Auto RAW Violation	2 0
10-4287	8/18/10	9:48	Abrego & Webster	10'	North	Head-On	Bicycle	North	Proceeding Straight	East	Proceeding Straight	Unknown	0 0
10-4336	8/21/10	18:09	Garden Rd & Fairgrounds Rd	3'	South	Broadside	Bicycle	South	Other	South	Proceeding Straight	Unknown	1 0
10-4905	9/18/10	18:10	Mark Thomas & Josselyn Canyon	167'	West	Sideswipe	Bicycle	West	Proceeding Straight	West	Proceeding Straight	Unsafe Speed	1 0

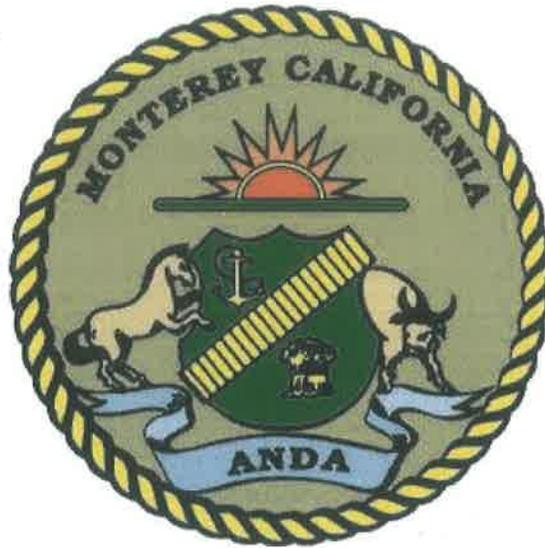
CITY OF MONTEREY – GENERAL PLAN

Part B – Question #3

Attached is an excerpt from the City of Monterey – General Plan ‘Goals and Policies’

To access the complete plan please go to:

http://monterey.org/Portals/1/peec/genplan/13_0806%20General%20Plan.pdf



CITY OF MONTEREY

GENERAL PLAN

Adopted: January 2005 (Resolution No. 05-03)

Amended: June 2006 (Resolution No. 06-79)

October 2007 (Resolution No. 07-182)

June 2009 (Resolution No. 09-086)

July 2009 (Resolution No. 09-105)

November 2010 (Resolution No. 10-161)

August 2013 (Resolution No. 13-131)

residential streets.

The following Circulation Element goals, policies, and programs assist Monterey in meeting its vision to be a city where people can circulate without cars.

Goals, Policies, and Programs

a. Transportation and Parking Management Program

The public expectation that roadway capacity can be increased to relieve traffic congestion is no longer realistic. The Circulation Element envisions auto use as a choice rather than a necessity during the peak hours of congestion. The policies and programs in this element seek to provide attractive alternatives to driving a car.

The City should make the most efficient use possible of the land devoted to parking. The city's *overall* parking supply is generally sufficient to meet the demand for all except for a few peak weeks each year, but employees and customers often attempt to avoid parking fees by using free parking spaces in adjacent residential neighborhoods.

The Transportation and Parking Management Program is comprised of the Transportation Systems Management (TSM) program, the MMMP, and parking programs that include implementation mechanisms and identify dedicated funding sources. It is critical to the city's economic health that this new approach not only serves the transportation needs of the entire community but also supports visitors arriving in cars.

Goal a. Improve transportation and parking systems by managing them more effectively before investing in costly roadway and parking expansion projects.

Policy a.1. Adopt a Transportation Systems Management (TSM) program to improve the effectiveness of the transportation system. The TSM will include:

- a traffic-adaptive signal system that interconnects and coordinates traffic signals to optimize the flow of traffic along the arterial street network;
- directional and variable message signs (VMS) located at the main entrances to the city directing visitor traffic to parking supply and uncongested routes; dynamic signs located close to public parking that display available parking spaces using real-time information and flexible parking rates developed in the parking programs;
- advance traveler information (ATI) via the Internet (for example, satellite parking, preferred routes for special events); and
- performance standards for the Recreation Trail.

Policy a.2. Adopt and update every five years an MMMP that defines a pedestrian and bicycle network and supports the local transit system. The MMMP shall:

- increase connectivity between neighborhoods and major destinations, such as transit, parks, public facilities, schools, commercial service and employment centers, residential neighborhoods, and parking structures,
- promote transit service for residents, employees, and visitors;
- identify a long-term funding program for local transit system service and facilities with dedicated revenue sources (e.g., citywide traffic impact fees, dedicated sales tax); and
- identify programs that encourage employers to use flexible work schedules, and provide

preferential treatment to rideshare vehicles (e.g., reserved parking spaces and/or reduced parking fees in city lots).

Policy a.3. Adopt parking programs that maximize occupancy of public parking spaces to minimize parking impacts in adjacent residential neighborhoods. The parking programs shall:

- establish clear guidelines for providing, coordinating, and managing parking in the City according to the policies and programs identified in the Parking section of the Circulation Element, Area Plans, Specific Plans or Master Plans;
- provide for long-term parking needs;
- identify satellite parking east of Lighthouse Tunnel to serve visitors during peak periods of demand and ensure transit system service to those locations;
- optimize parking resources, enhance public safety, support City businesses, and encourage increased use of alternative transportation;
- develop on-site parking requirements along local transit system routes that avoid creating parking impacts on adjacent residential neighborhoods; and
- establish a parking fee structure for public parking to promote (a) use of alternative modes of transportation while discouraging personal vehicle trips; (b) visitor parking for long periods of time and use of the local transit system; and (c) employee use during off-peak periods without significantly reducing revenues.

b. Transportation and Land Use

The Land Use and Circulation Elements establish a mutually supportive relationship. Higher-density land uses along the main transportation corridors provide the ridership needed to support increased transit service, while alternative mobility strategies provide access to these land uses. This growth pattern minimizes traffic impacts and supports the local economy. The mobility needs of the community must be met while preserving natural and historic resources.

Goal b. Apply land-use planning tools and strategies that support the City's circulation goals and direct growth to areas best served by alternative modes of transportation.

Policy b.1. Use land-use policies to concentrate development within walking distance of the transit system to reduce the overall demand for travel and minimize the traffic impacts of development.

Program b.1.1. Encourage master plans that incorporate transit/pedestrian-oriented design (TOD/POD) standards for areas planned for development of mixed-use neighborhoods.

Policy b.2. Adopt a parking impact fee and traffic impact fee for all new development within the mixed-use neighborhoods defined in the Land Use Element that will fund alternative modes of transportation as outlined in the MMMP.

Policy b.3. Encourage mixed-use development to maximize the shared use of on-site parking spaces.

Policy b.4. Incorporate retail, office, or residential community uses into the design of public parking structures.

Policy b.5. Do not support non-aviation uses within the Monterey Peninsula Airport District that create unnecessary traffic impacts in adjacent residential neighborhoods.

c. Roads

Monterey's street and highway network provides for the movement of people and goods into, out of, and through the city. The street network must do more than simply serve automobiles; it must continue to be the place for connection, commerce, and community. The public expectation that roadway capacity *must* be increased to relieve traffic congestion is no longer realistic. Most of the drivers caught in recurring traffic congestion have made the conscious choice to use an automobile instead of other alternatives. With the decision to rethink transportation priorities and solutions, the Circulation Element replaces traditional auto-oriented LOS standards with multi-modal LOS goals that promote transit, bicycle, and pedestrian-oriented development in areas best served by these alternative modes of transportation (e.g., Downtown, North Fremont, Cannery Row, and Lighthouse areas). The following goals, policies, and programs are, therefore, not intended to eliminate traffic congestion but rather to further the Circulation Element Vision of Monterey as a multi-modal-oriented City where alternative forms of transportation make the use of an automobile a choice, not a necessity.

Goal c. Provide a safe, efficient, well-maintained, and environmentally sound roadway system that supports the "complete streets" concept of equality of choice among all modes of transportation.

Policy c.1. Monitor the transportation system to determine when transportation management programs must be implemented.

Policy c.2. Continue to work closely with Army officials to reopen to civilian automobile traffic at least one route across the Presidio of Monterey.

Policy c.3. Identify and implement street improvements to address high accident rates for motorists, pedestrians, and bicyclists, even if such improvements result in increased traffic congestion.

Program c.3.1. Reduce unsafe conflict points on all major and minor arterial streets by avoiding trap lanes and providing left-turn lanes at intersections.

Program c.3.2. Place the highest priority on projects that reduce high accident rates.

Program c.3.3. Develop roadway safety improvement projects that result in self-enforcing conditions and require a minimum amount of signage in order to reduce driver confusion.

Policy c.4. Create and maintain a roadway system that is safe, unobtrusive, and easy to use for all modes of transportation.

Program c.4.1. Consider the needs of buses, bicyclists, and pedestrians when planning road improvements.

Program c.4.2. Update the directional signage program to primary destinations.

CITY OF MONTEREY – MULTI-MODAL MOBILITY PLAN MONTEREY ON THE MOVE

Part B – Question #3

Attached is an excerpt from the City of Monterey – Multi-Modal Mobility Plan

To access the complete plan please go to:

http://monterey.org/Portals/1/peec/genplan/13_0320%20Final%20Adopted.pdf

introduction

Circulation Element policies require that the City adopt a Travel Demand Management program to reduce the number of auto trips made during peak travel times; and, direct visitors to attractive transportation alternatives as they park at satellite sites served by the local transit system.

These policies also require the development of a multi-modal mobility plan that identifies a pedestrian, bicycle, and local transit system that provides connectivity between neighborhoods and major destinations, such as parks, public facilities, schools, commercial service and employment centers, residential neighborhoods, and parking structures.

On September 30, 2008 Governor Arnold Schwarzenegger signed Assembly Bill 1358, the California Complete Streets Act. The Act states: "In order to fulfill the commitment to reduce greenhouse gas emissions, make the most efficient use of urban land and transportation infrastructure, and improve public health by encouraging physical activity, transportation planners must find innovative ways to reduce vehicle miles traveled (VMT) and to shift from short trips in the automobile to biking, walking and use of public transit. Therefore, the Monterey General Plan already meets these requirements and Monterey on the Move furthers the City's identification and implementation of complete streets that equally serve automobiles, bicycles, pedestrians, and transit.

The City must update the multi-modal mobility plan every five years to ensure that it continues to estab-

lish defined benchmarks or objectives; monitor and measure policy impacts and results; and, develop response strategies should the City begin moving in a direction away from the Vision Statement.

Once established, these indicators must tell us when a circulation system is in place that provides safe, efficient, convenient, and inviting connections between most origins and destinations that are designed for pedestrians, bicyclists, and transit riders. This system must be effective to a level that causes people's decision to drive their car to be a choice and not a necessity. Such measures of effectiveness were used to identify and develop projects outlined in this multi-modal mobility plan.

The project area includes the City of Monterey. Monterey on the Move maximizes linkages between surrounding regional facilities, the City's mixed-use areas, visitor destinations, recreation and open space areas, educational facilities, and residential neighborhoods. The plan will create a comprehensive, citywide plan that will further the goals to maintain, manage, and enhance the movement of goods and people; and to spur the economic development and growth, job creation, and trade. The main plan objectives are to:

- Improve pedestrian circulation Citywide by providing safe convenient connections between residential, commercial and recreational areas;
- Update the 2009 City of Monterey Bicycle Transportation Plan and identify ways to

H-3

introduction

strengthen the connection between bicycling, walking and transit;

- Ensure that the plan serves the diverse needs of the community while contributing to economic growth;
- Ensure that the plan supports local, regional and State goals to reduce greenhouse gas emissions; and,
- Engage all relevant stakeholders in the planning process including those who are traditionally under-represented.

PLAN ORGANIZATION

Monterey on the Move is organized as follows:

Introduction

Describes the planning process and contains background and demographic information specific to Monterey.

Objectives and Programs

This chapter lists the plan objectives; and programs that will work to measure or achieve those objectives. Objectives and programs are further supported in later chapters.

Bicycles

This chapter provides an analysis of existing infrastructure and bicyclists needs, and identifies projects that support plan objectives.

Pedestrians

This chapter provides an analysis of existing infrastructure and pedestrian needs and identifies projects that support plan objectives.

Safe Routes To School

This chapter identifies bicycle and pedestrian infrastructure improvements that surround schools and outlines programs that will educate and encourage students to walk and ride safely and frequently.

Multimodal Level of Service

This chapter defines MMLOS targets for certain areas of the city; and the measures of effectiveness used to achieving plan objectives and programs as Monterey on the Move is implemented.

Funding & Implementation

This chapter identifies potential sources of funding for plan programs and projects.

PLANNING PROCESS

The planning process executed a scope of work that included research, outreach, data collection, and objectives, projects, and program identification. The following summarizes the planning process:

Formed Advisory Committee

The first step of the Monterey on the Move planning process was to form an Advisory Committee of key stakeholders who identified and further defined the project objectives, scope of work and schedule. The group was composed of representatives from:

introduction

- Transit and transportation agencies
- Local bicycle and pedestrian advocacy groups
- The Blind & Visually Impaired Center of Monterey
- Presidio of Monterey
- Bicycle commuters
- City of Monterey Planning staff

The Advisory Committee had several meetings to discuss the content and direction of the plan, develop a public outreach strategy, and develop and execute a field work strategy.

Existing Policy Review

The Advisory Committee and City staff reviewed existing local and regional policies to ensure consistency with Monterey on the Move.

Public Outreach

A multi-media public outreach strategy was developed to reach and receive input from a broad segment of the community. Staff attended and organized several neighborhood meetings and community events, such as farmers market and Bike to Work Week, to discuss which pedestrian, bicycle and transit improvements are most needed in the City. Input was also received through a community survey, which was distributed both online, and in hard copy form.

Once the draft plan was released for public review, members of the community had an opportunity to share their ideas and comment on the draft during

public meetings of the Parks and Recreation Commission, Planning Commission, City Council and Transportation Agency of Monterey County (TAMC) Bicycle and Pedestrian Committee. The availability of the plan and the public meeting schedule were advertised online, through a public service announcement video, and in local newspapers and flyers.

Data Collection

The Advisory Committee assisted staff in surveying existing bicycle and pedestrian facilities throughout the City and conducting informal field interviews to identify user needs and infrastructure in need of improvement. Transportation Engineering staff counted bicyclists and pedestrians at various locations to identify popular routes, track user volumes, establish baseline pedestrian counts, and observe behavior.

Draft Plan Development

Staff developed Objectives and Programs, Bicycle, Pedestrian, Safe Routes To School, Multimodal Level of Service, and Funding and Implementation chapters. The Advisory Committee reviewed and commented on the initial draft plan.

Environmental Review

Staff prepared an environmental analysis to address all potential environmental impacts that could result from the implementation of the plan and prepared the required environmental documentation according to the California Environmental Quality Act.

bicycles

bicycling is one of the safest, healthiest and most accessible modes of transportation. Equally suited for recreational, shopping and commute trips, not only can bicycling replace driving as a primary mode of transportation for many local trips, it can enhance multi-modal trips as well. As an alternative to walking, bicycling can reduce the time it takes to access transit. When bicycles are carried aboard transit it is also possible to reduce the travel time from transit to a final destination.

A bicyclist is both a driver of a vehicle and a pedestrian and must know where and when to act like one or the other. When riding on the street the California Vehicle Code requires that bicyclists must act and be treated as a vehicle. However, when a bicyclist dismounts they instantly become a pedestrian and are protected as one under the law.

This adaptability can be both a blessing and a curse. As a driver, a bicyclist can take advantage of the fastest path of travel and can then access their destination more directly as a pedestrian than someone driving a car who must first locate parking before walking to their destination. However, when bicyclists do not behave like either a vehicle or a pedestrian they put their safety and the safety of others at risk.

In summary, for all of the potential economic, health, and environmental benefits, bicycling remains a highly valued mode of transportation. The City has a history of supporting and encouraging bicycling through policies and programs such as the City's General Plan, Climate Action Plan, Area Plans, Specific Plans

and the 2009 Bicycle Transportation Plan. Increasing the number of trips taken by bicycle would help the City reach important goals ranging from transportation demand management to greenhouse gas emissions reduction.

BENEFITS TO BICYCLING

Bicycling promotes and improves a community's health, environment, economy, congestion, synergy and social equity, and transportation as follows:

Health – bicycling is a low-impact form of aerobic exercise that can help reduce obesity rates.

Environmental – bicycles do not produce any greenhouse gas emissions when operated, and therefore do not contribute to air pollution, water pollution or climate change. Bicycles also do not produce noise pollution as motorized transportation does.

Economy – bicyclists spend less money per trip than motorists, but make more frequent trips. Properties near bicycle facility projects see an increase in value after completion. Reduced demand for automobile parking frees up valuable land for more profitable endeavors than parking.

Traffic – a bicycle is a much smaller vehicle than a car or truck and takes up less space on the roadway. Replacing commute trips taken by car or truck with trips taken by bicycle would significantly increase roadway capacity and reduce traffic congestion on local streets.

bicycles

Social Equity – Most low-income persons who cannot afford a car for personal transportation can afford a bicycle. Bicycles enhance mobility for disadvantaged groups. Bicycles are accessible to many non-drivers and provide freedom and opportunity especially in the case of youth.

Transportation Synergy – Bicycling can be a stand-alone mode of transportation or be used to enhance another mode such as transit.

BICYCLE TOOLBOX

California bicycle facilities are subject to the California Manual on Uniform Traffic Control Devices. California also maintains its own Highway Design Manual, which includes a chapter on bikeways. All planned facilities and design standards in Monterey on the Move are consistent with these two sets of guidelines.



Mark Thomas Drive Class II Bicycle Lanes

Bikeways

Bikeways are on-street or off-street rights-of-way designated for bicycle transportation and designed to meet the needs of bicyclists. According to the California Highway Design Manual, the role of a bikeway is to “improve bicycling safety and convenience”. There are three types of bikeway facilities: class I, class II and class III. Each type of bikeway has a place and purpose, and all types are necessary to a comprehensive bicycle network. There are over 25 miles of existing class I bicycle paths and class II bicycle lanes in Monterey (Table 5).

Class I Bicycle Path

A class I bicycle path is physically separated from motorized traffic either vertically, by barrier or both. Bicycle paths are best suited along corridors with few interruptions from cross-traffic. They are primarily designed to improve mobility and offer recreational opportunities, but provide limited access to on-street facilities, businesses and residences. Class I bicycle paths can greatly enhance a bicycle network, however, they should be used in addition to and not in place of on-street bicycle facilities. A functional bicycle network requires both on-street and off-street facilities to accommodate users of all experience levels.

There are several existing class I bicycle paths in Monterey. The best-known and most used path is the Recreation Trail which hugs the Monterey Bay coastline for 18 miles from Pacific Grove to Castroville. The Recreation Trail meets the State designated design standards of a class I bicycle path but operates as a

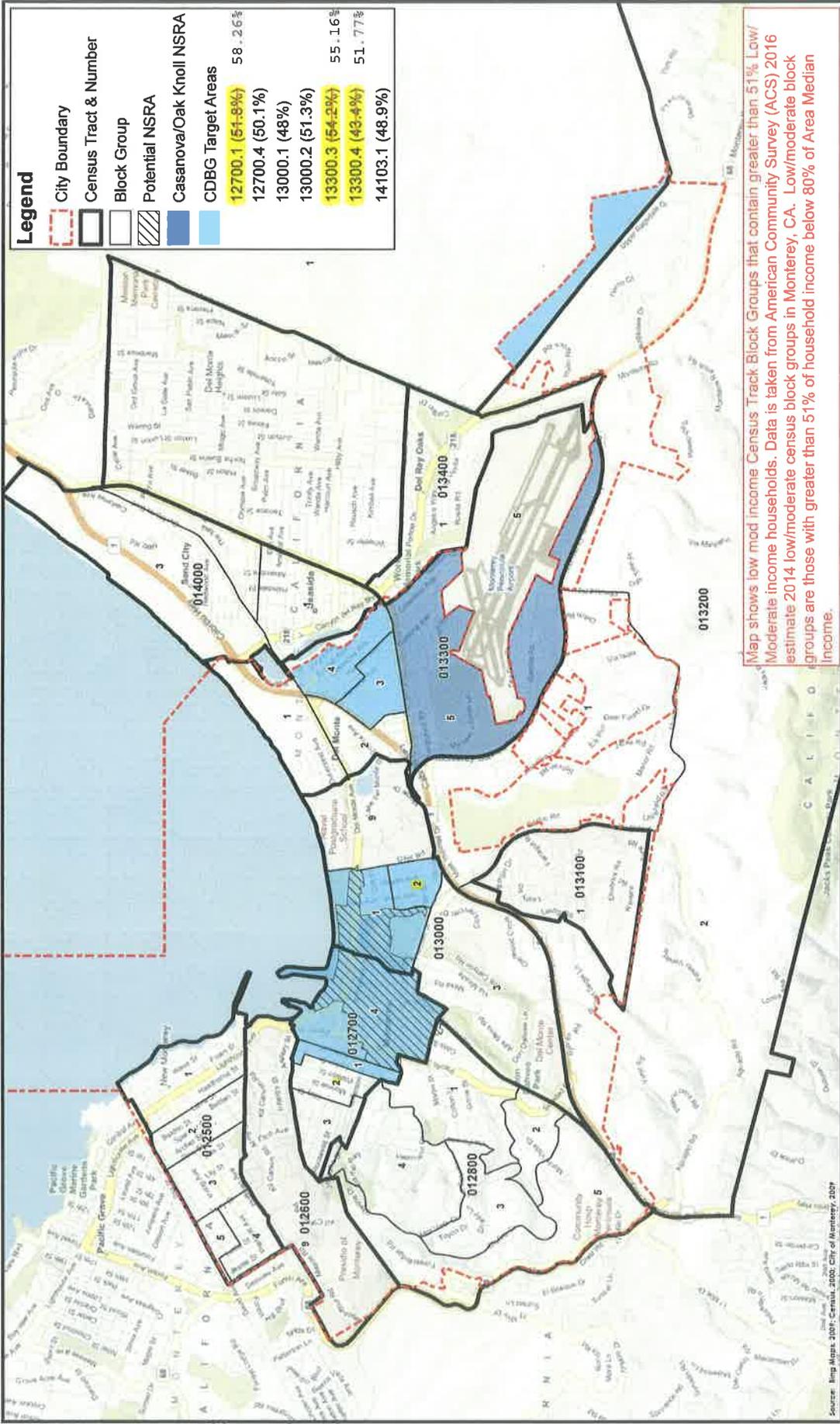


Figure 1
CDBG Target Areas
PMC

LOW- AND MODERATE-INCOME CENSUS BLOCK GROUPS: 12700.1; 13000.1; 13000.3; 13000.4

Census Tract 012700

Basic Information

[Population and Races](#)

[Income and Careers](#)

[Housing](#)

[Monterey, CA](#)

[Monterey County](#)

[California State](#)

[Salinas Area](#)

Census Tract 012700 in Monterey County, California

[Basic Information](#) [Population and Races](#) [Income and Careers](#) [Housing](#)

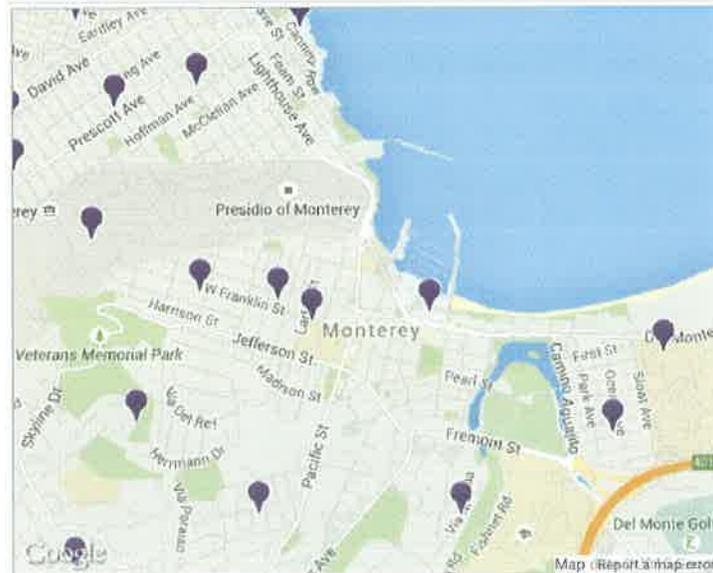
Population	3,299 (2010), see rank
House Units	1,845, see rank
Race	Whites:77.2%, Hispanics:12%, Blacks:3.2%, Asians:10.5%, Others:9.1%
Population Density:	3,990.14/sq mi, see rank
Median Household Income:	\$45,988, see rank
Median House Price:	\$687,100, see rank
Time Zone:	Pacific GMT -8:00 with Daylight Saving in the Summer
Land Area:	0.63 sq mi, see rank
Water Area:	0.20 sq mi (23.61%), see rank
State:	California
Area:	Salinas, CA
County:	Monterey County
City:	Monterey
School District:	Monterey Peninsula Unified School District ★★★★★

Hot Rankings

- [The Richest Census Tracts Nearby](#)
- [House Price Ranking Nearby](#)
- [Population Ranking Nearby](#)
- [Fastest / Slowest Growing Cities in CA](#)
- [High / Low CA Cities by Males Employed](#)
- [High / Low CA Cities by Females Employed](#)
- [Best / Worst Cities by Crime Rate in CA](#)
- [Richest / Poorest Cities by Income in CA](#)
- [Expensive / Cheapest Homes by City in CA](#)
- [Most / Least Educated Cities in CA](#)

Census Tract 012700 Map, Border, and Nearby Locations

Census Block Groups Map View. Full data. Click icon to show name.



Show More Locations on the Map

- [Census Blocks*](#)
- [Census Block Groups*](#)
- [Census Tracts*](#)
- [Zip Codes](#)
- [School Districts](#)
- [Cities](#)
- [Counties](#)
- [Metro Areas](#)
- [States](#)

* Census Blocks, Census Block Groups, and Census Tracts are geo areas that are normally smaller than the size of a city. Census Blocks provide block and community level information. They are great for understanding areas within a city.

Census Tract 012700 Block Groups

[CA0530127001](#) Monterey
[CA0530127004](#) Monterey

[CA0530127002](#) Monterey

[CA0530127003](#) Monterey

*A census tract is a geographic area defined by the United States Census Bureau and used for the census. A census tract normally covers a smaller area than a city or zip code. On average, a census tract has around 4,200 residents. Census tracts are more uniformly distributed in terms of the number of residents than cities or zip codes. Also, the census tract demographic data is nearly 100% complete vs. less than 70% coverage of demographic data for cities and zip codes. Therefore using census tracts is an excellent way to compare and study smaller scale locations inside and across multiple states. For example understanding the different areas of a large city or comparing neighborhoods in one city to neighborhoods in another city. Census tracts can be further divided into census block groups and then finally census blocks for understanding locations in a block and a community level respectively.

Block Group 012700-1

Basic Information

- [Population and Races](#)
- [Income and Careers](#)
- [Housing](#)

Census Tract 012700

Monterey, CA

Monterey County

California State

Salinas Area

Census Block Group 012700-1 in Monterey County, California

[Basic Information](#) [Population and Races](#) [Income and Careers](#) [Housing](#)

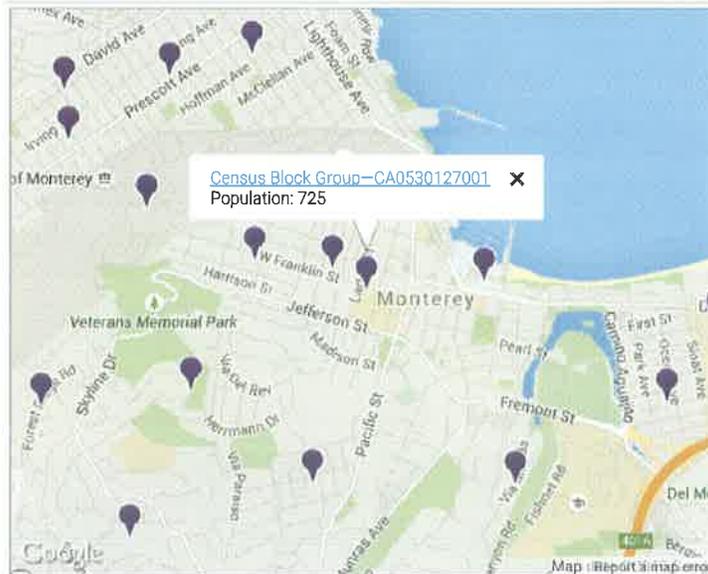
Population	725 (2010, see rank)
House Units	391, see rank
Race	Whites:73.8%, Hispanics:14.5%, Blacks:3.2%, Asians:14.6%, Others:8.4%
Population Density:	16,146.51/sq mi, see rank
Median Household Income:	\$36,410, see rank
Time Zone:	Pacific GMT -8:00 with Daylight Saving in the Summer
Land Area:	0.04 sq mi, see rank
Water Area:	0.00 sq mi (0.00%), see rank
State:	California
Area:	Salinas, CA
County:	Monterey County
City:	Monterey
Census Tract:	012700
School District:	Monterey Peninsula Unified School District ★★★★★

Hot Rankings

- [The Richest Block Group Nearby](#)
- [House Price Ranking Nearby](#)
- [Population Ranking Nearby](#)
- [Fastest / Slowest Growing Cities in CA](#)
- [High / Low CA Cities by Males Employed](#)
- [High / Low CA Cities by Females Employed](#)
- [Best / Worst Cities by Crime Rate in CA](#)
- [Richest / Poorest Cities by Income in CA](#)
- [Expensive / Cheapest Homes by City in CA](#)
- [Most / Least Educated Cities in CA](#)

Block Group 012700-1 Map, Border, and Nearby Locations

Census Block Groups Map View. Full data. Click icon to show name.



Show More Locations on the Map

- [Census Blocks*](#)
- Census Block Groups***
- [Census Tracts*](#)
- [Zip Codes](#)
- [School Districts](#)
- [Cities](#)
- [Counties](#)
- [Metro Areas](#)
- [States](#)

* Census Blocks, Census Block Groups, and Census Tracts are geo areas that are normally smaller than the size of a city. Census Blocks provide block and community level information. They are great for understanding areas within a city.

Block Group 012700-1 Blocks

- [CA0530127001000](#) Monterey
- [CA0530127001001](#) Monterey
- [CA0530127001002](#) Monterey
- [CA0530127001003](#) Monterey
- [CA0530127001004](#) Monterey
- [CA0530127001005](#) Monterey

*A census block group is a geographic area defined by the United States Census Bureau and used for the census. On average, a census block group has around 1,500 residents. Census block groups, as well as census tracts, are more uniformly distributed in terms of the number of residents than cities or zip codes. Also, the census block group and the census tract demographic data are nearly 100% complete vs. less than 70% coverage of demographic data for cities and zip codes. Therefore census block groups and the census tracts are an excellent way to understand locations in a smaller scale, for example understanding the different areas of a large city. Census block groups are smaller than census tracts and can be further divided into census blocks for understanding locations at the block and community level.

Block Group 012700-2

Basic Information

- [Population and Races](#)
- [Income and Careers](#)
- [Housing](#)

Census Tract 012700

Monterey, CA

Monterey County

California State

Salinas Area

Census Block Group 012700-2 in Monterey County, California

[Basic Information](#) [Population and Races](#) [Income and Careers](#) [Housing](#)

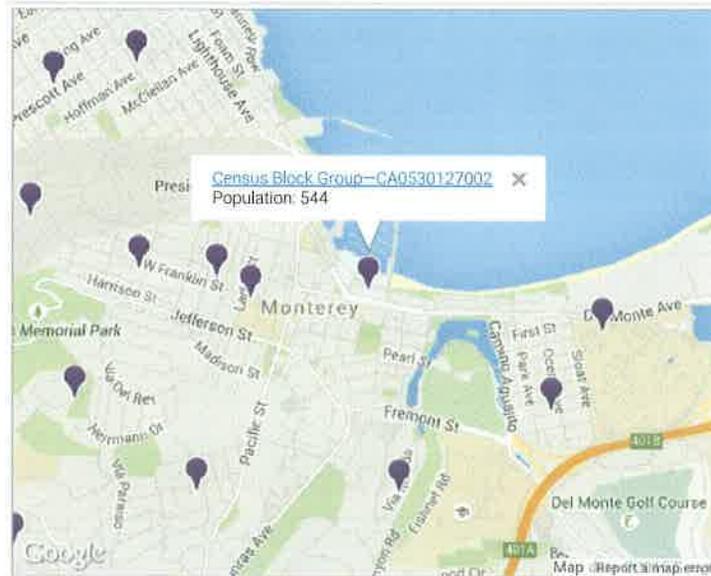
Population	544 (2010, see rank)
House Units	365, see rank
Race	Whites:75.2%, Hispanics:11.8%, Blacks:0.2%, Asians:10.1%, Others:8.5%
Population Density:	939.39/sq mi, see rank
Median Household Income:	\$28,000, see rank
Median House Price:	\$280,000, see rank
Time Zone:	Pacific GMT -8:00 with Daylight Saving in the Summer
Land Area:	0.38 sq mi, see rank
Water Area:	0.20 sq mi (33.71%), see rank
State:	California
Area:	Salinas, CA
County:	Monterey County
City:	Monterey
Census Tract:	012700
School District:	Monterey Peninsula Unified School District ★★★★★

Hot Rankings

- [The Richest Block Group Nearby](#)
- [House Price Ranking Nearby](#)
- [Population Ranking Nearby](#)
- [Fastest / Slowest Growing Cities In CA](#)
- [High / Low CA Cities by Males Employed](#)
- [High / Low CA Cities by Females Employed](#)
- [Best / Worst Cities by Crime Rate in CA](#)
- [Richest / Poorest Cities by Income in CA](#)
- [Expensive / Cheapest Homes by City in CA](#)
- [Most / Least Educated Cities in CA](#)

Block Group 012700-2 Map, Border, and Nearby Locations

Census Block Groups Map View. Full data. Click icon to show name.



Show More Locations on the Map

- [Census Blocks*](#)
- [Census Block Groups*](#)**
- [Census Tracts*](#)
- [Zip Codes](#)
- [School Districts](#)
- [Cities](#)
- [Counties](#)
- [Metro Areas](#)
- [States](#)

* Census Blocks, Census Block Groups, and Census Tracts are geo areas that are normally smaller than the size of a city. Census Blocks provide block and community level information. They are great for understanding areas within a city.

Block Group 012700-2 Blocks

- | | | |
|--|--|--|
| CA0530127002002 Monterey | CA0530127002003 Monterey | CA0530127002004 Monterey |
| CA0530127002005 Monterey | CA0530127002006 Monterey | CA0530127002007 Monterey |
| CA0530127002008 Monterey | CA0530127002009 Monterey | CA0530127002010 Monterey |
| CA0530127002011 Monterey | CA0530127002012 Monterey | CA0530127002013 Monterey |
| CA0530127002014 Monterey | CA0530127002015 Monterey | CA0530127002016 Monterey |
| CA0530127002017 Monterey | CA0530127002018 Monterey | CA0530127002019 Monterey |
| CA0530127002020 Monterey | CA0530127002021 Monterey | CA0530127002022 Monterey |
| CA0530127002023 Monterey | CA0530127002024 Monterey | CA0530127002025 Monterey |
| CA0530127002026 Monterey | CA0530127002027 Monterey | CA0530127002028 Monterey |
| CA0530127002029 Monterey | CA0530127002030 Monterey | CA0530127002031 Monterey |
| CA0530127002032 Monterey | CA0530127002033 Monterey | CA0530127002034 Monterey |
| CA0530127002035 Monterey | CA0530127002036 Monterey | CA0530127002037 Monterey |
| CA0530127002038 Monterey | CA0530127002039 Monterey | CA0530127002040 Monterey |
| CA0530127002041 Monterey | CA0530127002042 Monterey | CA0530127002043 Monterey |
| CA0530127002044 Monterey | CA0530127002045 Monterey | CA0530127002046 Monterey |
| CA0530127002047 Monterey | CA0530127002048 Monterey | CA0530127002049 Monterey |
| CA0530127002050 Monterey | CA0530127002051 Monterey | CA0530127002052 Monterey |
| CA0530127002053 Monterey | CA0530127002054 Monterey | CA0530127002055 Monterey |

Census Tract 013700

Basic Information

- [Population and Races](#)
- [Income and Careers](#)
- [Housing](#)

Seaside, CA

Monterey County

California State

Salinas Area

Census Tract 013700 in Monterey County, California

[Basic Information](#) [Population and Races](#) [Income and Careers](#) [Housing](#)

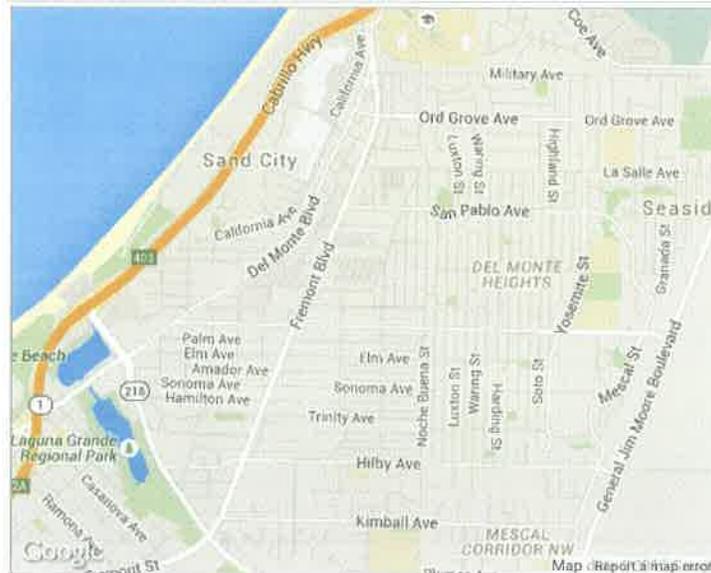
Population	5,131 (2010), see rank
House Units	1,435, see rank
Race	Whites:39% , Hispanics:74.2% , Blacks:4.7% , Asians:5.8% , Others:49.5%
Population Density:	18,670.22/sq mi, see rank
Median Household Income:	\$40,082, see rank
Median House Price:	\$325,900, see rank
Time Zone:	Pacific GMT -8:00 with Daylight Saving in the Summer
Land Area:	0.27 sq mi, see rank
Water Area:	0.00 sq mi (0.00%), see rank
State:	California
Area:	Salinas, CA
County:	Monterey County
City:	Seaside
School District:	Monterey Peninsula Unified School District ★★★★★

Hot Rankings

- [The Richest Census Tracts Nearby](#)
- [House Price Ranking Nearby](#)
- [Population Ranking Nearby](#)
- [Fastest / Slowest Growing Cities in CA](#)
- [High / Low CA Cities by Males Employed](#)
- [High / Low CA Cities by Females Employed](#)
- [Best / Worst Cities by Crime Rate in CA](#)
- [Richest / Poorest Cities by Income in CA](#)
- [Expensive / Cheapest Homes by City in CA](#)
- [Most / Least Educated Cities in CA](#)

Census Tract 013700 Map, Border, and Nearby Locations

Loading...



Show More Locations on the Map

- [Census Blocks*](#)
- [Census Block Groups*](#)
- [Census Tracts*](#)
- [Zip Codes](#)
- [School Districts](#)
- [Cities](#)
- [Counties](#)
- [Metro Areas](#)
- [States](#)

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Census Tract 013700 Block Groups

- [CA0530137001](#) Seaside
- [CA0530137002](#) Seaside
- [CA0530137003](#) Seaside

*A census tract is a geographic area defined by the United States Census Bureau and used for the census. A census tract normally covers a smaller area than a city or zip code. On average, a census tract has around 4,200 residents. Census tracts are more uniformly distributed in terms of the number of residents than cities or zip codes. Also, the census tract demographic data is nearly 100% complete vs. less than 70% coverage of demographic data for cities and zip codes. Therefore using census tracts is an excellent way to compare and study smaller scale locations inside and across multiple states. For example understanding the different areas of a large city or comparing neighborhoods in one city to neighborhoods in another city. Census tracts can be further divided into census block groups and then finally census blocks for understanding locations in a block and a community level respectively.



Sabine Gordon <sgordon@monterey.org>

Fwd: CCC review of ATP project - City of Monterey Transportation Demand Management Project

ATP@CCC <ATP@ccc.ca.gov>

Wed, May 27, 2015 at 12:22 PM

To: "sgordon@monterey.org" <sgordon@monterey.org>

Cc: "ATP@CCC" <ATP@ccc.ca.gov>, "Hsieh, Wei@CCC" <Wei.Hsieh@ccc.ca.gov> ,

"inquiry@atpcommunitycorps.org" <inquiry@atpcommunitycorps.org>, "Wohlgemuth, Janet@CCC"

<Janet.Wohlgemuth@ccc.ca.gov>, "Burks-Herrmann, Brenda@CCC" <Brenda.Burks-Herrmann@ccc.ca.gov>

Hi Sabine,

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: Sabine Gordon [<mailto:sgordon@monterey.org>]

Sent: Tuesday, May 26, 2015 3:05 PM

To: ATP@CCC; inquiry@atpcommunitycorps.org

Subject: Fwd: CCC review of ATP project - City of Monterey Transportation Demand Management Project

[Quoted text hidden]



Sabine Gordon <sgordon@monterey.org>

Fwd: CCC review of ATP project - City of Monterey Transportation Demand Management Project

Sabine Gordon <sgordon@monterey.org>
To: atp@ccc.ca.gov, inquiry@atpcommunitycorps.org

Tue, May 26, 2015 at 3:05 PM

Dear Wei Hsieh and Danielle Lynch,

Here is the description of this Non Infrastructure ATP request for funding.

This will be a Citywide project. The Active Transportation Program/Demand Management will comprise of strategies that increase overall system efficiency by encouraging a shift from single-occupant vehicle (SOV) trips to non-SOV trips. TDM will improve access to information and promote the use of existing transit, bike and pedestrian facilities, coordinate with employers to reduce SOV trips and shift trips to avoid peak congestion times, provide a website and app that utilizes ITS to enable travelers to better manage their individual trips through better real-time traveler information.

This TDM program will coordinate with local employers on reducing SOV trips by measures such as bus pass subsidies, alternative work schedules, telecommuting options and parking buy back programs. A website and app will assist visitors in experiencing Monterey without using their vehicles. Congestion information will also be available in order to encourage less trips during peak congestion times.

The tasks in this project comprise of:

- Stakeholder meetings
- collecting traffic data
- employer and employee surveys
- website development
- creation of a transportation demand program
- SRTS component
- final report

Thank you very much!

If you have any questions please do not hesitate to call me.

Andrea Renny, P.E., PTOE
Associate Civil Engineer
City of Monterey
City Hall
Monterey CA, 93940
(831) 646-3705
www.monterey.org

Attachment J

Letters of Support

Attachment J – Letters of Support Index

AMBAG Association of Monterey Bay Area Governments (MPO)	J-1
Department of the Army	J-2
MBUAPCD Monterey Bay Unified Air Pollution Control District	J-3
MIIS Middlebury Institute of International Studies at Monterey	J-4
Monterey Bay Aquarium – Julie Packard	J-5
Monterey Bay Aquarium – Him Hekker	J-6
Monterey County Department of Health	J-7
Monterey Peninsula Chamber of Commerce	J-8
Monterey Regional Airport	J-9
MST Monterey Salinas Transit	J-10
TAMC Transportation Agency for Monterey County (RTPA)	J-11
The Cannery Row Company	J-12

Schools:

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Monterey High School	J-14
San Carlos School	J-15
Santa Catalina School	J-16
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York School	J-19



ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS

City of Monterey
Traffic Engineering
Andrea Renny, P.E., PTOE
580 Pacific Street
Monterey, CA 93940

May 25, 2015

Dear Ms. Renny,

This letter is to express the Association of Monterey Bay Area Government's support for the City of Monterey's grant proposal for a Transportation Demand Management (TDM) Program through the California Department of Transportation (Caltrans) Active Transportation Program (ATP). We believe our community will greatly benefit from the proposed TDM measures which will encourage more walking and bicycling around the city, promoting healthier lifestyles.

We support the City's efforts to improve Monterey's economic prosperity and the health of the community and look forward to working with City staff in order to implement the TDM program.

Sincerely,

Maura F. Twomey
Executive Director
Association of Monterey Bay Area Governments



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
UNITED STATES ARMY INSTALLATION MANAGEMENT COMMAND
HEADQUARTERS, US ARMY GARRISON, PRESIDIO OF MONTEREY
1759 LEWIS ROAD, SUITE 210
MONTEREY, CA 93944-3223

Office of the Garrison Commander

MAY 20 2015

City of Monterey
Traffic Engineering
Andrea Renny, P.E., PTOE
580 Pacific Street
Monterey, CA 93940

Dear Ms. Renny:

This letter is in regard to the City of Monterey's grant proposal for a Transportation Demand Management (TDM) Program grant to fund initiatives geared toward reducing traffic congestion in the City of Monterey. As the Garrison Commander for the Presidio of Monterey and Ord Military Community, I support the City of Monterey's efforts to encourage alternative modes of transportation – walking, bicycling, and public transit among them – in order to ease traffic congestion, reduce air pollution, and enhance the quality of life in our community.

As stakeholders in the local community, the Presidio of Monterey and Ord Military Community's service members, civilian employees, and family members stand to benefit greatly from positive changes to local traffic conditions and transportation usage. I consider these traffic and transportation initiatives another example of the good working relationship that exists between the City of Monterey and this military installation.

Any questions on this issue may be addressed to my Director of Public Works; Mr. James Willison, at (831) 242-7916.

Sincerely,


Paul W. Fellingner
Colonel, U.S. Army
Garrison Commander



Middlebury Institute of International Studies at Monterey

May 18, 2015

Andrea Renny, P.E., PTOE
City of Monterey
Traffic Engineering
580 Pacific Street
Monterey, CA 93940

Dear Ms. Renny:

I, Jeff Dayton-Johnson, on behalf of the Middlebury Institute of International Studies at Monterey, support the City of Monterey's grant proposal for a Transportation Demand Management (TDM) Program through the California Department of Transportation (Caltrans) Active Transportation Program (ATP). We believe our community will greatly benefit from all of the proposed TDM measures.

We strongly support the City's efforts to improve Monterey's economic prosperity and the health of the community. We look forward to working with City staff in order to implement the TDM program.

Sincerely,

Jeff Dayton-Johnson, PhD
Vice President of Academic Affairs and
Dean of the Institute



MBUAPCD

Monterey Bay Unified Air Pollution Control District
Serving Monterey, San Benito and Santa Cruz Counties



24580 Silver Cloud Court
Monterey, CA 93940

PHONE: (831) 647-9411 • FAX: (831) 647-8501

1974 - 2014

May 28, 2015

Celebrating 40 years of clean air.

Andrea Renny, P.E., PTOE
City of Monterey
Traffic Engineering
580 Pacific Street
Monterey, CA 93940

RE: LETTER OF SUPPORT FOR GRANT PROPOSAL

Dear Ms. Renny,

The Monterey Bay Unified Air Pollution Control District supports the City of Monterey's grant proposal for a Transportation Demand Management (TDM) Program through the California Department of Transportation (Caltrans) Active Transportation Program (ATP). We believe our community will greatly benefit from all of the proposed TDM measures.

We strongly support the City's efforts to improve Monterey's economic prosperity and the health of the community. We look forward to working with City staff in order to implement the TDM program.

Sincerely,

Richard A. Stedman
Air Pollution Control Officer

Richard A. Stedman, Air Pollution Control Officer

Richard A. Stedman, Air Pollution Control Officer



**Monterey Bay
Aquarium**

886 CANNERY ROW
MONTEREY, CA 93940
831.648.4800

City of Monterey
Traffic Engineering
Andrea Renny, P.E., PTOE
580 Pacific Street
Monterey, CA 93940

May 21, 2015

Dear Ms. Renny,

I am writing in support of the City of Monterey's grant proposal for a Transportation Demand Management (TDM) Program through the California Department of Transportation (Caltrans) Active Transportation Program (ATP).

As a visitor-serving organization, we attract nearly 2 million visitors per year, who are traveling predominantly by car. We recognize the challenges of traffic congestion, particularly during the peak summer season. The aquarium currently partners with the City of Monterey by funding in part the MST Trolley that shuttles visitors from the city garages to the aquarium and points in between. We also administer an Alternative Transportation program for our employees, providing vanpools, carpools, free bus passes and bike loans to encourage non-auto dependent options.

I mention these efforts as an illustration of our commitment to the same goals as the City of Monterey for an effective Transportation Demand Management program. We believe our community will greatly benefit from the City's proposed TDM measures.

We look forward to working with City staff in order to implement the TDM program.

Sincerely,

Julie Packard
Executive Director



**Monterey Bay
Aquarium**

386 CANNERY ROW
MONTEREY, CA 93940
831.648.4800

City of Monterey
Traffic Engineering
Andrea Renny, P.E., PTOE
580 Pacific Street
Monterey, CA 93940

May 21, 2015

Dear Ms. Renny,

I, Jim Hekker, on behalf of the Monterey Bay Aquarium, support the City of Monterey's grant proposal for a Transportation Demand Management (TDM) Program through the California Department of Transportation (Caltrans) Active Transportation Program (ATP). We believe our community will greatly benefit from all of the proposed TDM measures.

We strongly support the City's efforts to improve Monterey's economic prosperity and the health of the community. We look forward to working with City staff in order to implement the TDM program.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim Hekker", written over a horizontal line.

Jim Hekker, Managing Director

MONTEREY COUNTY



DEPARTMENT OF HEALTH Ray Bullick, Director

ANIMAL SERVICES
BEHAVIORAL HEALTH
CLINIC SERVICES

EMERGENCY MEDICAL SERVICES
ENVIRONMENTAL HEALTH

PUBLIC HEALTH
PUBLIC ADMINISTRATOR/PUBLIC GUARDIAN

May 29, 2015

City of Monterey
Traffic Engineering
Andrea Renny, P.E., PTOE
580 Pacific Street
Monterey, CA 93940

Dear Ms. Renny,

The Monterey County Safe Routes to School Project supports the City of Monterey's grant proposal for a Transportation Demand Management (TDM) Program through the California Department of Transportation (Caltrans) Active Transportation Program (ATP). We believe the community of Monterey will greatly benefit from all of the proposed TDM measures including traffic safety education and the promotion of alternative modes of transportation.

We share in the goal of improving the health of the community by creating a more walkable and bicycle friendly environment.

Sincerely,

Jairo A. Hernandez
Safe Routes to School Coordinator



2015 Board of Directors

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Rob Lee, CPA

Hayashi & Wayland
Accounting & Consulting LLP

Immediate Past Chair

Bret Silvestri

S & B Consulting Inc.

Chair-Elect

Ken Gordon

Community Hospital of the
Monterey Peninsula

Vice Chair of Economic Vitality

Dr. Shyam Kamath

CSU Monterey Bay, College of Business

Vice Chair of Education

Kathi Speller

Community of Caring
Monterey Peninsula

Vice Chair of Finance

Lolnette Limtaco

Central Coast Federal Credit Union

Vice Chair of Membership

Kent Bertram

Embassy Suites Monterey Bay - Seaside

Vice Chair, Special Events

Julie Ann Lozano

MBS Business Systems

Shawn Adams

Monterey Signs

Katy Castagna

United Way Monterey County

Max Feldman

Wells Fargo Home Mortgage

Amy Gibson

Portola Hotel & Spa

Neal Heckman

Palace Business Solutions

Matt Hohman

Monterey Credit Union

Christine G. Kemp, JD

Noland, Hamerly, Etienne & Hoss

Dr. Jeanette Kern, DDS

Jeanette M. Kern D.D.S., Inc.

Barry Kilzer

Kilzer Wealth Management

Nicholas M. Pasculli

TMD - The Marketing Department, Inc.

Joella Taborda

Rabobank, N.A.

Erik Uppman

Cannery Row Company

Doug Yount

Applied Development Economics, Inc.

Jody Hansen

MPCC President/CEO

30 Ragdale Drive, Suite 200

Monterey, CA 93940

PH (831) 648-5350

Fax (831) 649-3502

www.montereychamber.com

May 19, 2015

Andrea Renny, P.E., PTOE
Traffic Engineering
City of Monterey
580 Pacific Street
Monterey, CA 93940

Re: SUPPORT for City of Monterey's Grant Proposal
Transportation Demand Management (TDM) Program

Dear Ms. Renny:

On behalf of the Board of Directors of the Monterey Peninsula Chamber
Commerce—an organization that's over 100 years old and 800 members strong—
we support the City of Monterey's grant proposal for a Transportation Demand
Management (TDM) Program through the California Department of
Transportation (Caltrans) Active Transportation Program (ATP). We believe our
community will greatly benefit from the proposed program's TDM measures.

We support the City's efforts to improve Monterey's economic prosperity and the
health of the community. We look forward to working with City staff in order to
implement the TDM program.

Sincerely,

Jody Hansen
President and CEO

City of Monterey
Traffic Engineering
Andrea Renny, P.E., PTOE
580 Pacific Street
Monterey, CA 93940

Date: 5/15/15

Dear Ms. Renny,

I, Thomas E Greer, on behalf of
Monterey Regional Airport, support the City of Monterey's
grant proposal for a Transportation Demand Management (TDM) Program through the
California Department of Transportation (Caltrans) Active Transportation Program (ATP). We
believe our community will greatly benefit from all of the proposed TDM measures.

We strongly support the City's efforts to improve Monterey's economic prosperity and the
health of the community. We look forward to working with City staff in order to implement the
TDM program.

Sincerely,



General Manager
Title

MST

MONTEREY-SALINAS TRANSIT

TRANSIT DISTRICT MEMBERS:

*City of Carmel-by-the-Sea • City of Del Rey Oaks • City of Gonzales • City of Greenfield
City of King • City of Marina • City of Monterey • City of Pacific Grove • City of Salinas
City of Sand City • City of Seaside • City of Soledad • County of Monterey*

May 8, 2015

Ms. Andrea Renny, P.E., PTOE
Associate Civil Engineer – Plans and Public Works
City of Monterey
City Hall
Monterey, CA 93940

RE: TDM Grant Proposal Endorsement

Dear Ms. Renny;

On behalf of the Monterey Salinas Transit District I write to support the City of Monterey's grant proposal for a Transportation Demand Management (TDM) Program through the California Department of Transportation (Caltrans) Active Transportation Program (ATP). We believe that our community will greatly benefit from all of the proposed TDM measures.

Monterey Salinas Transit District (MST) fully supports any and all efforts to mitigate traffic congestion within its service area, and we remain a committed partner to all of the Jurisdictions in obtaining this objective.

We strongly support the City's efforts to improve Monterey's economic prosperity and the overall health of the community, and look forward to working with City staff in order to implement the TDM program.

Sincerely Submitted,



Robert Weber
Director – Transportation Services
Monterey – Salinas Transit District



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

May 27, 2015

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

RE: Support for City of Monterey Active Transportation/Demand Management Program

To Whom It May Concern:

The Transportation Agency for Monterey County is submitting this letter in support of the Active Transportation Program Grant Application for the City of Monterey Active Transportation / Demand Management Program. The project is important for implementing adopted plans for shifting trips to bicycle and pedestrian modes.

The transportation network in the City of Monterey is an important component of the regional transportation network of Monterey County. Facilities in the City of Monterey include regional corridors which provide access into and out of the entire Monterey Peninsula. Options for improving these facilities are significantly constrained by the physical geography and the urbanized and historic nature of the community. In 2013, the City of Monterey adopted its Monterey on the Move multi-modal mobility plan, which is focused on addressing the long-term transportation needs of the community by increasing the share bicycle and pedestrian trips taken in the City of Monterey. A transportation demand management program is critical for the City to implement that plan, which also supports other aggressive efforts being taken by the City to improve bicycle and pedestrian infrastructure and connections. This project will result in regional benefits by reducing congestion and increasing the use of healthy transportation options.

The Transportation Agency supports an Active Transportation Program grant supporting the City of Monterey's efforts to expand the use of bicycle and pedestrian transportation and believe this project will serve as a model for other communities to follow in our County. Should you have any questions, please contact me at (831) 775-0903. Thank you for your consideration.

Sincerely,

Debra L. Hale
Executive Director

Cc: City of Monterey, Sabine Gordon



May 18, 2015

City of Monterey
Traffic Engineering
Andrea Renny, P.E., PTOE
580 Pacific Street
Monterey, CA 93940

**RE: SUPPORT FOR THE CITY OF MONTEREY'S GRANT PROPOSAL FOR A
TRANSPORTATION DEMAND MANAGEMENT ("TDM") PROGRAM**

Dear Ms. Renny,

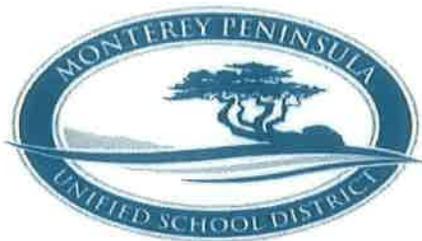
THE CANNERY ROW COMPANY, L.P. hereby supports the City of Monterey's grant proposal for a Transportation Demand Management Program through the California Department of Transportation (Caltrans) Active Transportation Program ("ATP"). We believe our community will greatly benefit from all of the proposed TDM measures.

We strongly support the City's efforts to improve Monterey's economic prosperity and the health of the community. We look forward to working with City staff in order to implement the TDM program.

Sincerely,

THE CANNERY ROW COMPANY, L.P.

Michael W. Zimmerman,
Authorized Agent



*Dr. Daniel PK Diffenbaugh
Superintendent of Schools*

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

*(831) 645-1203
(831) 649-4175 FAX
pkdiffenbaugh@mpusd.k12.ca.us*

City of Monterey
Traffic Engineering
Andrea Renny, P.E., PTOE
580 Pacific Street
Monterey, CA 93940

May 1, 2015

Dear Ms. Renny,

I, Daniel PK Diffenbaugh, on behalf of Monterey Peninsula Unified School District, support the City of Monterey's grant proposal for a Transportation Demand Management (TDM) Program through the California Department of Transportation (Caltrans) Active Transportation Program (ATP). We believe our community will greatly benefit from all of the proposed TDM measures.

We strongly support the City's efforts to improve Monterey's economic prosperity and the health of the community. We look forward to working with City staff in order to implement the TDM program.

Sincerely,


Daniel PK Diffenbaugh
Superintendent



Monterey Peninsula Unified School District
Monterey High School
101 Hermann Drive
Monterey, CA 93940
(831) 392-3801
Fax (831) 649-1154

Dr. Daniel PK Diffenbaugh,
Superintendent of Schools
Marcie Plummer, Principal
Alan Crawford, Assistant Principal
Xavier Rodriguez, Assistant Principal



April 31, 2015

City of Monterey
Traffic Engineering
Andrea Renny, P.E., PTOE
580 Pacific Street
Monterey, CA 93940

Dear Ms. Renny,

I am writing on behalf of Monterey High School's 103 employees and 1,198 students in support of the City of Monterey's grant proposal for a Transportation Demand Management (TDM) Program through the California Department of Transportation (Caltrans) Active Transportation Program (ATP). At Monterey High School, we believe our community will greatly benefit from all of the proposed TDM measures.

We strongly support the City's efforts to improve Monterey's economic prosperity and the health and safety of the community. A strong economic forecast bodes well for all residents – families, business owners, students, and employees. As a destination community, Monterey residents and employees notice the growing traffic and safety issues. We are eager to see an improvement that will lend itself to a safer environment for our students and families as they navigate the current traffic congestion while they ingress and egress school property from their homes and public transportation stops. We look forward to working with City staff in order to implement the TDM program.

Sincerely,

Marcie Plummer Electronic Signature

Marcie Plummer, Principal



City of Monterey
Traffic Engineering
Andrea Renny, P.E., PTOE
580 Pacific Street
Monterey, CA 93940

Date: 5-19-15

Dear Ms. Renny,

I, Teresa Bennett, on behalf of San Carlos School, support the City of Monterey's grant proposal for a Transportation Demand Management (TDM) Program through the California Department of Transportation (Caltrans) Active Transportation Program (ATP). We believe our community will greatly benefit from all of the proposed TDM measures.

We strongly support the City's efforts to improve Monterey's economic prosperity and the health of the community. We look forward to working with City staff in order to implement the TDM program.

Sincerely,

Teresa Bennett
Principal
San Carlos School
Monterey, California



Santa Catalina School

May 27, 2015

City of Monterey
Traffic Engineering
Andrea Renny, P.E., PTOE
580 Pacific Street
Monterey, CA 93940

Dear Ms. Renny,

I, Sister Claire Barone, on behalf of Santa Catalina School, support the City of Monterey's grant proposal for a Transportation Demand Management (TDM) Program through the California Department of Transportation (Caltrans) Active Transportation Program (ATP). We believe our community will greatly benefit from all of the proposed TDM measures.

We strongly support the City's efforts to improve Monterey's economic prosperity and the health of the community. We look forward to working with City staff in order to implement the TDM program.

Sincerely,

Sister Claire Barone
Head of School



**TRINITY CHRISTIAN
HIGH SCHOOL**

601 E. Franklin Street
Monterey, CA 93940
P 831.656.9434
F 831.656.9670
www.trinityhigh.org

May 5, 2015

City of Monterey
Traffic Engineering
Andrea Renny, P.E., PTOE
580 Pacific Street
Monterey, CA 93940

Dear Ms. Renny,

I, Timothy S. Wong, on behalf of Trinity Christian High School, support the City of Monterey's grant proposal for a Transportation Demand Management (TDM) Program through the California Department of Transportation (Caltrans) Active Transportation Program (ATP).

We believe our community will greatly benefit from all of the proposed TDM measures. We strongly support the City's efforts to improve Monterey's economic prosperity and the health of the community. We look forward to working with City staff in order to implement the TDM program.

Sincerely,

Timothy S. Wong
Principal / Director of TCHS
twong@trinityhigh.org
831.521.2442 cell

City of Monterey
Traffic Engineering
Andrea Renny, P.E., PTOE
580 Pacific Street
Monterey, CA 93940

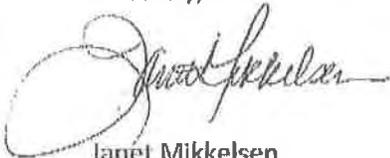
May 18, 2015

Dear Ms. Renny,

I, Janet Mikkelsen, on behalf of Walter Colton Middle School, support the City of Monterey's grant proposal for a Transportation Demand Management (TDM) Program through the California Department of Transportation (Caltrans) Active Transportation Program (ATP). We believe our community will greatly benefit from all of the proposed TDM measures.

We strongly support the City's efforts to improve Monterey's economic prosperity and the health of the community. We look forward to working with City staff in order to implement the TDM program.

Sincerely,



Janet Mikkelsen
Principal
Walter Colton Middle School
831-649-1951

York SCHOOL

May 18, 2015

City of Monterey
Traffic Engineering
Andrea Renny, P.E., PTOE
580 Pacific Street
Monterey, CA 93940

Dear Ms. Renny,

I, Chuck Harmon, on behalf of York School, support the City of Monterey's grant proposal for a Transportation Demand Management (TDM) Program through the California Department of Transportation (Caltrans) Active Transportation Program (ATP). We believe our community will greatly benefit from all of the proposed TDM measures.

We strongly support the City's efforts to improve Monterey's economic prosperity and the health of the community. We look forward to working with City staff in order to implement the TDM program.

Sincerely,



Chuck Harmon
Head of School

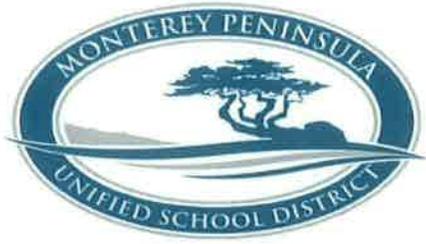


Attachment K

Additional Attachments

District name: Monterey Peninsula Unified School District
Superintendent: Dr. Daniel PK Diffenbaugh
District address: 700 Pacific St., Monterey, 93940 Monterey CA
Co.-Dist.-School Code: 27660920000000
School type (K-8 or 9-12 or Both) Both
Total student enrollment: 10,653

Please see attached 'Letter of Support'/signature



*Dr. Daniel PK Diffenbaugh
Superintendent of Schools*

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

*(831) 645-1203
(831) 649-4175 FAX
pkdiffenbaugh@mpusd.k12.ca.us*

City of Monterey
Traffic Engineering
Andrea Renny, P.E., PTOE
580 Pacific Street
Monterey, CA 93940

May 1, 2015

Dear Ms. Renny,

I, Daniel PK Diffenbaugh, on behalf of Monterey Peninsula Unified School District, support the City of Monterey's grant proposal for a Transportation Demand Management (TDM) Program through the California Department of Transportation (Caltrans) Active Transportation Program (ATP). We believe our community will greatly benefit from all of the proposed TDM measures.

We strongly support the City's efforts to improve Monterey's economic prosperity and the health of the community. We look forward to working with City staff in order to implement the TDM program.

Sincerely,


Daniel PK Diffenbaugh
Superintendent

School name: Monterey High School
Principal: Marcie Plummer
School address: 101 Herrmann Drive, Monterey, CA 93940
District name: Monterey Peninsula Unified School District
District address: 700 Pacific St., Monterey, 93940 Monterey CA
Co.-Dist.-School Code: 27660922732808
School type (K-8 or 9-12 or Both) 9-12
Project improvements maximum distance from school 2 miles
Total student enrollment: 1246
% of students that currently walk or bike to school% 7%
Approx. # of students living along route proposed for improvement: 90%
Percentage of students eligible for free or reduced meal programs ** 44.7%

Please see attached 'Letter of Support'/signature



Monterey Peninsula Unified School District
Monterey High School
101 Herrmann Drive
Monterey, CA 93940
(831) 392-3801
Fax (831) 649-1154

Dr. Daniel PK Diffenbaugh,
Superintendent of Schools
Marcie Plummer, Principal
Alan Crawford, Assistant Principal
Xavier Rodriguez, Assistant Principal



April 31, 2015

City of Monterey
Traffic Engineering
Andrea Renny, P.E., PTOE
580 Pacific Street
Monterey, CA 93940

Dear Ms. Renny,

I am writing on behalf of Monterey High School's 103 employees and 1,198 students in support of the City of Monterey's grant proposal for a Transportation Demand Management (TDM) Program through the California Department of Transportation (Caltrans) Active Transportation Program (ATP). At Monterey High School, we believe our community will greatly benefit from all of the proposed TDM measures.

We strongly support the City's efforts to improve Monterey's economic prosperity and the health and safety of the community. A strong economic forecast bodes well for all residents – families, business owners, students, and employees. As a destination community, Monterey residents and employees notice the growing traffic and safety issues. We are eager to see an improvement that will lend itself to a safer environment for our students and families as they navigate the current traffic congestion while they ingress and egress school property from their homes and public transportation stops. We look forward to working with City staff in order to implement the TDM program.

Sincerely,

Marcie Plummer Electronic Signature

Marcie Plummer, Principal

School name: San Carlos Elementary (PRIVATE)
Principal: Teresa Bennett
School address: 450 Church Street, Monterey, CA 93940
District name: Monterey Peninsula Unified School District
District address: 700 Pacific St., Monterey, 93940 Monterey CA
Co.-Dist.-School Code: 27660926974760
School type (K-8 or 9-12 or Both) K-8
Project improvements maximum distance from school 2 miles
Total student enrollment: 300
% of students that currently walk or bike to school% 7%
Approx. # of students living along route proposed for improvement: 90%
Percentage of students eligible for free or reduced meal programs ** N/A

Please see attached 'Letter of Support'/signature



City of Monterey
Traffic Engineering
Andrea Renny, P.E., PTOE
580 Pacific Street
Monterey, CA 93940

Date: 5-19-15

Dear Ms. Renny,

I, Teresa Bennett, on behalf of San Carlos School, support the City of Monterey's grant proposal for a Transportation Demand Management (TDM) Program through the California Department of Transportation (Caltrans) Active Transportation Program (ATP). We believe our community will greatly benefit from all of the proposed TDM measures.

We strongly support the City's efforts to improve Monterey's economic prosperity and the health of the community. We look forward to working with City staff in order to implement the TDM program.

Sincerely,

Teresa Bennett
Principal
San Carlos School
Monterey, California

School name:	Santa Catalina	(PRIVATE)
Principal:	Sister Claire Barone	
School address:	1500 Mark Thomas Drive, Monterey, CA 93940	
District name:	Monterey Peninsula Unified School District	
District address:	700 Pacific St., Monterey, 93940 Monterey CA	
Co.-Dist.-School Code:	27660926936744	
School type (K-8 or 9-12 or Both)	Both	
Project improvements maximum distance from school		2 miles
Total student enrollment:		514
% of students that currently walk or bike to school%		7%
Approx. # of students living along route proposed for improvement:		90%
Percentage of students eligible for free or reduced meal programs **		N/A

Please see attached 'Letter of Support'/signature



Santa Catalina School

May 27, 2015

City of Monterey
Traffic Engineering
Andrea Renny, P.E., PTOE
580 Pacific Street
Monterey, CA 93940

Dear Ms. Renny,

I, Sister Claire Barone, on behalf of Santa Catalina School, support the City of Monterey's grant proposal for a Transportation Demand Management (TDM) Program through the California Department of Transportation (Caltrans) Active Transportation Program (ATP). We believe our community will greatly benefit from all of the proposed TDM measures.

We strongly support the City's efforts to improve Monterey's economic prosperity and the health of the community. We look forward to working with City staff in order to implement the TDM program.

Sincerely,

Sister Claire Barone
Head of School

School name:	Trinity High School	(PRIVATE)
Principal:	Timothy S. Wong	
School address:	601 East Franklin Street, Monterey, CA 93940	
District name:	Monterey Peninsula Unified School District	
District address:	700 Pacific St., Monterey, 93940 Monterey CA	
Co.-Dist.-School Code:	27660926132815	
School type (K-8 or 9-12 or Both)	9-12	
Project improvements maximum distance from school		2 miles
Total student enrollment:		121
% of students that currently walk or bike to school%		7%
Approx. # of students living along route proposed for improvement:		90%
Percentage of students eligible for free or reduced meal programs **		N/A

Please see attached 'Letter of Support'/signature



**TRINITY CHRISTIAN
HIGH SCHOOL**

601 E. Franklin Street
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May 5, 2015

City of Monterey
Traffic Engineering
Andrea Renny, P.E., PTOE
580 Pacific Street
Monterey, CA 93940

Dear Ms. Renny,

I, Timothy S. Wong, on behalf of Trinity Christian High School, support the City of Monterey's grant proposal for a Transportation Demand Management (TDM) Program through the California Department of Transportation (Caltrans) Active Transportation Program (ATP).

We believe our community will greatly benefit from all of the proposed TDM measures. We strongly support the City's efforts to improve Monterey's economic prosperity and the health of the community. We look forward to working with City staff in order to implement the TDM program.

Sincerely,

Timothy S. Wong
Principal / Director of TCHS
twong@trinityhigh.org
831.521.2442 cell

School name: Walter Colton Middle School
Principal: Janet Mikkelsen
School address: 100 Toda Vista, Monterey, CA 93940
District name: Monterey Peninsula Unified School District
District address: 700 Pacific St., Monterey, 93940 Monterey CA
Co.-Dist.-School Code: 27660926058747
School type (K-8 or 9-12 or Both) K-8
Project improvements maximum distance from school 2 miles
Total student enrollment: 781
% of students that currently walk or bike to school% 7%
Approx. # of students living along route proposed for improvement: 90%
Percentage of students eligible for free or reduced meal programs ** 62.3%

Please see attached 'Letter of Support'/signature

City of Monterey
Traffic Engineering
Andrea Renny, P.E., PTOE
580 Pacific Street
Monterey, CA 93940

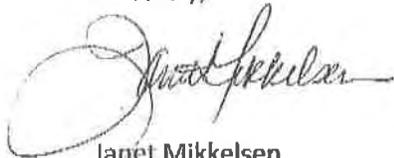
May 18, 2015

Dear Ms. Renny,

I, Janet Mikkelsen, on behalf of Walter Colton Middle School, support the City of Monterey's grant proposal for a Transportation Demand Management (TDM) Program through the California Department of Transportation (Caltrans) Active Transportation Program (ATP). We believe our community will greatly benefit from all of the proposed TDM measures.

We strongly support the City's efforts to improve Monterey's economic prosperity and the health of the community. We look forward to working with City staff in order to implement the TDM program.

Sincerely,



Janet Mikkelsen
Principal
Walter Colton Middle School
831-649-1951

School name: York School (PRIVATE)
Principal: Chuck Harmon
School address: 9501 York Road, Monterey, CA 93940
District name: Monterey Peninsula Unified School District
District address: 700 Pacific St., Monterey, 93940 Monterey CA
Co.-Dist.-School Code: 27660926936777
School type (K-8 or 9-12 or Both) Both
Project improvements maximum distance from school 2 miles
Total student enrollment: 225
% of students that currently walk or bike to school% 7%
Approx. # of students living along route proposed for improvement: 90%
Percentage of students eligible for free or reduced meal programs ** N/A

Please see attached 'Letter of Support'/signature

York SCHOOL

May 18, 2015

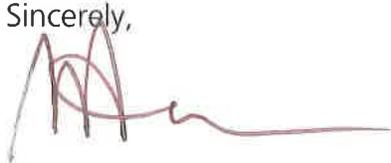
City of Monterey
Traffic Engineering
Andrea Renny, P.E., PTOE
580 Pacific Street
Monterey, CA 93940

Dear Ms. Renny,

I, Chuck Harmon, on behalf of York School, support the City of Monterey's grant proposal for a Transportation Demand Management (TDM) Program through the California Department of Transportation (Caltrans) Active Transportation Program (ATP). We believe our community will greatly benefit from all of the proposed TDM measures.

We strongly support the City's efforts to improve Monterey's economic prosperity and the health of the community. We look forward to working with City staff in order to implement the TDM program.

Sincerely,



Chuck Harmon
Head of School

