




## ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

# Application Form for Part A

*Parts B & C must be completed using a separate document*

**PROJECT unique APPLICATION NO.:**

Auto populated

**Total ATP Funds Requested:**

(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:**

**IMPLEMENTING AGENCY'S ADDRESS**

**CITY**

**ZIP CODE**





**IMPLEMENTING AGENCY'S CONTACT PERSON:**

**CONTACT PERSON'S TITLE:**

**CONTACT PERSON'S PHONE NUMBER:**

**CONTACT PERSON'S EMAIL ADDRESS :**

**COPY**



**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:**

NA

**PROJECT PARTNERING AGENCY'S ADDRESS**

**CITY**

**ZIP CODE**

NA	NA	CA	NA
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**PROJECT PARTNERING AGENCY'S CONTACT PERSON:**

NA

**CONTACT PERSON'S TITLE:**

NA

**CONTACT PERSON'S PHONE NUMBER:**

NA

**CONTACT PERSON'S EMAIL ADDRESS :**

NA

**MASTER AGREEMENTS (MAs):**

Does the Implementing Agency currently have a MA with Caltrans?

Yes  No

Implementing Agency's Federal Caltrans MA number

05-0531R

Implementing Agency's State Caltrans MA number

00243S

\* 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)

City of Watsonville Rail Trail from Watsonville Slough Trailhead to Walker Street

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

**PROJECT DESCRIPTION:** (Max of 250 Characters)

Construct 2400 foot pedestrian and bicycle path parallel to existing railroad tracks and within existing railroad right of way. Provide public outreach and training to improve bicycle and pedestrian safety.

**PROJECT LOCATION:** (Max of 250 Characters)

Within existing railroad right of way between Watsonville Slough Trailhead (approximately 1500 feet east of Ohlone Parkway) and Walker Street.



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. 36.907807 /long. -121.765927

Congressional District(s):

State Senate District(s):    State Assembly District(s):

Caltrans District(s):

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>6</u>	Bicyclists	<u>0</u>
One Year Projection:	Pedestrians	<u>67</u>	Bicyclists	<u>18</u>
Five Year Projection:	Pedestrians	<u>109</u>	Bicyclists	<u>32</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:** \_\_\_\_\_

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: \_\_\_\_\_

School address: \_\_\_\_\_

District name: \_\_\_\_\_

District address: \_\_\_\_\_

Co.-Dist.-School Code: \_\_\_\_\_

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

Total student enrollment: \_\_\_\_\_

% of students that currently walk or bike to school% \_\_\_\_\_ %

Approx. # of students living along route proposed for improvement: \_\_\_\_\_

Percentage of students eligible for free or reduced meal programs \*\* \_\_\_\_\_ %

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

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



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

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

**For all trails projects:**

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

If yes, estimate the total projects costs that are eligible for the Recreational Trail funding: \$300,000

If yes, estimate the % of the total project costs that serve "transportation" uses? 87.0 %

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
<b>CTC - PA&amp;ED Allocation:</b>			NA
* CEQA Environmental Clearance:			9/1/16
* NEPA Environmental Clearance:			9/1/16
<b>CTC - PS&amp;E Allocation:</b>			NA
<b>CTC - Right of Way Allocation:</b>			NA
* Right of Way Clearance & Permits:			3/1/17
Final/Stamped PS&E package:			3/1/17
* <b>CTC - Construction Allocation:</b>			6/1/17
* Construction Complete:			3/1/18
* Submittal of "Final Report"			6/1/18



**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:	\$600	
ATP funds for Non-Infrastructure:	\$88	<i>(All NI funding is allocated in a project's Construction Phase)</i>
<b>Total ATP funds being requested for this application/project:</b>	<b>\$688</b>	

**Local funds leveraging or matching the ATP funds:** \$174

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:** \$0

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:** \$862

**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.:** *City of Watsonville Rail Trail from Watsonville Slough Trailhead to Walker Street*

**Implementing Agency's Name:** *City of Watsonville*

**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 enclosed application represents a unique opportunity for the City of Watsonville, a disadvantaged community, to address long-standing safety and health needs by constructing a highly acclaimed and popular pedestrian and bicycle trail along with implementing programs and activities that promote bicycle and pedestrian safety through infrastructure (I-project) and non-infrastructure (NI-project) projects that combine various resources from throughout Santa Cruz County.*

*The I-project involves construction of the trail by the City. The overall project cost is estimated at \$750,000. The City is using local donations secured previously and its own funds to prepare the preliminary design and environmental documents at this time. The City will receive an additional \$75,000 in donations if it receives this grant. These funds represent 20% of the overall project cost. The additional \$600,000 requested in this application will allow the project to be completed.*

*The City will subcontract with the Santa Cruz County Health Services Agency (HSA) to implement the NI-project. The cost is estimated at \$112,000. The HSA will provide \$22,000 of its own funds and donations from businesses if the City receives this grant. When combined with an additional \$2,000 to be provided by the City, these contributions represent over 20% of the project cost. The additional \$88,000 requested in this application will allow the project to be completed.*

### 2. Consistency with Regional Plan.

*The I-project is part of the MBSST and is included in the following:*

- *The Association of Monterey Bay Area Governments (AMBAG) Final 2035 Metropolitan Transportation Plan and Sustainable Communities Program (MTP/SCS). Design, environmental clearance and construction of the MBSST are identified as SC-RTC 27a-RTC on Page C-7 in Table C-1c of Appendix C (see Attachment I-SC Page 1).*
- *The AMBAG Monterey Bay Metropolitan Transportation Improvement Program (MTIP) FFY 2014-15 to 2017-18. Preparation of the planning document for the MBSST is identified as RTC27SC on Page 8 in Section 1.2 of the FFY 2014 Annual List of Federally Obligated Projects (see Attachment I-SC Page 2).*
- *The Santa Cruz County Regional Transportation Commissions (SCCRTC) 2014 Regional Transportation Improvement Program (RTIP). The design, environmental clearance and construction of the MBSST are identified as RTC 27a on Page E-25 of Appendix E (see Attachment I-SC Page 3).*

*The NI project is part of the following HSA project:*

- *CO 50 "Ongoing education program to decrease the risk and severity of collisions" that includes the following bicycle and pedestrian programs: Community Traffic Safety Coalition, South County Coalition and Ride n' Stride Bicycle/Pedestrian Education Program*



## 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.)**

*Six pedestrians per day currently walk along the section of railroad tracks where the I-project is proposed. One year after construction, a total of 85 pedestrians and bicyclists per day will use the trail and will increase to 585 per day when the entire MBSST is complete.*

*The I-project calls for installation of a trail adjacent to the existing railroad tracks where none currently exists. The tracks run parallel to three alternative routes (see Attachment I-1 Pages 1-3). Each begins at Watsonville Slough Trail and ends at the intersection of Walker Street and West Beach Street. To the south is Beach Street. To the north is Ford and Walker Streets or Kearney and Walker Streets.*

*Though there is no current count information along the existing railroad corridor, it is assumed that six people per day currently walk along the tracks.*

*Future trail users will come from four sources: current users, the parallel streets; the slough trail system; recreational users that are attracted to the rail trail.*

*Parallel streets. Since there is no traffic count information for Kearney and Walker Streets, they will not be included in this analysis. The following traffic count information was collected by Caltrans in February 2015.*

Street Name	From	To	AADT
Ford Street	Rodriguez Street	Main Street	2,514
West Beach Street	0.7 mile west of Lee Road	Industrial Road	5,439
West Beach Street	Industrial Road	Harvest Drive	6,323
West Beach Street	Harvest Drive	Walker Street	6,874

*On Ford Street, the segment listed above is outside of the project area. The portion that is within the project area is farther from the commercial center of the City and has fewer residential parcels. Using a proportion of the number of residential lots on Ford Street within the project area (16) and the number of residential lots on Ford Street from the project area to the segment listed above (72), the AADT for the project area is 559 [= (16/72)(2514)].*

*On West Beach Street, the project area overlaps the three segments listed above. Therefore, the AADT be the average of the three values which is 6,182.*

*Converting the traffic count data to pedestrian and bicyclist counts was done using mode split counts collected in a Santa Cruz County May 2012 Bike and Pedestrian Count Report by the SCCRTC. The report included the following data.*

Street	Motor Vehicle Total	Motor Vehicle Percent	Bike Total	Bike Percent	Ped. Total	Ped. Percent
Freedom Blvd (East of Green Valley Rd)	4,500	98.3%	18	0.4%	60	1.3%
Green Valley Rd (South of Freedom Blvd)	3,320	97.6%	17	0.5%	66	1.9%
Main St (West of Rodriguez)	4,680	96.5%	36	0.8%	130	2.7%
Rodriguez St (South of Main St)	1,095	98.1%	7	0.6%	14	1.3%



Total	13,523	97.5%	78	0.6%	270	1.9%
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Using these figures with the previous traffic counts for Ford and West Beach Streets yields the following:

Street	Motor Vehicle Total	Motor Vehicle Percent	Bike Total	Bike Percent	Ped. Total	Ped. Percent
Ford St (Watsonville Slough Trail to Walker St)	559	97.5%	3	0.6%	11	1.9%
West Beach St (Ohlone Parkway to Walker St)	6,182	97.5%	38	0.6%	120	1.9%
Total	6,741		41		131	

Finally, assuming that one-third of these will use the proposed trail, the total number of users shifting from Ford and West Beach Streets to the new trail will be 57 with 13 bicyclists and 44 pedestrians.

Watsonville Slough Trail. An estimate of Watsonville Slough Trail users was taken from attendance information at the City’s Nature Center, which is an access point for the slough trails. Approximately 10,000 people per year or 27 people per day use the slough trails. Using the same proportion as the bike and pedestrian counts, and then factoring them by one third, the total will be nine new users per day with two bicyclists and seven pedestrians.

Rail Trail. An estimate was generated using data from Section 4.11 – Transportation/Traffic of the Monterey Bay Sanctuary Scenic Trail Network Master Plan Environmental Impact Report (EIR), prepared by the Santa Cruz County Regional Transportation Commission and certified on November 7, 2013. The EIR states:

“New vehicle trips would be generated in the areas around the access and staging areas . . . In order to estimate the vehicle trips, the MBSST Network was treated as a park use and rates published by the San Diego Association of Governments (SANDAG) for a City Park were applied to the acreage of the trail and its supporting land. Based on the trail’s approximate length of 49.6 miles and approximate average trail and should width (disturbance area) of 25 feet wide, the approximate activity area of the MBSST is estimated to be 150.3 acres. The anticipated vehicle trip generation associated with trail users accessing the trail was then estimated using SANDAG trip generation rates . . . the proposed MBSST Network project is expected to generate an average of 7,515 vehicle trips per day along the entire length of the trail . . . There are 22 existing access and staging areas . . . it was that the vehicle trips generated by the MBSST Network would be evenly distributed among the existing 22 access and staging areas . . . At each of the access and staging areas, the proposed MBSST Network project is expected to generate 1/22 of the total trips or an average of 342 trips per day . . .”

Assuming that each vehicle trip generates 1.5 trail users, 342 vehicle trips will generate 513 users. Using the same proportion as the bike and pedestrian counts, this will include 123 bicyclists and 390 pedestrians. Assume that completion of this segment of the MBSST will attract 2.5% of the final total, which equals 13 users, including three bicyclists and 10 pedestrians. This data is summarized below.

Source	Total	Bike	Pedestrian
Current (before project)	6	0	6
Ford & West Beach Streets	57	13	44
Slough trails	9	2	7
MBSST	13	3	10
Total (after project)	85	18	67

The NI-project includes data collection activities to document future active transportation mode share.

- 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

*The I-project will create new routes and close gaps in three different ways.*

*First, construction of the I-project would further develop the MBSST (see Attachment I-1 Page 4 and Question #3).*

*Second, the project would further develop the City of Watsonville Trails and Bicycle Master Plan (T&BMP) (see Attachment I-1 Page 5 and Question #3).*

*Third, the project would create an off-road pedestrian and bicycle trail that closes a gap between residential neighborhoods on the west end of the I-project and the downtown area on the east.*

*The west end is within one mile of the following (see Attachment I-1 Page 6):*

- Watsonville Slough Trail;
- The City of Watsonville Rail Trail Lee Road project;
- Six subdivisions with 854 residential units, including Las Brisas, Stonecreek, Seaview Ranch, Bay Breeze, Sunset Cove and Hacienda Walk;
- Seaview Ranch and Las Brisas community parks;
- Landmark Elementary School;
- The Overlook Shopping Center;
- Ramsey Park and Community Center and the Wetlands of Watsonville Nature Center;

*The east end of the project links to existing street-based sidewalk on West Beach Street that provides direct access to the downtown area (see Attachment I-1 Page 7) and is within one mile of the following:*

- Marinivich Park and Community Center (120 Second Street);
- CEIBA College Preparatory Academy (260 West Riverside Drive);
- Santa Cruz Metropolitan Transit Center (475 Rodriguez Street);
- Radcliffe Elementary School (550 Rodriguez Street);
- Watsonville Civic Center, which includes a Santa Cruz County Courthouse, Watsonville Public Library and Watsonville City Hall (275 Main Street, Watsonville);
- United States Post Office (550 Main Street);
- Watsonville City Hall which includes the Departments of Public Works & Utilities, Community Development, Parks and Community Services (250 Main Street) and Police (215 Union Street);
- Main Street commercial area;
- Gene Hoularis & Waldo Rodriguez Youth Center (30 Maple Street);
- City Plaza and weekly farmers market (the intersection of Main Street and East Beach Street);
- Cabrillo Community College (318 Union Street).

*The NI-project educates or encourages use of existing and proposed routes. It includes multiple strategies to encourage active transportation while promoting safe pedestrian and bicycling practices. Parents, children, teens, businesses, the social services and health care community are all targeted in this project. Activities include:*

- Conduct bicycle and pedestrian safety presentations, workshops and outreach to parents and caregivers through schools, Head Start centers, community agencies, health clinics and low income housing centers in the vicinity of the I-project. Materials will include the health benefits of active transportation and use of community walking and cycling routes.
- Conduct bicycle safety/skills workshops for teens and adults that may include on the bike practice, on the road and/or the existing Watsonville trail systems. Classes will take place at community and business sites.
- Organize and lead group rides for youth that emphasize safety and utilize recreational and commuting routes. Outreach to youth through educational presentations that focus on the MBSST, safe routes around



Watsonville and pending infrastructure projects, peer to peer education and active transportation encouragement. Teens from Pajaro Valley High's Bike Tech program will work with younger students and participate in group rides and teaching bike safety.

- Conduct employee wellness presentations and/or deliver materials that emphasize the health benefits of walking and biking and promote the safe use of the network of recreational trails. Businesses in the downtown Watsonville area and businesses surrounding the Watsonville trail system will be targeted. HSA will work with employers to develop employee wellness programs that emphasize active transportation.
- Deliver an Open Streets, or similar event, to the Watsonville community focusing on the area served by the I-project. An Open Streets event is a free, family-friendly community event that temporarily blocks car traffic and opens the entire roadway for people to bike, walk and play in a safe, enjoyable environment. The event provides participants with skill building activities and community resources for safe bicycling and walking.
- Promote and support Bike to Work Days two times a year, at downtown locations. Included is outreach to local businesses, especially larger employers.
- Program evaluation and data collection. This includes safety behavior surveys and active transportation counts in the targeted community.

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

*The I-project is included in the MBSST and the T&BMP (see Question #3).*

*The I-project is included in the AMBAG MTP/SCS and MTIP and the SCCRTC RTIP (see Part B of the Screening Criteria).*

*The City secured \$11,000 in donations for environmental documentation and is using its own funds for preliminary design of the I-project and has secured commitments for an additional \$163,000 for the I- and NI-projects if this application is approved (see Part A of the Screening Criteria and Question #7).*

*In 2014, Watsonville unsuccessfully applied for ATP Cycle 1 funds for the I-project.*

*The City is currently developing the adjacent Rail Trail Lee Road project.*

*The NI-project is a public outreach and education program conducted using services provided by the HSA to promote bicycle and pedestrian safety. The traffic safety priorities fall under the mission of HSA-facilitated Community Traffic Safety Coalition (CTSC) to reduce traffic-related injuries, while promoting the use of alternative modes of transportation. The CTSC educates all road users in safety practices to decrease the risk and severity of collisions, and advocates for improved conditions to make all methods of transportation safer. The CTSC mission drives program planning and funding requests. Current funding does not allow for a consistent county-wide reach.*



## Part B: Narrative Questions

### Detailed Instructions for: **Question #2**

**QUESTION #2**

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

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

*Unfortunately, Watsonville has high ratings from the State Office of Transportation Safety (OTS) Ranking for Pedestrian and Bicyclist collisions. The proposed I- and NI-projects could improve the City’s rankings. The following information was collected by the OTS during 2010-2012 and indicates that Watsonville’s ranking among cities with populations between 50,001 and 100,000 is within the top ten for pedestrian collisions and within the top 25 for bicycle collisions.*

	2010	2010	2011	2011	2012	2012
Type of Collision	Victims Killed or Injured	OTS Ranking	Victims Killed or Injured	OTS Ranking	Victims Killed or Injured	OTS Ranking
Pedestrians	28	6/103	28	7/101	26	9/102
Pedestrians <15	9	4/103	9	3/101	7	8/102
Pedestrians 65+	3	20/103	4	12/101	3	21/102
Bicyclists	10	56/103	18	25/101	23	17/102
Bicyclists <15	2	53/106	3	43/101	4	27/102

*Collision information was analyzed for the three alternative routes discussed in Question #1 (see Attachment I-2 Page 1) where there have been four collisions involving pedestrians or bicyclists during the past five years. The collisions include the following:*

- *Number 10W-05374, dated 09/22/10 at the intersection of Walker Street and Lake Avenue between a vehicle and a pedestrian (see Attachment I-2 Pages 2-3).*
- *Number 10W-06326, dated 11/13/10 at the intersection of 6th Street and Walker Street between a bicyclist and a vehicle (see Attachment I-2 Pages 4-5).*
- *Number 12W-05323, dated 10/23/12 at the intersection of Walker Street and Lake Avenue between a bicyclist and a vehicle (see Attachment I-2 Pages 6-7).*
- *Number 13W-05254, dated 10/31/13 at the intersection of Beach Street and Walker Street between a pedestrian and a vehicle (see Attachment I-2 Pages 8-9).*

*Each of these collisions could have been eliminated by the I- and NI-projects. If the proposed trail were in place, those involved may have used it and avoided the intersections where the accidents occurred. If those involved had received the proposed training, they may have acted differently and avoided the collisions.*

- B. Describe how the project/program/plan will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities; including but not limited to the following possible areas: (15 points max.)**
- **Reduces speed or volume of motor vehicles in the proximity of non-motorized users.**
  - **Improves sight distance and visibility between motorized and non-motorized users.**
  - **Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users.**



- Improves compliance with local traffic laws for both motorized and non-motorized users.
- Addresses inadequate traffic control devices.
- Eliminates or reduces behaviors that lead to collisions involving non-motorized users.
- Addresses inadequate or unsafe traffic control devices, bicycle facilities, trails, crosswalks and/or sidewalks.

*The I-project creates an off-road trail that eliminates the need to use facilities adjacent to the road. Within the proposed project area, the trail does not cross any roads or driveways. The trail will be separated from the railroad tracks by a four-foot chain link fence.*

*Future I-project users currently travel on one of three routes (see Attachment I-1 Pages 1-3) that include West Beach Street, Kearney Street, Ford Street and/or Walker Street. The following are descriptions of each street and the challenges that they pose to non-motorized travelers.*

*West Beach Street passes through industrial area and is heavily travelled by large vehicles that also access many of the parcels on the road. Sidewalks are incomplete and the speed limit transitions from 25 to 35 miles per hour.*

*Ford Street has one side that is industrial and the other side is residential. The posted speed limit is 25 miles per hour. On both sides of the street, there are four-foot wide sidewalks with driveways that are not built to current ADA guidelines. There is on street parking and no bike lanes.*

*Kearney Street consists entirely of industrial parcels. The posted speed limit is 25 miles per hour. It has on street parking, no sidewalks and no bike lanes.*

*Walker Street has both commercial and industrial parcels. The posted speed limit is 25 miles per hour. Sidewalks are and bike lanes are incomplete. The sidewalk is four feet wide and has driveways that are not compliant with current ADA guidelines. Parts of the street allow parking.*

*The I-project will eliminate the need for pedestrians and bicyclists to use incomplete or non-compliant pedestrian and bicycle facilities within heavily travelled industrial areas. It will create an off-road facility that does not cross roads or driveways and will be separated from the railroad tracks by a four-foot chain link fence. This will address the following safety hazards:*

- *Eliminate the speed and volume of vehicles in proximity to the pedestrians and bicyclists.*
- *Improve sight distance and visibility.*
- *Eliminates potential conflict points..*
- *Improves compliance with local traffic laws.*
- *Addresses inadequate or unsafe bicycle facilities, trails and sidewalks.*

*The NI-project uses a combination of approaches to encourage and increase participation in active transportation while emphasizing safe behaviors will reduce risk of injury and behaviors that lead to collisions. All activities will emphasize use of appropriate safety equipment, and procedures such as riding with traffic for cyclists and using due care for pedestrians.*



## 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 I-project is included in two master plans. One is the MBSST Master Plan (MP) prepared and adopted by the SCCRTC. The other plan is the T&BMP prepared by the City of Watsonville.*

*MBSST. The MBSST includes a 32 mile length of proposed pedestrian/bike trail adjacent to existing railroad tracks and within the existing rail right of way. A portion of the MBSST passes through the City of Watsonville and includes the I-project. The MBSST MP was developed over a three year period and included extensive community involvement to identify opportunities and constraints and seek community priorities and preferences. Stakeholder interviews were conducted on five different days and involved 68 people representing 52 different groups. Additionally, a series of three public workshops with 200 people in attendance were held prior to development of the Draft Master Plan (DMP) to identify trail location opportunities and constraints. A second series of four public workshops with over 300 people in attendance were held after release of the DMP to present the plan, show trail segment proposals and seek community priorities and preferences regarding sequence of segment implementation. Stakeholders and the public also had opportunity to provide input during the public hearing process for adoption of the MP as well as a Draft and Final EIR.*

*T&BMP. The City of Watsonville formed a Master Plan Advisory Committee (MPAC) to assist with creation of the T&BMP. The MPAC included various stakeholder interest groups. Community and advocacy groups included Watsonville Wetlands Watch, Action Pajaro Valley, Sierra Club, and the Land Trust of Santa Cruz County. Watsonville Wetlands Watch (WWW) is a non-profit organization that partners with the City on trails and related habitat maintenance projects and conducts environmental education and environmental restoration work through the Watsonville wetlands. WWW also owns protected open space adjacent to the trail system. The Sierra Club has long been an advocate for trails in the Watsonville area. The Land Trust of Santa Cruz County owns land neighboring the planned trails system. Government agencies included the City of Watsonville, SCCRTC, Santa Cruz County Department of Public Works, the Resource Conservation District of Santa Cruz County, the State of California Coastal Conservancy and the Pajaro Valley Unified School District. Participation from youth in particular was strong, as several local bicycling groups and student groups were vocal participants, including youth enrolled in the Trips for Kids organization that provides bicycles to Watsonville youth and teaches them bicycle safety.*

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

*MBSST. Outreach for the MBSST MP included stakeholder interviews and public workshops. Stakeholders representing community and advocacy groups included Ecology Action, Sierra Club, Land Trust of Santa Cruz County, Friends of the Rail and Trail, Chambers of Commerce and other business groups, the railroad operator and the Farm Bureau of Santa Cruz County. Those representing public agencies included the Planning and Public Works Departments for the Cities of Capitola, Santa Cruz, Scotts Valley and Watsonville and the County of Santa Cruz, the California Coastal Commission, the California Coastal Conservancy, and California State Parks, among others.*

*T&BMP. The stakeholders met four times during preparation and review of the draft T&BMP. At least 5 public workshops were convened with a total of 80 participants and meetings were held in both English and Spanish. Meetings were held both on weekends and week day evenings, in City offices and meeting spaces and one meeting was held at a community planting day on a Saturday morning along the trails during the City's annual World*



*Wetlands Day Celebration. Local stakeholders and the public were engaged through bilingual announcements, posting information on the City website and meetings with other local agencies. Extensive outreach was conducted to youth through a variety of school programs, as students and youth are one of the largest user groups for the trails system. In addition, the draft Master Trails Map was placed in the Watsonville library, City's Nature Center, and at the Fitz Wetlands Educational Resource Center, operated by WWW on the campus of Pajaro Valley High School as a way to increase awareness of the project and encourage participation and comments by the public. The SCCRTC Bicycle Advisory Committee also reviewed the T&BMP's recommendations. Comments were also received during the public hearing process.*

*The NI-project engages stakeholders through discussions of proposed Active Transportation Program grant applications at Community Traffic Safety Coalition meetings. These meetings involve representatives of various agencies, businesses and advocacy groups in south Santa Cruz County.*

**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)**

*MBSST. Feedback received by the SCCRTC during stakeholder interviews included suggestions for best trail design standards; alignment ideas; spur trails to connect to nearby schools, commercial nodes, neighborhoods, parks, beaches and other coastal access opportunities; safety concerns related to agricultural and railroad operations; and natural resource protection needs. Public comments at these meetings focused on refining trail alignments, identifying additional key connections to and from the trail and strongly supported developing a paved, multi-use trail along the railroad right-of-way to provide a direct connection between Watsonville and Santa Cruz County's other coastal communities. The DMP was developed with information collected at the stakeholder interviews and first round of public meetings. The DMP divided the trail into 20 segments and analyzed them one at a time. The I-project is within Segment 18 which is one of five segments within the "southern reach" of the MBSST. During the second round of public meetings, participants in the south meeting indicated that Segment 18 was the highest priority of those considered. Additionally, the MP also identified Segment 18 as the highest priority for the southern reach based on considerations such as proximity to activity centers, population density, coastal access, segment cost, segment length, bridge crossings, amount of right-of-way, gap closure opportunities, and public input.*

*T&BMP. Stakeholders and the public assisted with the selection of trails and establishing a ranking to determine those segments that were considered the most important. The I-project was ranked as a high priority. These groups provided a wide range of priorities including public safety, safe routes to schools, reduction in greenhouse gas emissions, encouragement of greater youth participation in the trails system and better integration of natural resources like wetlands, rivers, and creeks. After youth stakeholders said they wanted to see trails that support safe routes to school and more bicycle access to local schools, the Pajaro Valley Unified School District was engaged to help integrate these concerns. Several stakeholders and local organizations were vocal in their interest to see increased connections between the City's existing wetland trails and areas outside of the existing trail system, including downtown Watsonville, and several of the other natural amenities, including the Pajaro River. The I-project makes one of these high priority regional connections – connecting the downtown core with the existing trail system.*

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

*MBSST. Stakeholder engagement has continued since adoption of the MBSST Master Plan in 2013 as various advocacy groups have sought funding to develop the project. Quarterly meetings are convened by the RTC of a newly formed Rail Trail Work Group which is attended by all the local jurisdictions through which the trail will traverse, as well as representatives from Caltrans, the California Coastal Conservancy, State Parks, County Parks, Iowa Pacific (the railroad operator), and local advocacy and community partners. Additionally, the project's most ardent champion is United States Congressman Sam Farr, who secured \$5.3M in federal funding to assist with*



construction of the initial trail segments. The City of Watsonville received \$1,04,000 of those funds to develop a different portion of Segment 18 and is currently doing so. The Land Trust of Santa Cruz County also provided \$260,000 in matching funds. While submitting an ATP Cycle 1 grant application in 2014, Ecology Action and Santa Cruz County Friends of the Rail & Trail secured \$11,000 in donations for the proposed project. While the Cycle 1 application was not approved, the donated funds were made available to help with environmental documentation. The MBSST MP received three awards in recognition of trail planning excellence and has been adopted by the Cities of Santa Cruz, Capitola, and Watsonville, and the County of Santa Cruz in a show of endorsement and support.

*T&BMP.* The City recently formed a Watsonville Trail Committee, consisting of various stakeholders working to support development of trails within the City and the south Santa Cruz County such as the I-project. Should the City secure an ATP Cycle 2 grant, the project will be presented to the public through the NEPA and CEQA process; will be reviewed by the SCCRTC Bicycle Advisory Committee which includes representation from all the Cities and Supervisorial Districts, as well as education and advocacy organizations; and the peer groups represented by the Rail Trail Work Group.



## 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)**

*A major health concern in Watsonville and across the nation is obesity. Watsonville adult obesity rates are considerably higher than the State's: 40.1% compared to 24.8%<sup>1</sup>. The same study reports that only 33% of Watsonville adults reported walking at least 150 minutes in the past week<sup>2</sup>. Residents of the Pajaro Valley, the bulk of who live in Watsonville, have higher obesity rates than the rest of the County of Santa Cruz. In 2013, 34% of Pajaro Valley adults were in the obese category, compared to County rate of 20.7%<sup>3</sup>.*

*Obesity/overweight rates among Watsonville's 5th, 7th and 9th graders were 49% in 2010 (www.kidsdata.org). The California Department of Education Physical Fitness Test report states that only 20.2% of the school district's 5th graders met all the physical fitness standards in 2014. The results were 21.9% for 7th graders and 30.2% for 9th graders. These rates fall below the physical fitness rates for both the County and the State.*

*Collisions and injuries from bicycle and pedestrian collisions are another public health concern. According to OTS 2012 Collisions Rankings, Watsonville is 9th out of 102 similar communities for collisions involving pedestrians (8th for collisions involving pedestrians under age 15). Watsonville's ranking for bicycle involved collisions is 17/102 overall and 27/102 for bicyclists under age 15. Injury data from the California Department of Public Health (<http://epicenter.cdph.ca.gov/>) show that Santa Cruz County has a higher rate of unintentional bike and pedestrian injuries, among 5-19 year olds than the State. In Santa Cruz County the rate of hospitalizations and emergency department visits in this category was 0.4% in the County compared to 0.3% for the State.*

*Cyclists, pedestrians and motorists are not always following accepted safety procedures. Annual bike safety observation surveys conducted by the HSA observed 251 Watsonville cyclists in 2014. Only 20% of bicyclists wore a helmet. The 2014 observation survey also assessed other cycling behaviors, including riding with traffic (70%) and stopping at stop lights/stop signs (68 %)*

*The 2014 pedestrian safety observation survey included a sample size of 2,208 pedestrians observed at sites across the City. Results revealed that only 47% of pedestrians used due care, as defined by California law. Pedestrians of all ages, but particularly youth, were observed engaging in potentially dangerous distracted behaviors, including talking on cell phones, texting, and using other electronic devices.*

*Another community health concern is asthma. According to the Child and Teen Health Profiles for 2011-2012 by the UCLA Center for Health Policy Research, 9.1% of children ages zero to 17 years old had asthma in Santa Cruz County. Efforts to limit direct exposure to exhaust from traffic congestion in a neighborhood or school zone will impact this health issue, especially for children already diagnosed with asthma.*

<sup>1</sup> California Health Interview Survey (CHIS), 2011-2012, <http://healthpolicy.ucla.edu/chis/Pages/default.aspx>

<sup>2</sup> Ibid.

<sup>3</sup> "A Glimpse of Reality: Health and Other Disparities in the Pajaro Valley," Pajaro Valley Health Trust, 2013.

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

*The public health goals of the I- and NI-projects are to decrease obesity and improve the overall health of the population by increasing physical activity and reducing the risk of injury from walking and cycling. The activities of the NI-project align with the Center for Disease Control recommended strategies for obesity prevention<sup>1</sup>.*

*Promoting active transportation through infrastructure improvements in combination with culturally appropriate*



education and encouragement will have public health benefits for the entire City and set a standard for the county to follow.

*This proposal is a partnership with Public Health in both planning and implementation. HSA programs reflect the unique characteristics of the community and the ability to provide bilingual and bicultural public health services directly to where people live, work and play. HSA is a leader in community collaboration with experience in fostering relationships and leveraging resources to benefit the health of the community. Partners on this project include Ecology Action, bringing extensive experience in alternative transportation programming and community outreach and Greenways to School, a local non-profit that engages teens in healthy activities. Open Streets, a project of Ecology Action, has successfully launched a series of events promoting active lifestyles. These partnerships allow the project to reach a wide audience with strategies targeted to specific groups such as teens, parents and employers.*

*It is the goal of these projects to increase the number of youth and adults using active modes of transportation to and from school, work and everyday activities, therefore increasing the overall amount of time they engage in physical activity. These goals align with the county-wide Go for Health! initiative to combat obesity (<http://www.unitedwaysc.org/go-health>). Go for Health! is committed to reducing obesity through environmental change, education and awareness. These strategies are incorporated in the NI-project.*

*Along with increasing the time community members spend walking and biking, the NI-project will promote safety. This includes using bicycle helmets and following safe cycling and walking procedures, therefore reducing the risk of injury. The Community Traffic Safety Coalition, facilitated by HSA, has a work plan focusing on bicycle safety skills, helmet use, and the overall promotion of safe walking and cycling. The coalition is supported by individuals and agencies throughout the county with a very active Watsonville workgroup.*

*The multifaceted approach of the NI-project will encourage the Watsonville community to safely use active modes of transportation. Access to a safe trail system, the education of pedestrians and cyclists, encouraging the business community to support active lifestyles and celebrating those who make positive change – all this will make Watsonville healthy.*

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<sup>1</sup> Keener, D., Goodman, K., Lowry, A., Zaro, S., & Kettel Khan, L. (2009). *Recommended community strategies and measurements to prevent obesity in the United States: Implementation and measurement guide*. Atlanta, GA: U.S. Department of Health and Human Services, Centers for Disease Control and Prevention.



## **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:

**\$47,319** (see Attachment I-5, Pages 1-2)

- Provide all census tract numbers
- Provide the median income for each census track listed
- Provide the population for each census track listed

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

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

**Option 3:** Percentage of students eligible for the Free or Reduced Price Meals Programs: **85.8%** (see Attachment I-5, Pages 3-4)

- Provide percentage of students eligible for the Free or Reduced Meals Program for each and all schools included in the proposal

**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



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

**What percent of the funds requested will be expended in the disadvantaged community? 100%**

**Explain how this percent was calculated.**

*100% of the funds will be expended within the disadvantaged community. As demonstrated above, the entire City of Watsonville qualifies as disadvantaged by Mean Household Income (MHI) and students eligible for Free or Reduced Meals Program (FRMP). Since the I-project is within City limits and NI-project will include programs and activities that will be conducted at locations within City limits, 100% of the funds requested will be expended in the disadvantaged community.*

**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.**

*With the entire city qualifying as disadvantaged and all the programs and activities are located within the City, the benefits for Watsonville's disadvantaged community are numerous and meaningful. Currently there are many challenges preventing Watsonville residents from using active transportation for either commuting or recreation. This project not only encourages and educates the community, it provides access for people to walk, bike and be healthy. The residents of Watsonville have high rates of obesity and the related health consequences. It is an economically disadvantaged community needing resources for change.*

*The proposed project will address one of the City's highest unfunded non-motorized active transportation priorities by creating trail along the existing railroad corridor solely for the use of pedestrians and bicyclists. It will provide a trail that connects neighborhoods, parks, schools, community centers, government offices, a commercial area and the City's existing slough trail network. The City will experience improved safety as it will reduce the possibility of collisions involving pedestrians and bicyclists as well as remedy several potential safety hazards that contribute to pedestrian and bicyclist injuries.*

*The proposed project is supported by the residents of Watsonville as well as Santa Cruz County. Education, outreach and encouragement activities will all occur where people, live, work, play and access services. These will reach out to parents at low-income housing sites, Head Start Centers, health clinics and other community service locations. Youth will be accessed through programs such as the YMCA, parks and recreation and schools. Large scale events like Open Streets and Bike to Work Day are free for all participants and celebrate the benefits of active transportation. Partnerships developed and/or strengthened as a result of this project will have positive, long-lasting effects for the community.*



## Part B: Narrative Questions

### Detailed Instructions for: Question #6

#### QUESTION #6

#### **COST EFFECTIVENESS (0-5 POINTS)**

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

*Alternatives to the proposed projects are those described in Questions #1 and #2 and summarized below (see Attachment I-1 Pages 1-3). Since each of the alternatives would enjoy all the benefits of the NI-project, this analysis will focus on the benefits of the I-project alternatives.*

*Kearney Street alternative. The length is 3,200 feet. Improvements include installation or reconstruction of curb, gutter sidewalk and driveways, reconstruction of a portion of roadway, installation of striping and modification of an existing parking lot on Walker Street.*

*Ford Street alternative. The length is 4,400 feet. Improvements include reconstruction or installation of curb, gutter, sidewalk and driveways, reconstruction of a portion of roadway, installation of striping and modification of an existing parking lot on Walker Street.*

*Beach Street alternative. The length is 5,800 feet. Improvements include reconstruction or installation of curb, gutter, sidewalk and driveways, reconstruction of a portion of roadway and installation of striping.*

*The benefits for each of these alignments would be similar and include the following:*

- *Eliminate one or more gaps in the existing sidewalk and bike lane network and promote walking and bicycling.*
- *Remedy safety hazards by creating physical separation between motorized and non-motorized users and address inadequate bike lanes and sidewalks.*
- *Improve public health as the improved pedestrian and bicycle facilities attract more users.*
- *Benefit a disadvantaged community as all of the improvements would be available to all residents within the community.*

*The proposed trail was selected as it provides the greatest number of benefits compared to the suite of alternatives. It would include all of the benefits described above and the following:*

- *A greater potential for walking and biking as the proposed project would connect to the Rail Trail Lee Road project currently in development to create 6,400 foot off-road pedestrian and bicycle facility. As part of the proposed MBSST, it would attract more users as the MBSST is developed.*
- *Remedy safety hazards that include reduce volume of motor vehicles in the proximity of non-motorized users, improve sight distance and visibility between motorized and non-motorized users and eliminate or reduce behaviors that lead to collisions.*
- *Develop a trail that has strong community support.*
- *Provide the greatest degree of off-street bicycle and pedestrian amenities that connect the local wetland trails, commercial and residential areas.*

- 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.)**

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

*Calculations. The B/C Tool estimated 2.61 for Total Project Cost and 3.27 for Fund Requested (see Attachment I-6 Pages 1-22).*



*Feedback. The B/C Tool provided in Cycle 2 made estimating the benefit/cost ratio much simpler than in cycle 1 as the challenging tasks of identifying formulas and assigning quantifiable values to different items was already done. It also eliminated the need to provide a construction cost estimate for each alternative. However, it gave the feeling of using a “black box” that had to be analyzed to be understood. This required walking through the different cells to identify the formulas and the data used. Some cells could not be viewed as they were hidden, such as lines 13 & 14 on Sheet 6E and columns J through V on Sheet 8.*

*There were instances when I received error messages when entering data into cells. I contacted Rose Agacer and received a prompt response (she responded in just 11 minutes on a Friday afternoon!) clarifying that not all cells needed to be completed. This included Box 1B and the number of trips, steps or miles done by pedestrians and Box 2B and the number or percent of current users.*



## 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.)**

*The proposed infrastructure and non-infrastructure projects have secured funding from numerous sources that can be leveraged to provide 20% of the anticipated costs.*

*Funds for the I-project include the following:*

Type	Source	Amount	Percent
Federal/State	ATP	\$600,000	80.0%
Local	Donation from Land Trust of Santa Cruz County	\$75,000	10.0%
Local	City of Watsonville	\$64,000	8.5%
Local	Donations collected by Friends of the Rail and Trail	\$11,000	1.5%
Total		\$750,000	100.0%

*Funding from the ATP will be used for construction.*

*The donation from the Land Trust of Santa Cruz County is contingent upon the City receiving this grant. These monies will assist with environmental documentation, design and right of way.*

*A portion of the funds from the City of Watsonville is currently being used to prepare environmental documentation and for project design. The balance is contingent upon the City receiving this grant and will be used for construction.*

*Friends of the Rail and Trails collected donations from local supporters that are currently being used to prepare environmental documents.*

*Funds for the NI-project include the following:*

Type	Source	Amount	Percent
Federal/State	ATP	\$88,000	78.6%
Local	HSA	\$14,000	12.5%
Local	Donations from businesses	\$8,000	7.1%
Local	City of Watsonville	\$2,000	1.8%
Total		\$112,000	100.0%

*All of the local funding sources are contingent upon the City receiving this grant.*

*Funding from the ATP will be used for all of the outreach programs, the Open Streets and Bike to Work events and the evaluation.*

*Funding from the HSA will be used for parent/caregiver, safety and skills trainings and the business outreach, the Open Streets event and the evaluation.*

*Donations collected from businesses will be used for outreach for teens and the Open Streets and Bike to Work events.*

*Funds from the City of Watsonville will be used for the Open Streets event.*

*All of the project funding is summarized in the following table:*

Type	Source	Amount	Percent
Federal/State	ATP	\$688,000	79.8%
Local	Donation from Land Trust of Santa Cruz County	\$75,000	8.7%



<i>Local</i>	<i>City of Watsonville</i>	<i>\$66,000</i>	<i>7.7%</i>
<i>Local</i>	<i>HSA</i>	<i>\$14,000</i>	<i>1.6%</i>
<i>Local</i>	<i>Donations collected by Friends of the Rail and Trail</i>	<i>\$11,000</i>	<i>1.3%</i>
<i>Local</i>	<i>Donations from businesses</i>	<i>\$8,000</i>	<i>0.9%</i>
<i>Total</i>		<i>\$862,000</i>	<i>100.0%</i>



## 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](mailto:atp@ccc.ca.gov)  
 Phone: (916) 341-3154

Community Conservation Corps representative:

Name: Danielle Lynch  
 Email: [inquiry@atpcommunitycorps.org](mailto: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)

*On 04/28/15, the City of Watsonville contacted both the California Conservation Corps and the Community Conservation Corps via email. The California Conservation Corps responded on 04/28/15 and said that it would not participate in the project (see Attachment I-8 Pages 1-2). The Community Conservation Corps responded on 05/05/15 and also said that it would not participate in the project (see Attachment I-8 Pages 3-4).*

- Applicant intends to utilize the CCC or a certified community conservation corps on the following items listed below (0 points).

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- 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.

*The City of Watsonville has had or currently has several ATP type grants during the last five years. These include grants for funding such as Federal American Recovery and Reinvestment Act (ARRA), Federal and State Highway Safety Improvement Program (HSIP), State Transportation Improvement Program (STIP), Federal and State Regional Transportation Improvement Program (RSTP) and State Transportation Development Act (TDA). During that time, the City had one project that was briefly "red-flagged" because of a delay in submitting the project funding letter. This will be avoided for the proposed project as the City plans to initiate work as soon as allowable and will submit the project funding letter at the earliest possible date.*

- 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

<b>Application Signature Page</b> Required for all applications	<b>Attachment A</b>
<b>ATP - PROJECT PROGRAMMING REQUEST (ATP-PPR)</b> Required for all applications	<b>Attachment B</b>
<b>Engineer's Checklist</b> Required for Infrastructure Projects	<b>Attachment C</b>
<b>Project Location Map</b> Required for all applications	<b>Attachment D</b>
<b>Project Map/Plans showing existing and proposed conditions</b> Required for Infrastructure Projects (optional for 'Non-Infrastructure' and 'Plan' Projects)	<b>Attachment E</b>
<b>Photos of Existing Conditions</b> Required for all applications	<b>Attachment F</b>
<b>Project Estimate</b> Required for Infrastructure Projects	<b>Attachment G</b>
<b>Non-Infrastructure Work Plan (Form 22-R)</b> Required for all projects with Non-Infrastructure Elements	<b>Attachment H</b>
<b>Narrative Questions backup information</b> Required for all applications Label attachments separately with "H-#" based on the # of the Narrative Question	<b>Attachment I</b>
<b>Letters of Support</b> Required or Recommended for all projects (as designated in the instructions)	<b>Attachment J</b>
<b>Additional Attachments</b> Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.	<b>Attachment K</b>



## 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: <u></u>	Date: <u>5-19-15</u>
Name: <u>Steve Palmisano</u>	Phone: <u>831-768-3100</u>
Title: <u>Public Works &amp; Utilities Director</u>	e-mail: <u>steve.palmisano@cityofwatsonville.org</u>

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

**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>

**ATP PROJECT PROGRAMMING REQUEST**

Date: 5/19/2015

Project Information:					
<b>Project Title:</b> City of Watsonville Rail Trail - Watsonville Slough Trailhead to Walker Street					
District	County	Route	EA	Project ID	PPNO
05	SCR	NA			

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)			40					40
PS&E				65				65
R/W				20				20
CON					677	52		729
TOTAL			40	85	681	56		862

ATP Funds	Infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON					600			600	
TOTAL					600			600	

ATP Funds	Non-Infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON					44	44		88	
TOTAL					44	44		88	

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

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

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

**ATP PROJECT PROGRAMMING REQUEST**

Date: 5/19/2015

Project Information:					
<b>Project Title:</b>	City of Watsonville Rail Trail - Watsonville Slough Trailhead to Walker Street				
<b>District</b>	<b>County</b>	<b>Route</b>	<b>EA</b>	<b>Project ID</b>	<b>PPNO</b>
05	SCR	NA			

**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									
<b>TOTAL</b>									

Fund No. 3:	Land Trust of Santa Cruz County								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)			29					29	
PS&E				26				26	Notes:
R/W				20				20	For I-project
CON									
<b>TOTAL</b>			29	46				75	

Fund No. 4:	City of Watsonville								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				39				39	Notes:
R/W									For I- & NI-projects (\$1K for CON
CON					26	1		27	in 17/18 & 18/19 is NI-project)
<b>TOTAL</b>				39	26	1		66	

Fund No. 5:	Santa Cruz County Friends of the Rail and Trails								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)			11					11	
PS&E									Notes:
R/W									For I-project
CON									
<b>TOTAL</b>			11					11	

Fund No. 6:	Santa Cruz County Health Services Agency								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									For NI-project
CON					7	7		14	
<b>TOTAL</b>					7	7		14	

Fund No. 7:	Local businesses								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									For NI-project
CON					4	4		8	
<b>TOTAL</b>					4	4		8	

## ATP Engineer's Checklist for Infrastructure Projects

### Required for "Infrastructure" applications ONLY

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

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

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

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

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

1. **Vicinity map /Location map** Engineer's Initials: WTF
  - a. The project limits must be clearly depicted in relationship to the overall agency boundary
  
2. **Project layout-plan/map** showing existing and proposed conditions must: Engineer's Initials: WTF
  - a. Be to a scale which allows the visual verification of the overall project "construction" limits and limits of each primary element of the project
  - b. Show the full scope of the proposed project, including any non-participating construction items
  - c. Show all changes to existing motorized/non-motorized lane and shoulder widths. Label the proposed widths
  - d. Show agency's right of way (ROW) lines when permanent or temporary ROW impacts are possible. (As appropriate, also show Caltrans', Railroad, and all other government agencies ROW lines)
  
3. **Typical cross-section(s)** showing existing and proposed conditions. Engineer's Initials: WTF  
*(Include cross-section for each controlling configuration that varies significantly from the typical)*
  - a. Show and dimension: changes in lane widths, ROW lines, side slopes, etc.
  
4. **Detailed Engineer's Estimate** Engineer's Initials: WTF
  - a. Estimate is reasonable and complete.
  - b. Each of the main project elements are broken out into separate construction items. The costs for each item are based on calculated quantities and appropriate corresponding unit costs
  - c. All non-participating costs in relation to the ATP funding are clearly identified and accounted for separately from the eligible costs.
  - d. All project elements the applicant intends to utilize the CCC (or a certified community conservation corps) on need to be clearly identified and accounted for
  - e. All project development costs to be funded by the ATP need to be accounted for in the total project cost

5. **Crash/Safety Data, Collision maps and Countermeasures:**

Engineer's Initials: WCF

- a. Confirmation that crash data shown occurred within influence area of proposed improvements.

6. **Project Schedule and Requested programming of ATP funding**

Engineer's Initials: WCF

- a. All applicants must anticipate receiving federal ATP funding for the project and therefore the project schedules and programming included in the application must account for all applicable requirements and timeframes.
- b. "Completed Dates" for project Milestone Dates shown in the application have been reviewed and verified
- c. "Expected Dates" for project Milestone Dates shown in the application account for all reasonable project timetables, including: Interagency MOUs, Caltrans agreements, CTC allocations, FHWA authorizations, federal environmental studies and approvals, federal right-of-way acquisitions, federal consultant selections, project permits, etc.
- d. The fiscal year and funding amounts shown in the PPR must be consistent with the values shown in the project cost estimate(s), expected project milestone dates and expected matching funds.

7. **Warrant studies/guidance (Check if not applicable)**

Engineer's Initials: WCF

- N/A a. For new Signals – Warrant 4, 5 or 7 must be met (CA MUTCD): Signal warrants must be documented as having been met based on the CA MUTCD

8. **Additional narration and documentation:**

Engineer's Initials: WCF

- a. The text in the "Narrative Questions" in the application is consistent with and supports the engineering logic and calculations used in the development of the plans/maps and estimate
- b. When needed to clarify non-standard ATP project elements (i.e. vehicular roadway widening necessary for the construction of the primary ATP elements); appropriate documentation is attached to the application to document the engineering decisions and calculations requiring the inclusion of these non-standard elements.

**Licensed Engineer:**

Name (Last, First):

Title:

Engineer License Number

Signature: *Murray A. Fontes*

Date:

Email:

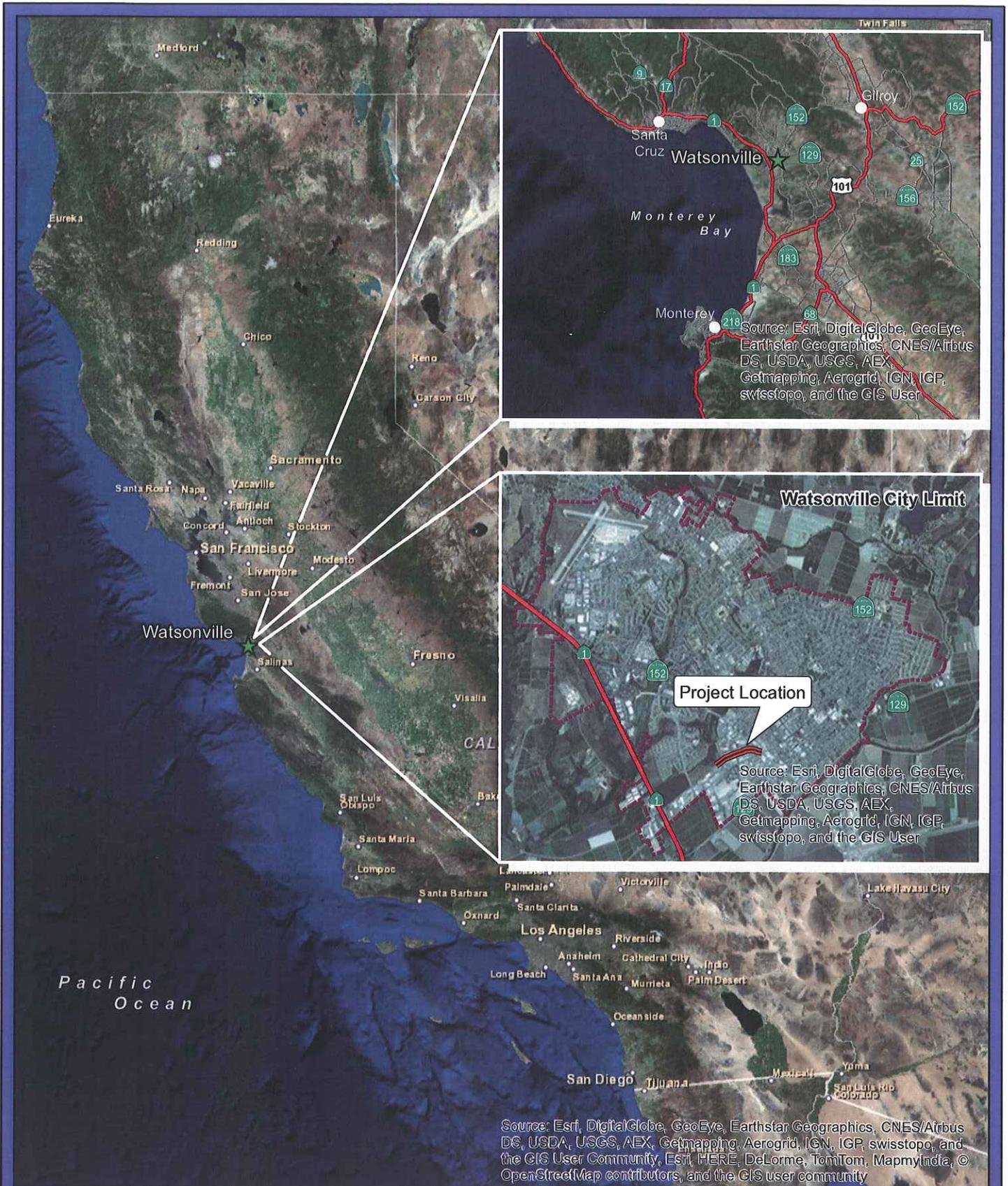
Phone:

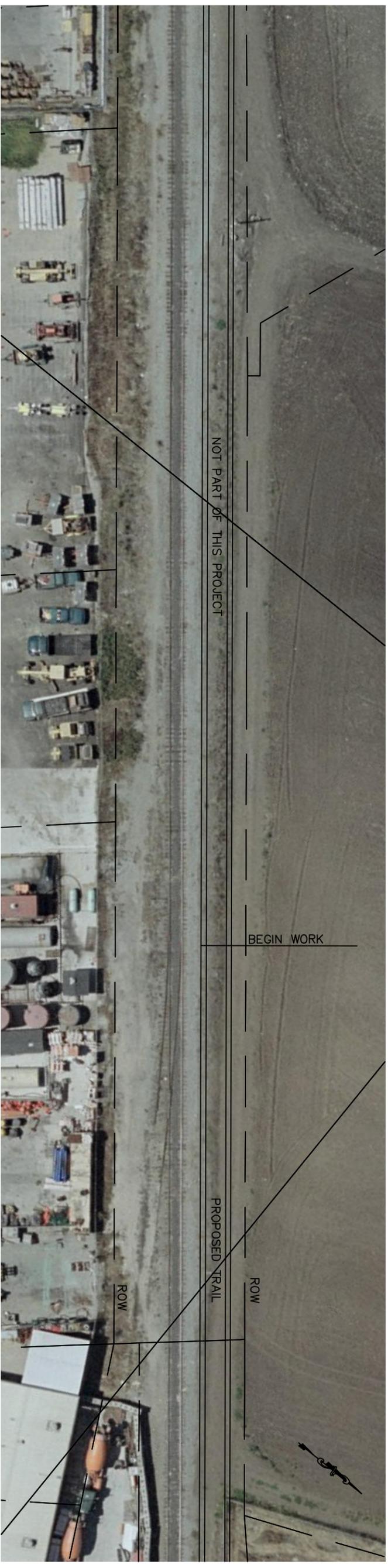
**Engineer's Stamp:**



# City of Watsonville Rail Trail

## Watsonville Slough Trailhead to Walker St





CITY OF WATSONVILLE, CALIFORNIA  
 PUBLIC WORKS, ENGINEERING DEPARTMENT  
 MONTEREY BAY SANCTUARY SCENIC TRAIL

STROVE SLOUGH TRAIL TO WALKER STREET

Prepared by	DATE	Scale	SHEET
WLF	05/07/14	1" = 20'	1
Checked by			3

FOR REDUCED PLANS ORIGINAL SCALE IS IN INCHES





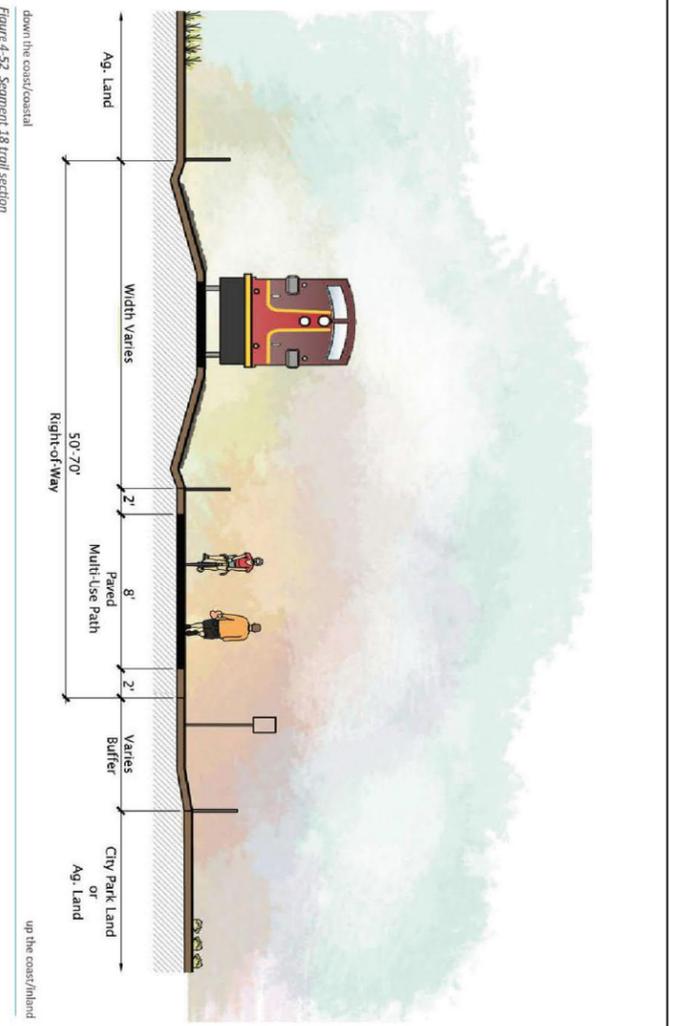
CITY OF WATSONVILLE, CALIFORNIA  
 PUBLIC WORKS, ENGINEERING DEPARTMENT  
 CITY OF WATSONVILLE RAIL TRAIL

STROVE SLOUGH TRAIL TO WALKER STREET

Approved by \_\_\_\_\_ Date \_\_\_\_\_

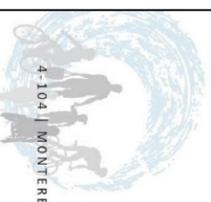
Designed by	WLF	Scale	1" = 20'	SHEET	2
Checked by	05/07/14	Sheet		of	3





down the coast/coastal  
 Figure 4-52 Segment 18 trail section  
 up the coast/inland

# TYPICAL SECTION



4-104 | MONTEREY BAY SANCTUARY SCENIC TRAIL NETWORK MASTER PLAN - FINAL

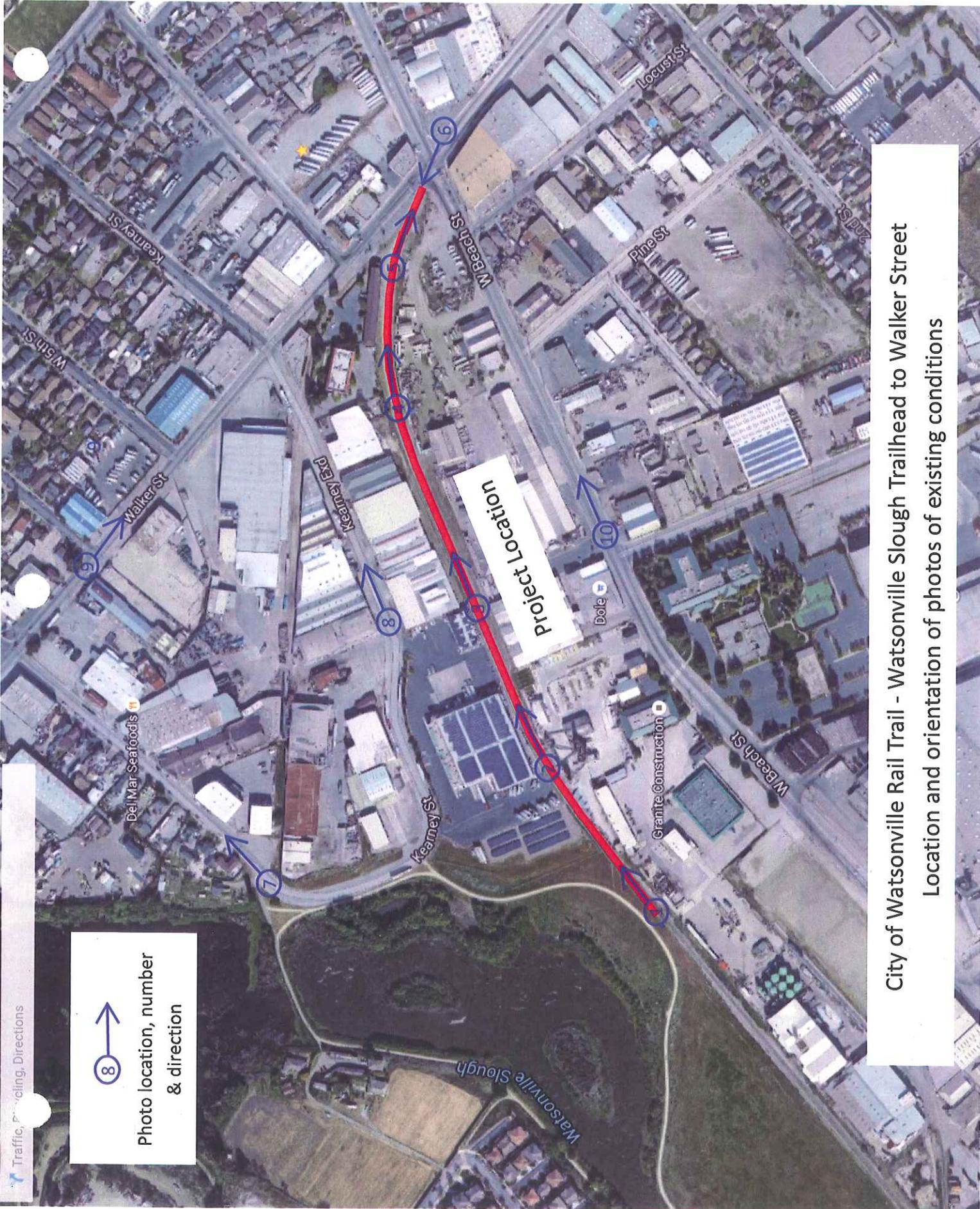
FOR REDUCED PLANS ORIGINAL SCALE IS IN INCHES



CITY OF WATSONVILLE, CALIFORNIA PUBLIC WORKS, ENGINEERING DEPARTMENT	
CITY OF WATSONVILLE RAIL TRAIL	
STROVE SLOUGH TRAIL TO WALKER STREET	
Approved by	Date
Checked by	Date
Drawn by	Date
Scale	Sheet
1" = 20'	3
	3



Photo location, number & direction



Project Location

City of Watsonville Rail Trail - Watsonville Slough Trailhead to Walker Street  
Location and orientation of photos of existing conditions

City of Watsonville Rail Trail – Watsonville Slough Trailhead to Walker Street

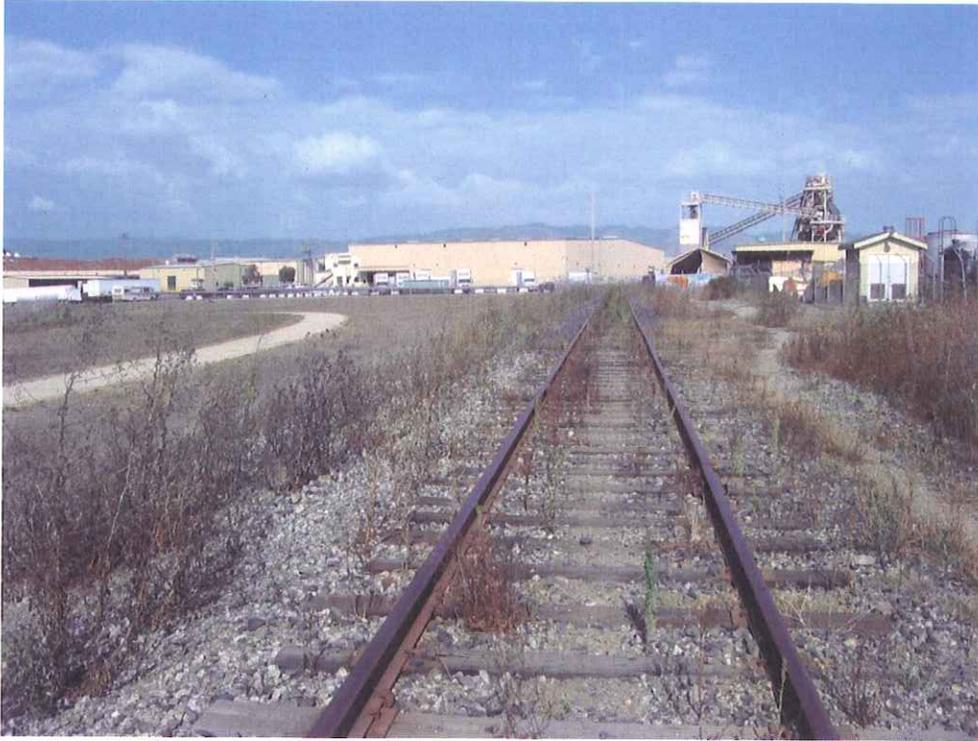


Photo #1 – South end of trail, looking north

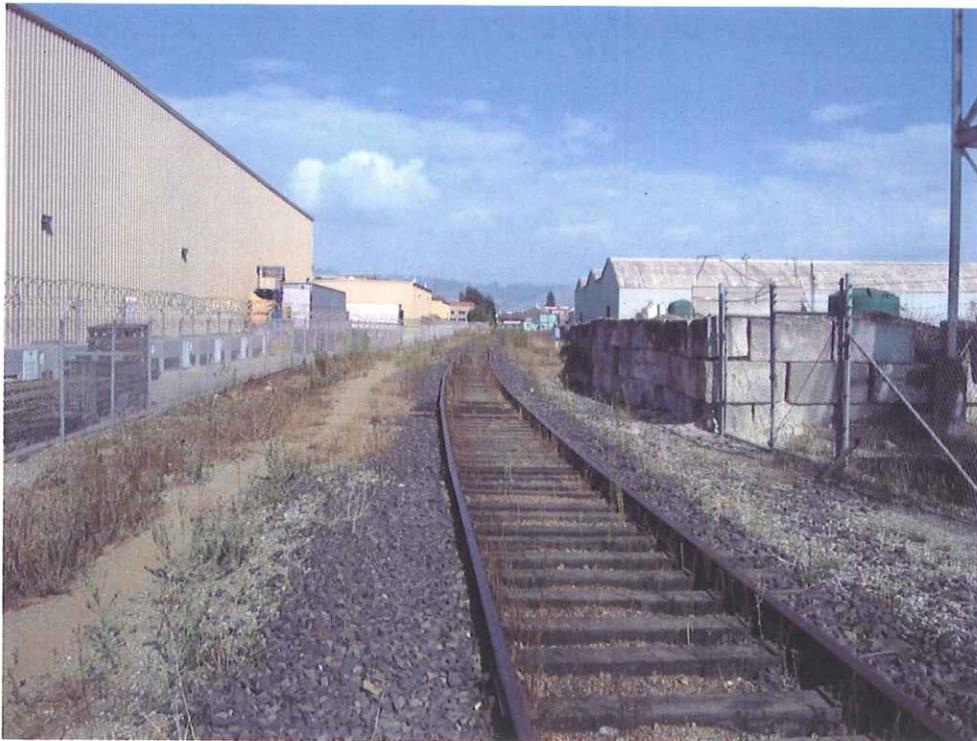


Photo #2 – 700 feet north of south end of trail, looking north

City of Watsonville Rail Trail – Watsonville Slough Trailhead to Walker Street



Photo #3 – 1,600 feet north of south end of trail, looking north

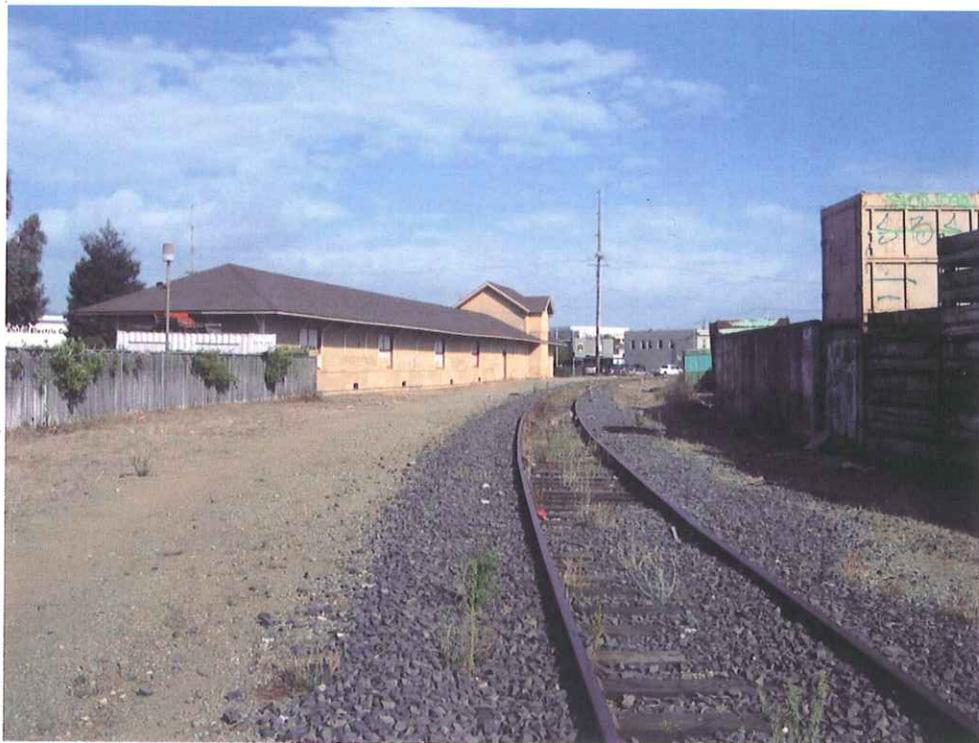


Photo #4 – 1,900 feet north of south end of trail, looking north

City of Watsonville Rail Trail – Watsonville Slough Trailhead to Walker Street

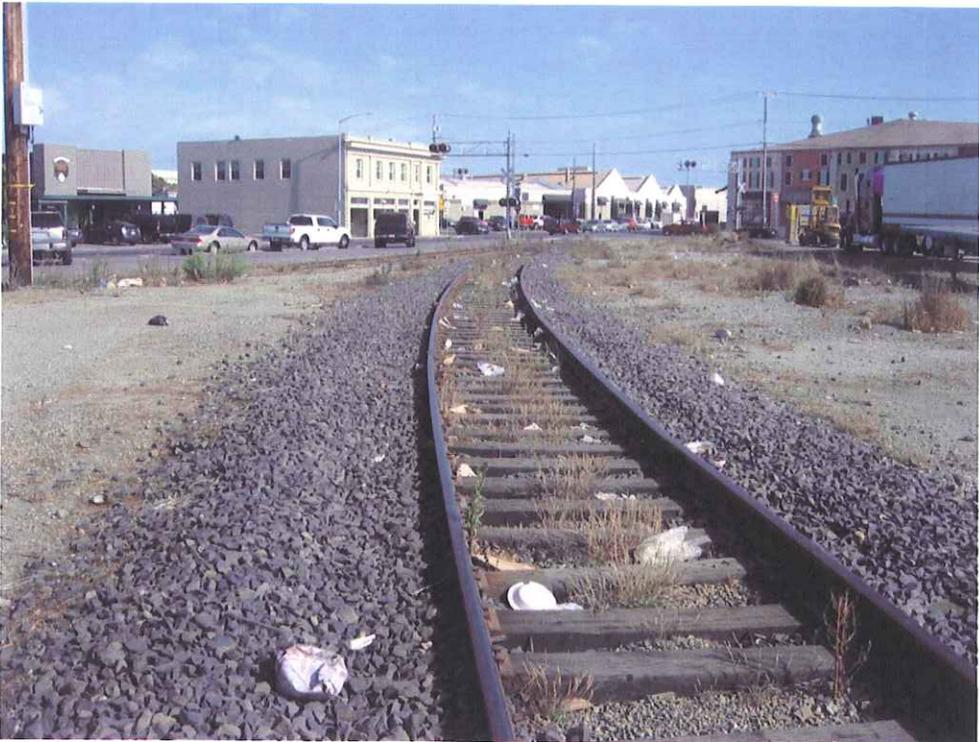


Photo #5 – 2,200 feet north of south end of trail, looking north

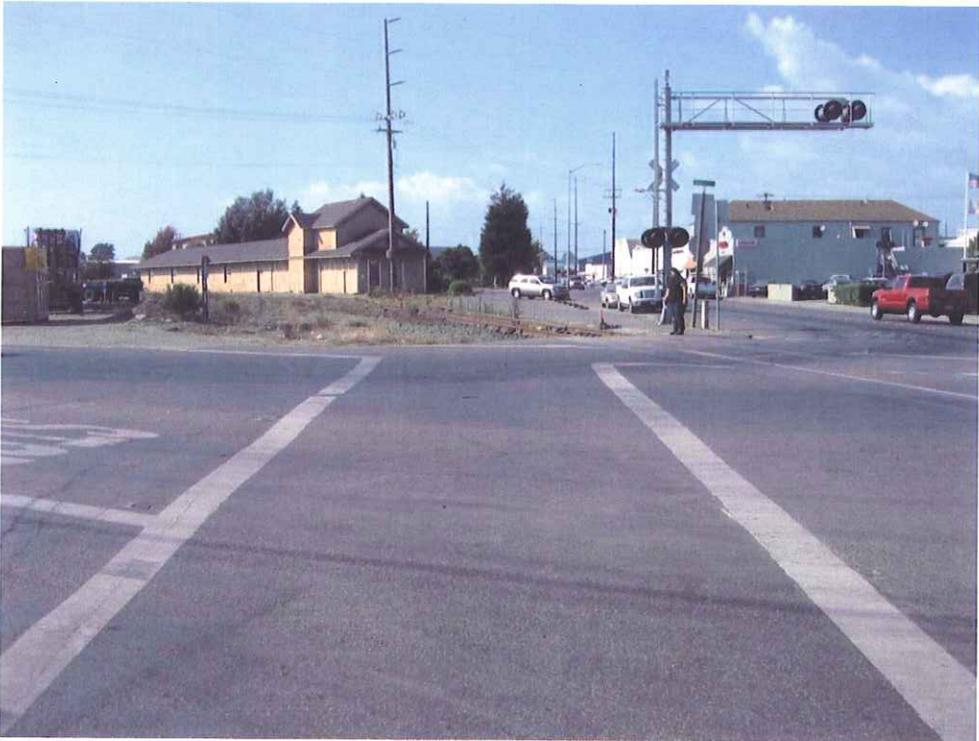


Photo #6 – North end of trail, looking south

371-541 Ford St  
Watsonville, CA 95076 - approximate address  
**NEW!** Street View - May 2011

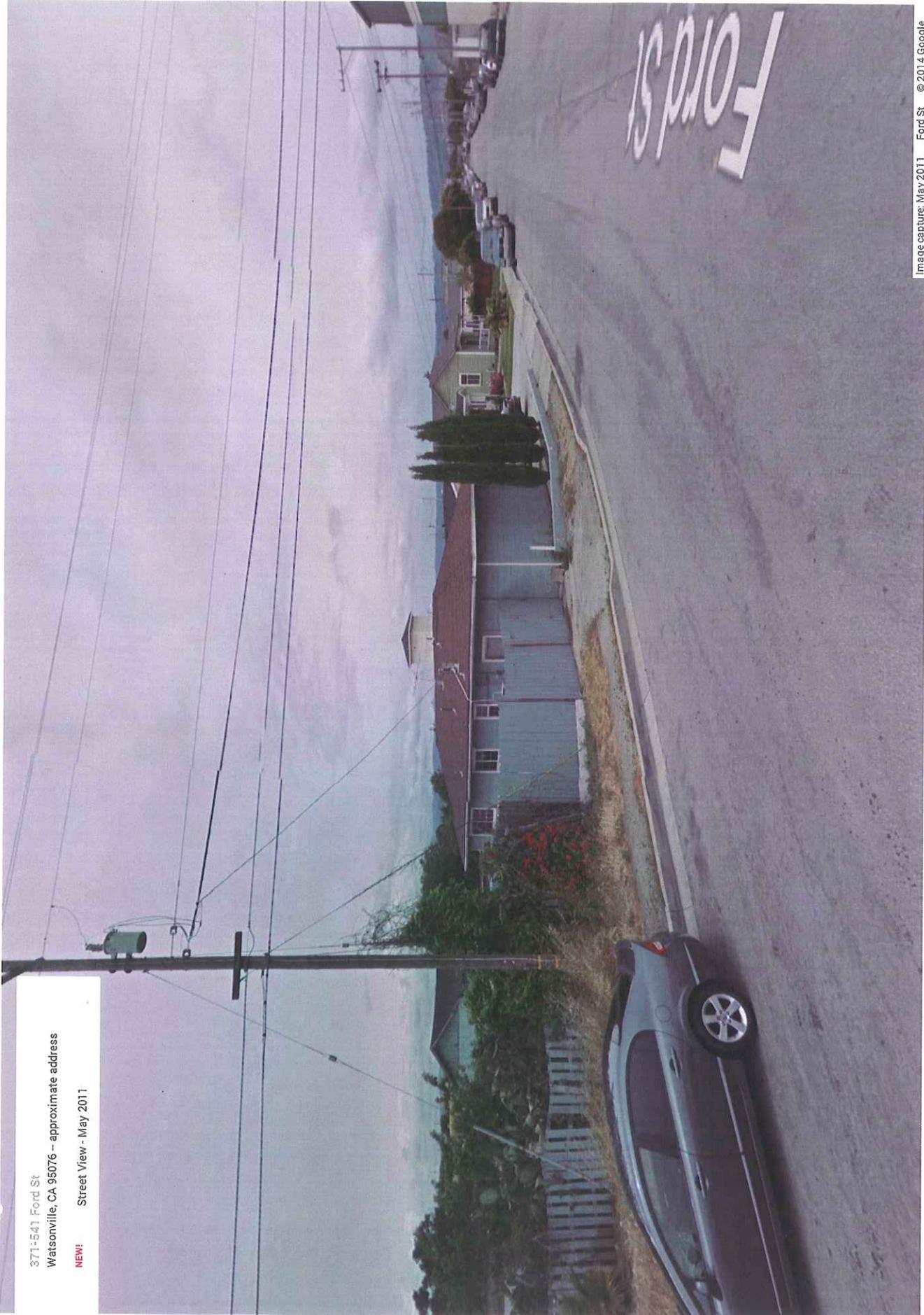


Image capture: May 2011 Ford St © 2014 Google

Photo #7 - Ford Street. Looking north, 900 feet south of Walker Street.

2115-243 Kearney Exd  
Watsonville, CA 95076 -- approximate address  
NEW! Street View - May 2011



Image capture: May 2011 Kearney Exd © 2014 Google

Photo #8 - Kearny Street. Looking south, 400 feet south of Walker Street.

627-713 Walker St  
Watsonville, CA 95076 - approximate address  
**NEW!** Street View - May 2011



Image capture: May 2011 Walker St © 2014 Google

Photo #9 - Walker Street. 300 feet south of Ford Street.

400-458 W Beach St  
Watsonville, CA 95076 - approximate address  
**NEW!** Street View - May 2011

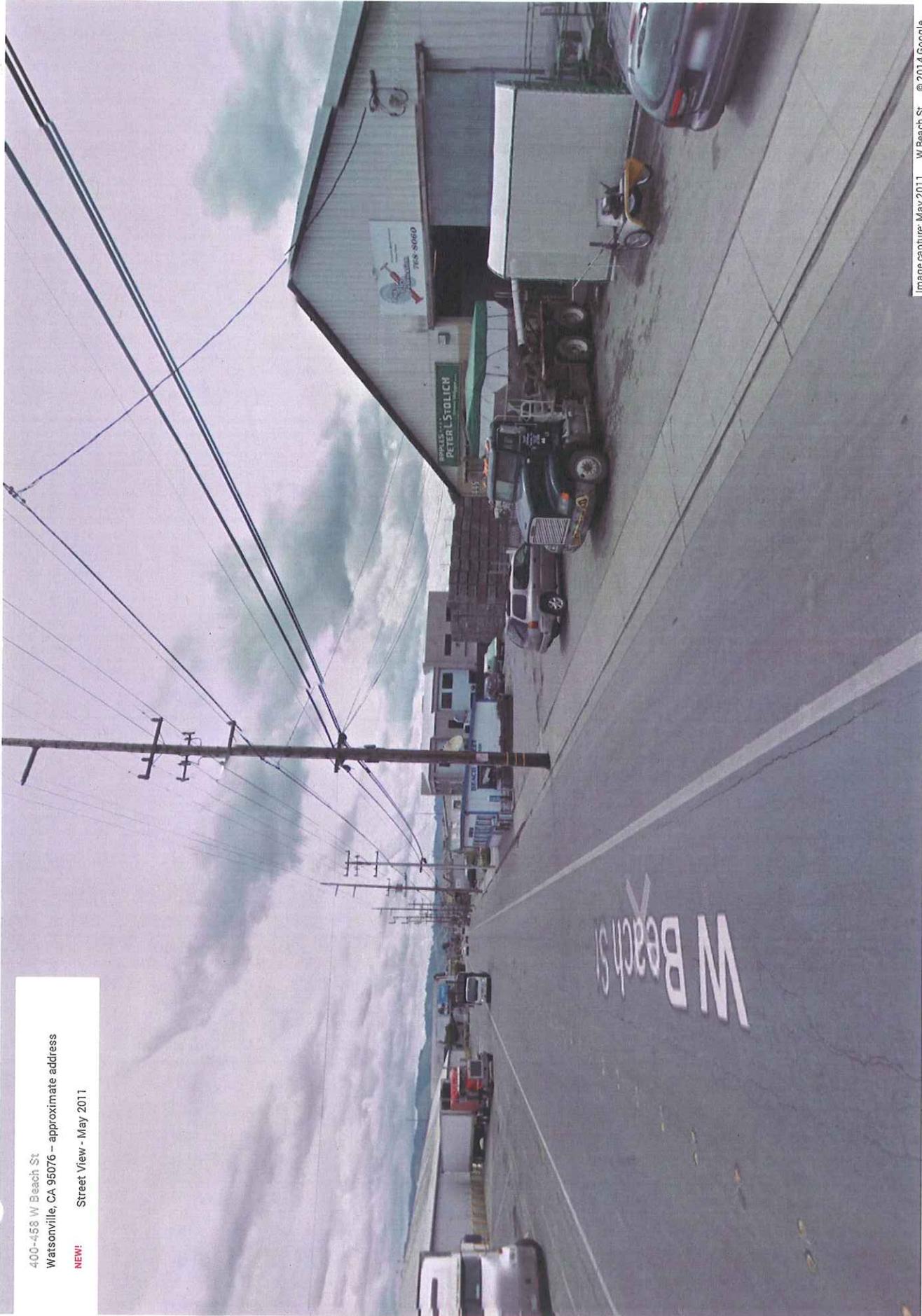


Image capture: May 2011 W Beach St © 2014 Google

Photo #10 - West Beach Street. Looking north, just north of Harvest Drive.

## Detailed Engineer's Estimate and Total Project Cost

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

### Project Information:

Agency:	City of Watsonville		
Application ID:	City of Watsonville Rail Trail	Prepared by:	Murray Fontes
Project Description:	Construct 2400 pedestrian and bicycle path		
Project Location:	Adjacent to existing railroad tracks and within railroad right of way from Watsonville Slough Trailhead (1500 feet east of Ohlone Parkway) to Walker Street		

### Engineer's Estimate and Cost Breakdown:

Engineer's Estimate (for Construction Items Only)						Cost Breakdown							
						Note: Cost can apply to more than one category. Therefore may be over 100%.							
						ATP Eligible Items		Landscaping		Non-Participating Items		To be Constructed by Corps/CCC	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$	%	\$
1	Construction Survey	1	LS	\$3,000.00	\$3,000	100	\$3,000						
2	Water Pollution Control	1	LS	\$6,000.00	\$6,000	100	\$6,000						
3	Storm Water Pollution Prevention Plan	1	LS	\$1,200.00	\$1,200	100	\$1,200						
4	Mobilization	1	LS	\$18,000.00	\$18,000	100	\$18,000						
5	Traffic Control System	1	LS	\$3,000.00	\$3,000	100	\$3,000						
6	Clear & grub	1	LS	\$15,000.00	\$15,000	100	\$15,000						
7	Remove Spur at Walker Street	1	LS	\$15,000.00	\$15,000	100	\$15,000						
8	Remove Striping	250	LF	\$6.00	\$1,500	100	\$1,500						
9	Excavation & Grading	1800	CY	\$60.00	\$108,000	100	\$108,000						
10	Aggregate Base	2000	TN	\$90.00	\$180,000	100	\$180,000						
11	Hot Mix Asphalt	400	TN	\$120.00	\$48,000	100	\$48,000						
12	Curb & Gutter	120	LF	\$30.00	\$3,600	100	\$3,600						
13	Sidewalk	720	SF	\$18.00	\$12,960	100	\$12,960						
14	Concrete Panels at Railroad Crossing	70	SF	\$180.00	\$12,600	100	\$12,600						
15	Fence	2,400	LF	\$48.00	\$115,200	100	\$115,200						
16	Traffic Signs	2	EA	\$200.00	\$400	100	\$400						
17	Directional Signs	2	EA	\$1,200.00	\$2,400	100	\$2,400						
18	Crosswalk	250	LF	\$6.00	\$1,500	100	\$1,500						
19	Centerline Stripe	2,400	LF	\$3.60	\$8,640	100	\$8,640						
20	Erosion Control	15,000	SF	\$0.60	\$9,000	100	\$9,000						
21	Demobilization & As- Built Plans	1	LS	\$15,000.00	\$15,000	100	\$15,000						
<b>Subtotal of Construction Items:</b>					<b>\$580,000</b>		<b>\$580,000</b>						
<b>Construction Item Contingencies</b> (% of Construction Items):													
<b>Enter in the cell to the right</b>													
<b>Total (Construction Items &amp; Contingencies) cost:</b>					<b>\$580,000</b>								

### Project Cost Estimate:

Type of Project Delivery Cost	Cost \$		
<b>Preliminary Engineering (PE)</b>			
Environmental Studies and Permits(PA&ED):	\$ 40,000		
Plans, Specifications and Estimates (PS&E):	\$ 65,000		
<b>Total PE:</b>	<b>\$ 105,000</b>	<b>18.10%</b>	25% Max
<b>Right of Way (RW)</b>			
Right of Way Engineering:	\$ 10,000		
Acquisitions and Utilities:	\$ 10,000		
<b>Total RW:</b>	<b>\$ 20,000</b>		
<b>Construction (CON)</b>			
Construction Engineering (CE):	\$ 45,000	<b>7.20%</b>	15% Max
Total Construction Items & Contingencies:	\$580,000		
<b>Total CON:</b>	<b>\$ 625,000</b>		
<b>Total Project Cost Estimate:</b>	<b>\$ 750,000</b>		

## Exhibit 22-R ATP Non-Infrastructure Project Work Plan

Fill in the following items:

<b>Date:</b> (1)	28-May-15
<b>Project Number:</b> (2)	
<b>Project Location(s):</b> (3a)	City of Watsonville
" " (3b)	
" " (3c)	
<b>Project Description:</b> (4)	Provide bicycle and pedestrian safety information, skill-buliding, and encouragement to the community adjacement to the Monterey Bay Sanctuary Scenic Trail.

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
<a href="#">Task "A"</a>	Parent/CaregiverOutreach	Jul-2017	Jun-2019	\$ 10,000.08
<a href="#">Task "B"</a>	Bicycle Safety/skills workshops for teens and adults	Jul-2017	Jun-2019	\$ 5,000.00
<a href="#">Task "C"</a>	Greenways Two School programming			\$ 14,000.50
<a href="#">Task "D"</a>	Employee wellness			\$ 25,000.00
<a href="#">Task "E"</a>	Open Streets Community Event	Jun-2017	Jun-2019	\$ 36,999.80
<a href="#">Task "F"</a>	Promote and implement watsonville Bike to work Day Activities	Jul-2017	Jun-2019	\$ 10,000.00
<a href="#">Task "G"</a>	Evaluation and Data Collection			\$ 6,000.00
<a href="#">Task "H"</a>	Partnership management	Jul-2017	Jun-2019	\$ 4,999.94
<a href="#">Task "I"</a>				\$ -
<a href="#">Task "J"</a>				\$ -
<b>GRAND TOTAL</b>				<b>\$ 112,000.32</b>

**TASK "A" DETAIL**

<b>Task Name (5a):</b>	<b>Parent/Caregiver Outreach</b>		
<b>Task Summary (5b):</b>	Provide safety information and encouragement to parents at sites within the community.		
<b>Task Schedule (5c):</b>	<b>Start Date :</b> Jul-2017	<b>End Date:</b>	Jun-2019

<b>Activities (6a):</b>		<b>Deliverables (6b):</b>
1.	Santa Cruz County Health Services Agency (HSA) will outreach to community agencies such as schools, Head Start centers, health clinics and low income housing centers in the vicinity of the infrastructure project. Schedule outreach events.	List of community agencies serving parents and caregivers. Program activity calendar.
2.	HSA staff will conduct bicycle and pedestrian safety presentations, workshops and outreach to parents and caregivers.	Activities will impact 250-500 parents and caregivers tracked through sign-in sheets and presentation logs.
3.	HSA will provide materials that focus on the health benefits of active transportation and use of community walking and cycling routes.	Copies of materials created or purchased.
4.		
5.		
6.		
7.		
8.		
9.		
10.		

**Staff Costs:**

<b>Staff Title (7a):</b>		<b>Staff Hours (7b)</b>	<b>Rate Per Hour (7c)</b>	<b>Total \$</b>
Party 1 -	HSA - Senior Health educator	25	\$42.68	\$ 1,067.00
Party 2 -	HSA - Health Educator	69	\$56.44	\$ 3,880.25
Party 3 -	HSA- Health Program Specialist	75	\$47.78	\$ 3,583.50
Party 4 -				\$ -
Party 5 -				\$ -
Party 6 -				\$ -
Subtotal Party Costs (6d):				\$ 8,530.75
Indirect Costs (6e):				
<b>Total Staff Costs (6f):</b>				<b>\$ 8,530.75</b>

**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: 2px; display: inline-block;">Itemized "Other Costs" Section</div>	Travel (9a):	\$ 531.83
	Equipment (9b):	\$ -
	Supplies/Materials (9c):	\$ 937.50
	Incentives (9d):	\$ -
	Other Direct Costs (9e):	\$ -
	" " (9f):	\$ -
<b>Total Other Costs (9g):</b>		<b>\$ 1,469.33</b>
<b>TASK GRAND TOTAL (10g):</b>		<b>\$ 10,000.08</b>

**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 to Watsonville		\$ 532
2.		\$ -
3.		\$ -
4.		\$ -
5.		\$ -
6.		\$ -
7.		\$ -
8.		\$ -
9.		\$ -
10.		\$ -
11.		\$ -
12.		\$ -
13.		\$ -
14.		\$ -
15.		\$ -
16.		\$ -
17.		\$ -
18.		\$ -
19.		\$ -
20.		\$ -
<b>Total</b>	0	\$ 532
<b>Total Travel Cost:</b>		<b>\$ 531.83</b>

**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.				\$ -
<b>Total:</b>	0		\$0	\$ -
<b>Total Equipment Cost:</b>				<b>\$ -</b>

**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. Workshop materials	375	1	\$3	\$ 937.50
2.				\$ -
3.				\$ -
4.				\$ -
5.				\$ -
6.				\$ -
7.				\$ -
8.				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
<b>Total:</b>	375		\$3	\$ 937.50
<b>Total Supplies/Materials Cost:</b>				<b>\$ 937.50</b>

**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.				\$ -
<b>Total:</b>	0		\$0	\$ -
<b>Total Incentives Cost:</b>				<b>\$ -</b>

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**Task "A" Other Costs:**

<b>Itemized Other Direct Costs (9e)</b>				
Please provide an itemized "other" cost estimate for all other costs applicable to each task				
<b>Other Direct Costs (9e)</b>				
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.				\$ -
<b>Total:</b>	0		\$0	\$ -
<b>Total Other Direct Cost:</b>				<b>\$ -</b>

<b>Itemized Other Direct Costs (9f)</b>				
Please provide an itemized "other direct" cost estimate for all other costs applicable to each task				
<b>Other Direct Costs (9f)</b>				
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.				\$ -
<b>Total:</b>	0		\$0	\$ -
<b>Total Other Direct Cost:</b>				<b>\$ -</b>

**TASK "B" DETAIL**

<b>Task Name (5a):</b>	<b>Bicycle Safety/skills workshops for teens and adults</b>		
<b>Task Summary (5b):</b>	Workshops at community and business sites		
<b>Task Schedule (5c):</b>	<b>Start Date :</b> Jul-2017	<b>End Date:</b>	Jun-2019

**Activities and Deliverables:**

<b>Activities (6a):</b>		<b>Deliverables (6b):</b>
1.	Santa Cruz County Health Services Agency (HSA) will outreach to schools, City Park & Recreation, bicycle shops, and business to promote bicycle safety and skills workshops for teens and adults.	Flyers and activity logs.
2.	HSA will schedule and conduct workshops that may include on the bike practice, on the road and/or existing trail systems. Classes to take place at business and community sites.	Activities to impact 75-100 teens and adults as tracked through sign-in sheets and program activity logs.
3.		
4.		
5.		
6.		
7.		
8.		
9.		
10.		

**Staff Costs:**

<b>Staff Title (7a):</b>		<b>Staff Hours (7b)</b>	<b>Rate Per Hour (7c)</b>	<b>Total \$</b>
Party 1 -	Health educator	79	\$56.44	\$ 4,444.65
Party 2 -				\$ -
Party 3 -				\$ -
Party 4 -				\$ -
Party 5 -				\$ -
Party 6 -				\$ -
Subtotal Party Costs (6d):				\$ 4,444.65
Indirect Costs (6e):				
<b>Total Staff Costs (6f):</b>				<b>\$ 4,444.65</b>

**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: 2px; display: inline-block;">                     Itemized "Other Costs" Section                 </div>	Travel (9a):	\$ 305.35
	Equipment (9b):	\$ -
	Supplies/Materials (9c):	\$ 250.00
	Incentives (9d):	\$ -
	Other Direct Costs (9e):	\$ -
	" " (9f):	\$ -
	<b>Total Other Costs (9g):</b>	<b>\$ 555.35</b>
<b>TASK GRAND TOTAL (10g):</b>		<b>\$ 5,000.00</b>

**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	Total \$
1. Mileage to Watsonville		\$ 305
2.		\$ -
3.		\$ -
4.		\$ -
5.		\$ -
6.		\$ -
7.		\$ -
8.		\$ -
9.		\$ -
10.		\$ -
11.		\$ -
12.		\$ -
13.		\$ -
14.		\$ -
15.		\$ -
16.		\$ -
17.		\$ -
18.		\$ -
19.		\$ -
20.		\$ -
<b>Total</b>	0	\$ 305
<b>Total Travel Cost: \$</b>		<b>305.35</b>

**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.				\$ -
<b>Total:</b>	0		\$0	\$ -
<b>Total Equipment Cost: \$</b>				<b>-</b>

**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. Educational materials and supplies	125		\$2	\$ 250.00
2.				\$ -
3.				\$ -
4.				\$ -
5.				\$ -
6.				\$ -
7.				\$ -
8.				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
<b>Total:</b>	125		\$2	\$ 250.00
<b>Total Supplies/Materials Cost: \$</b>				<b>250.00</b>

**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.				\$ -
<b>Total:</b>	0		\$0	\$ -
<b>Total Incentives Cost: \$</b>				<b>-</b>

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**Task "B" Other Costs:**

<b>Itemized Other Direct Costs (9e)</b>				
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.				\$ -
<b>Total:</b>	0		\$0	\$ -
<b>Total Other Direct Cost:</b>				<b>\$ -</b>

<b>Itemized Other Direct Costs (9f)</b>				
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.				\$ -
<b>Total:</b>	0		\$0	\$ -
<b>Total Other Direct Cost:</b>				<b>\$ -</b>

**TASK "C" DETAIL**

<b>Task Name (5a):</b>	<b>Greenways Two School programming</b>		
<b>Task Summary (5b):</b>	Education and activities for teens to encourage active transportation.		
<b>Task Schedule (5c):</b>	<b>Start Date :</b>		<b>End Date:</b>

**Activities and Deliverables:**

<b>Activities (6a):</b>		<b>Deliverables (6b):</b>
1.	Greenways to School staff will conduct outreach to middle and high schools and facilitate educational presentations to youth that focus on the trail system, benefits of active transportation and safety.	Impact of all activities: Reach approximately 750 teens as tracked through program activity logs.
2.	Greenways to School staff will facilitate peer to peer education through the Pajaro Valley High School Bike Tech Program for the purpose of encouraging more teens to use active transportation.	As above.
3.	Greenways to School will organize and lead group rides that emphasize safety and utilize recreational and commuting routes.	As above.
4.		
5.		
6.		
7.		
8.		
9.		
10.		

**Staff Costs:**

<b>Staff Title (7a):</b>		<b>Staff Hours (7b)</b>	<b>Rate Per Hour (7c)</b>	<b>Total \$</b>
Party 1 -	Greenways two School program staff	408	\$30.00	\$ 12,253.50
Party 2 -				\$ -
Party 3 -				\$ -
Party 4 -				\$ -
Party 5 -				\$ -
Party 6 -				\$ -
Subtotal Party Costs (6d):				\$ 12,253.50
Indirect Costs (6e):				
<b>Total Staff Costs (6f):</b>				<b>\$ 12,253.50</b>

**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 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: 2px; display: inline-block;"> <b>Itemized "Other Costs" Section</b> </div>	Travel (9a):	\$ 816.90
	Equipment (9b):	\$ 350.10
	Supplies/Materials (9c):	\$ 580.00
	Incentives (9d):	\$ -
	Other Direct Costs (9e):	\$ -
	" " (9f):	\$ -
<b>Total Other Costs (9g):</b>		<b>\$ 1,747.00</b>
<b>TASK GRAND TOTAL (10g):</b>		<b>\$ 14,000.50</b>

**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.	Mileage		\$ 817
2.			\$ -
3.			\$ -
4.			\$ -
5.			\$ -
6.			\$ -
7.			\$ -
8.			\$ -
9.			\$ -
10.			\$ -
11.			\$ -
12.			\$ -
13.			\$ -
14.			\$ -
15.			\$ -
16.			\$ -
17.			\$ -
18.			\$ -
19.			\$ -
20.			\$ -
<b>Total</b>		0	\$ 817
<b>Total Travel Cost:</b>		\$	<b>816.90</b>

**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.	bicycle safety and/or repair equipment	1	\$350	\$ 350.10
2.				\$ -
3.				\$ -
4.				\$ -
5.				\$ -
6.				\$ -
7.				\$ -
8.				\$ -
9.				\$ -
10.				\$ -
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
<b>Total:</b>		1	\$350	\$ 350.10
<b>Total Equipment Cost:</b>			\$	<b>350.10</b>

**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.	educational materials	580	\$1	\$ 580.00
2.				\$ -
3.				\$ -
4.				\$ -
5.				\$ -
6.				\$ -
7.				\$ -
8.				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
<b>Total:</b>		580	\$1	\$ 580.00
<b>Total Supplies/Materials Cost:</b>			\$	<b>580.00</b>

**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.				\$ -
<b>Total:</b>		0	\$0	\$ -
<b>Total Incentives Cost:</b>			\$	<b>-</b>

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**Task "C" Other Costs:**

<b>Itemized Other Direct Costs (9e)</b>				
Please provide an itemized "other" cost estimate for all other costs applicable to each task				
<b>Other Direct Costs (9e)</b>				
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.				\$ -
<b>Total:</b>	0		\$0	\$ -
<b>Total Other Direct Cost:</b>				<b>\$ -</b>

<b>Itemized Other Direct Costs (9f)</b>				
Please provide an itemized "other direct" cost estimate for all other costs applicable to each task				
<b>Other Direct Costs (9f)</b>				
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.				\$ -
<b>Total:</b>	0		\$0	\$ -
<b>Total Other Direct Cost:</b>				<b>\$ -</b>

**TASK "D" DETAIL**

<b>Task Name (5a):</b> Employee wellness				
<b>Task Summary (5b):</b> Encourage use of active transportation through outreach to local businesses and agencies.				
<b>Task Schedule (5c):</b>		<b>Start Date :</b>	<b>End Date:</b>	
<b>Activities and Deliverables:</b>				
<b>Activities (6a):</b>			<b>Deliverables (6b):</b>	
1.	Santa Cruz County Health Services Agency (HSA) staff will conduct outreach to local business to promote program activities.		Program activity logs and outreach materials.	
2.	HSA will conduct employee wellness presentations and/or deliver materials that emphasize the health benefits of walking and biking and promote the use of the network of recreational trails in Watsonville.		Impact 30-50 businesses in the vicinity of the trail system. Track through program activity logs.	
3.				
4.				
5.				
6.				
7.				
8.				
9.				
10.				
<b>Staff Costs:</b>				
<b>Staff Title (7a):</b>		<b>Staff Hours (7b)</b>	<b>Rate Per Hour (7c)</b>	<b>Total \$</b>
Party 1 -	HSA - Senior Health Educator	150	\$42.68	\$ 6,402.00
Party 2 -	HSA - Health Educator	275	\$56.44	\$ 15,521.00
Party 3 -				\$ -
Party 4 -				\$ -
Party 5 -				\$ -
Party 6 -				\$ -
Subtotal Party Costs (6d):				\$ 21,923.00
Indirect Costs (6e):				
<b>Total Staff Costs (6f):</b>				<b>\$ 21,923.00</b>
<b>Task Notes (8):</b>				
<b>Other Costs:</b>				
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; border-radius: 10px; padding: 5px; display: inline-block;">                     Itemized "Other Costs" Section                 </div>		Travel (9a):	\$	1,139.50
		Equipment (9b):	\$	-
		Supplies/Materials (9c):	\$	1,125.00
		Incentives (9d):	\$	812.50
		Other Direct Costs (9e):	\$	-
		" " (9f):	\$	-
<b>Total Other Costs (9g):</b>				<b>\$ 3,077.00</b>
<b>TASK GRAND TOTAL (10g):</b>				<b>\$ 25,000.00</b>

**Task "D" 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		\$ 1,140
2.			\$ -
3.			\$ -
4.			\$ -
5.			\$ -
6.			\$ -
7.			\$ -
8.			\$ -
9.			\$ -
10.			\$ -
11.			\$ -
12.			\$ -
13.			\$ -
14.			\$ -
15.			\$ -
16.			\$ -
17.			\$ -
18.			\$ -
19.			\$ -
20.			\$ -
<b>Total:</b>		0	\$ 1,140
<b>Total Travel Cost:</b>			\$ 1,139.50

**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.				\$ -
<b>Total:</b>			0	\$ 0
<b>Total Equipment Cost:</b>				\$ -

**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.	Outreach and educational materials	500	\$2	\$ 1,125.00
2.				\$ -
3.				\$ -
4.				\$ -
5.				\$ -
6.				\$ -
7.				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
<b>Total:</b>		500	\$2	\$ 1,125.00
<b>Total Supplies/Materials Cost:</b>				\$ 1,125.00

**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.	Minor incentives such as pedometers or water bottles	406.25	\$2	\$ 812.50
2.				\$ -
3.				\$ -
4.				\$ -
5.				\$ -
6.				\$ -
7.				\$ -
8.				\$ -
9.				\$ -
10.				\$ -
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
<b>Total:</b>		406	\$2	\$ 812.50
<b>Total Incentives Cost:</b>				\$ 812.50

**Task "D" Other Costs:**

<b>Itemized Other Direct Costs (9e)</b>				
Please provide an itemized "other" cost estimate for all other costs applicable to each task				
<b>Other Direct Costs (9e)</b>				
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.				\$ -
<b>Total:</b>	0		\$0	\$ -
<b>Total Other Direct Cost:</b>				<b>\$ -</b>

<b>Itemized Other Direct Costs (9f)</b>				
Please provide an itemized "other direct" cost estimate for all other costs applicable to each task				
<b>Other Direct Costs (9f)</b>				
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.				\$ -
<b>Total:</b>	0		\$0	\$ -
<b>Total Other Direct Cost:</b>				<b>\$ -</b>

TASK "E" DETAIL				
Task Name (5a):		Open Streets Community Event		
Task Summary (5b):		Implement an Open Street Event in Watsonville		
Task Schedule (5c):		Start Date : Jun-2017	End Date:	Jun-2019
Activities and Deliverables:				
Activities (6a):		Deliverables (6b):		
1.	Stakeholder engagement and outreach	Establishment of event planning committee		
2.	Secure event permits, insurance and coordinate with City staff for event day logistics.	Committee reports		
3.	Design event materials and coordinate programming.	event posters		
4.	Coordinate volunteers	Committee reports		
5.	Event promotion	promotional materials and media activity reports		
6.	Event evaluation and final report	final report		
7.	City staff support	Assist with promotion and implementation of event		
8.	City solid waste services	Collection & disposal of solid waste		
9.	City provide traffic control	Plan, install, maintain and remove temporary traffic control for event		
10.		Plan, install, maintain and remove temporary traffic control for event		
Staff Costs:				
Staff Title (7a):		Staff Hours (7b)	Rate Per Hour (7c)	Total \$
Party 1 -	Ecology Action consultant/Open Streets Director	384	\$65.00	\$ 24,960.00
Party 2 -	Assistant Director of Public Works & Utilities	24	\$87.64	\$ 2,103.36
Party 3 -	Assistant Engineer	32	\$34.48	\$ 1,103.36
Party 4 -	Assistant Engineer	32	\$46.21	\$ 1,478.72
Party 5 -	Environmental Education Coordinator	40	\$48.33	\$ 1,933.20
Party 6 -	Utility Worker I	24	\$24.12	\$ 578.88
Party 7 -	Utility Worker III	24	\$31.60	\$ 758.40
Party 8 -	Solid Waste Aide	24	\$19.13	\$ 459.12
Party 9 -	Solid Waste Operations Supervisor	24	\$32.49	\$ 779.76
Subtotal Party Costs (6d):				\$ 34,154.80
Indirect Costs (6e):				
Total Staff Costs (6f):				\$ 34,154.80
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):	\$	40.00
		Equipment (9b):	\$	2,555.00
		Supplies/Materials (9c):	\$	250.00
		Incentives (9d):	\$	-
		Other Direct Costs (9e):	\$	-
		" " (9f):	\$	-
Total Other Costs (9g):				\$ 2,845.00
TASK GRAND TOTAL (10g):				\$ 36,999.80

**Task "E" 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		\$ 40
2.			\$ -
3.			\$ -
4.			\$ -
5.			\$ -
6.			\$ -
7.			\$ -
8.			\$ -
9.			\$ -
10.			\$ -
11.			\$ -
12.			\$ -
13.			\$ -
14.			\$ -
15.			\$ -
16.			\$ -
17.			\$ -
18.			\$ -
19.			\$ -
20.			\$ -
<b>Total:</b>		0	\$ 40
<b>Total Travel Cost:</b>			<b>\$ 40.00</b>

**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.	Solid waste containers	1	LS	\$1,000	\$ 1,000.00
2.	Recycling containers	1	LS	\$1,000	\$ 1,000.00
3.	Traffic cones & barricades	1	LS	\$555	\$ 555.00
4.					\$ -
5.					\$ -
6.					\$ -
7.					\$ -
8.					\$ -
9.					\$ -
10.					\$ -
11.					\$ -
12.					\$ -
13.					\$ -
14.					\$ -
15.					\$ -
16.					\$ -
17.					\$ -
18.					\$ -
19.					\$ -
20.					\$ -
<b>Total:</b>		3		\$2,555	\$ 2,555.00
<b>Total Equipment Cost:</b>					<b>\$ 2,555.00</b>

**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.	Promotional materials	1	LS	\$250	\$ 250.00
2.					\$ -
3.					\$ -
4.					\$ -
5.					\$ -
6.					\$ -
7.					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
<b>Total:</b>		1		\$250	\$ 250.00
<b>Total Supplies/Materials Cost:</b>					<b>\$ 250.00</b>

**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.					\$ -
<b>Total:</b>		0		\$0	\$ -
<b>Total Incentives Cost:</b>					<b>\$ -</b>

**Task "E" Other Costs:**

<b>Itemized Other Direct Costs (9e)</b>				
Please provide an itemized "other" cost estimate for all other costs applicable to each task				
<b>Other Direct Costs (9e)</b>				
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.				\$ -
<b>Total:</b>	0		\$0	\$ -
<b>Total Other Direct Cost:</b>				<b>\$ -</b>

<b>Itemized Other Direct Costs (9f)</b>				
Please provide an itemized "other direct" cost estimate for all other costs applicable to each task				
<b>Other Direct Costs (9f)</b>				
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.				\$ -
<b>Total:</b>	0		\$0	\$ -
<b>Total Other Direct Cost:</b>				<b>\$ -</b>

TASK "F" DETAIL				
Task Name (5a):		Promote and Implement Watsonville Bike to Work Day Activities		
Task Summary (5b):		Promote Bike to Work participation by large employers and host twice-a-year Bike to Work Day activities		
Task Schedule (5c):		Start Date: Jul-2017	End Date: Jun-2019	
Activities and Deliverables:				
Activities (6a):		Deliverables (6b):		
1.	Conduct extensive outreach to 8 large Watsonville employers	Promotional flyers, newsletters, outreach letter, Bike to Work posters, follow up thank you letters.		
2.	Conduct outreach to all businesses, residents and public agencies	Promotional flyers, newsletters, and Bike to Work posters.		
3.	Plan and implement twice-a-year Bike to Work Day Activities	Participant sign-in sheets and photos		
4.				
5.				
6.				
7.				
8.				
9.				
10.				
Staff Costs:				
Staff Title (7a):		Staff Hours (7b)	Rate Per Hour (7c)	Total \$
Party 1 -	Assistant program Coordinator	94	\$43.26	\$ 4,055.63
Party 2 -	Program Specialist II	100	\$58.20	\$ 5,820.00
Party 3 -				\$ -
Party 4 -				\$ -
Party 5 -				\$ -
Party 6 -				\$ -
Subtotal Party Costs (6d):				\$ 9,875.63
Indirect Costs (6e):				
<b>Total Staff Costs (6f):</b>				<b>\$ 9,875.63</b>
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; border-radius: 10px; padding: 5px; display: inline-block;"> <b>Itemized "Other Costs" Section</b> </div>		Travel (9a):	\$	124.38
		Equipment (9b):	\$	-
		Supplies/Materials (9c):	\$	-
		Incentives (9d):	\$	-
		Other Direct Costs (9e):	\$	-
		" " (9f):	\$	-
<b>Total Other Costs (9g):</b>				<b>\$ 124.38</b>
<b>TASK GRAND TOTAL (10g):</b>				<b>\$ 10,000.00</b>

**Task "F" 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 to Watsonville sites		\$ 124
2.		\$ -
3.		\$ -
4.		\$ -
5.		\$ -
6.		\$ -
7.		\$ -
8.		\$ -
9.		\$ -
10.		\$ -
11.		\$ -
12.		\$ -
13.		\$ -
14.		\$ -
15.		\$ -
16.		\$ -
17.		\$ -
18.		\$ -
19.		\$ -
20.		\$ -
<b>Total:</b>	0	\$ 124
<b>Total Travel Cost:</b>		\$ 124.38

**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.				\$ -
<b>Total:</b>	0		\$0	\$ -
<b>Total Equipment Cost:</b>				\$ -

**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.				\$ -
2.				\$ -
3.				\$ -
4.				\$ -
5.				\$ -
6.				\$ -
7.				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
<b>Total:</b>	0		\$0	\$ -
<b>Total Supplies/Materials Cost:</b>				\$ -

**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.				\$ -
<b>Total:</b>	0		\$0	\$ -
<b>Total Incentives Cost:</b>				\$ -

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**Task "F" Other Costs:**

<b>Itemized Other Direct Costs (9e)</b>				
Please provide an itemized "other" cost estimate for all other costs applicable to each task				
<b>Other Direct Costs (9e)</b>				
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.				\$ -
<b>Total:</b>	0		\$0	\$ -
<b>Total Other Direct Cost:</b>				<b>\$ -</b>

<b>Itemized Other Direct Costs (9f)</b>				
Please provide an itemized "other direct" cost estimate for all other costs applicable to each task				
<b>Other Direct Costs (9f)</b>				
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.				\$ -
<b>Total:</b>	0		\$0	\$ -
<b>Total Other Direct Cost:</b>				<b>\$ -</b>

TASK "G" DETAIL					
Task Name (5a):		Evaluation and Data Collection			
Task Summary (5b):					
Task Schedule (5c):		Start Date :	End Date:		
Activities and Deliverables:					
Activities (6a):			Deliverables (6b):		
1.	Santa Cruz County Health Services Agency (HSA) will conduct pre and post bicycle and pedestrian observation surveys in the targeted community. Observations to include active transportation counts and safety behaviors.		Survey tools and reports.		
2.	HSA will design and implement program evaluation tools for all non-infrastructure components of the project.		Evaluation tools and reports.		
3.					
4.					
5.					
6.					
7.					
8.					
9.					
10.					
Staff Costs:					
Staff Title (7a):		Staff Hours (7b)	Rate Per Hour (7c)	Total \$	
Party 1 -	HSA- Senior Health Educator	55	\$42.68	\$	2,347.40
Party 2 -	HSA- Health Educator	40	\$56.44	\$	2,257.60
Party 3 -	HSA- Health Program Specialist	20	\$47.78	\$	955.60
Party 4 -	HSA- Student Workers	20	\$15.42	\$	308.40
Party 5 -				\$	-
Party 6 -				\$	-
Subtotal Party Costs (6d):				\$	5,869.00
Indirect Costs (6e):					
<b>Total Staff Costs (6f):</b>				<b>\$</b>	<b>5,869.00</b>
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):	\$	131.00	
		Equipment (9b):	\$	-	
		Supplies/Materials (9c):	\$	-	
		Incentives (9d):	\$	-	
		Other Direct Costs (9e):	\$	-	
		" " (9f):	\$	-	
		<b>Total Other Costs (9g):</b>		<b>\$</b>	<b>131.00</b>
<b>TASK GRAND TOTAL (10g):</b>				<b>\$</b>	<b>6,000.00</b>

**Task "G" 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		131
2.		\$	-
3.		\$	-
4.		\$	-
5.		\$	-
6.		\$	-
7.		\$	-
8.		\$	-
9.		\$	-
10.		\$	-
11.		\$	-
12.		\$	-
13.		\$	-
14.		\$	-
15.		\$	-
16.		\$	-
17.		\$	-
18.		\$	-
19.		\$	-
20.		\$	-
<b>Total</b>		0	\$ 131
<b>Total Travel Cost:</b>		\$	<b>131.00</b>

**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.				\$ -
<b>Total:</b>			0	\$ -
<b>Total Equipment Cost:</b>			\$	-

**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.				\$ -
2.				\$ -
3.				\$ -
4.				\$ -
5.				\$ -
6.				\$ -
7.				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
<b>Total:</b>		0	\$0	\$ -
<b>Total Supplies/Materials Cost:</b>		\$		-

**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.				\$ -
<b>Total:</b>			0	\$0
<b>Total Incentives Cost:</b>			\$	-

**Task "G" Other Costs:**

<b>Itemized Other Direct Costs (9e)</b>				
Please provide an itemized "other" cost estimate for all other costs applicable to each task				
<b>Other Direct Costs (9e)</b>				
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.				\$ -
<b>Total:</b>	0		\$0	\$ -
<b>Total Other Direct Cost:</b>				<b>\$ -</b>

<b>Itemized Other Direct Costs (9f)</b>				
Please provide an itemized "other direct" cost estimate for all other costs applicable to each task				
<b>Other Direct Costs (9f)</b>				
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.				\$ -
<b>Total:</b>	0		\$0	\$ -
<b>Total Other Direct Cost:</b>				<b>\$ -</b>

TASK "H" DETAIL				
Task Name (5a):		Partnership management		
Task Summary (5b):		Oversee partnership contracts and communication with implementing agency		
Task Schedule (5c):		Start Date :	Jul-2017	End Date: Jun-2019
Activities and Deliverables:				
Activities (6a):			Deliverables (6b):	
1.	Set up and monitor partnership agreements.		Contracts	
2.	Prepare and submit required documents to implementing agency.		Required documentation submitted on schedule	
3.				
4.				
5.				
6.				
7.				
8.				
9.				
10.				
Staff Costs:				
Staff Title (7a):		Staff Hours (7b)	Rate Per Hour (7c)	Total \$
Party 1 -	Health Services Manager	44	\$76.29	\$ 3,356.76
Party 2 -	Senior Health Educator	39	\$42.68	\$ 1,643.18
Party 3 -				\$ -
Party 4 -				\$ -
Party 5 -				\$ -
Party 6 -				\$ -
Subtotal Party Costs (6d):				\$ 4,999.94
Indirect Costs (6e):				
Total Staff Costs (6f):				\$ 4,999.94
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; border-radius: 10px; padding: 5px; display: inline-block;">Itemized "Other Costs" Section</div>		Travel (9a):	\$	-
		Equipment (9b):	\$	-
		Supplies/Materials (9c):	\$	-
		Incentives (9d):	\$	-
		Other Direct Costs (9e):	\$	-
		" " (9f):	\$	-
		Total Other Costs (9g):		\$
TASK GRAND TOTAL (10g):				\$ 4,999.94

**Task "H" 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.		\$	-
2.		\$	-
3.		\$	-
4.		\$	-
5.		\$	-
6.		\$	-
7.		\$	-
8.		\$	-
9.		\$	-
10.		\$	-
11.		\$	-
12.		\$	-
13.		\$	-
14.		\$	-
15.		\$	-
16.		\$	-
17.		\$	-
18.		\$	-
19.		\$	-
20.		\$	-
	<b>Total</b>	0	\$ -
	<b>Total Travel Cost:</b>	\$	\$ -

**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.					\$ -
	<b>Total:</b>	0		\$0	\$ -
	<b>Total Equipment Cost:</b>			\$	\$ -

**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.					\$ -
2.					\$ -
3.					\$ -
4.					\$ -
5.					\$ -
6.					\$ -
7.					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
					\$ -
	<b>Total:</b>	0		\$0	\$ -
	<b>Total Supplies/Materials Cost:</b>			\$	\$ -

**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.					\$ -
	<b>Total:</b>	0		\$0	\$ -
	<b>Total Incentives Cost:</b>			\$	\$ -

**Task "H" Other Costs:**

<b>Itemized Other Direct Costs (9e)</b>				
Please provide an itemized "other" cost estimate for all other costs applicable to each task				
<b>Other Direct Costs (9e)</b>				
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.				\$ -
<b>Total:</b>	0		\$0	\$ -
<b>Total Other Direct Cost:</b>				<b>\$ -</b>

<b>Itemized Other Direct Costs (9f)</b>				
Please provide an itemized "other direct" cost estimate for all other costs applicable to each task				
<b>Other Direct Costs (9f)</b>				
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.				\$ -
<b>Total:</b>	0		\$0	\$ -
<b>Total Other Direct Cost:</b>				<b>\$ -</b>

**Table C-1c: Santa Cruz County Regionally Significant Constrained Project List**

ID Number	Project Title	Project Description	Constrained Project Cost
SC-CO-P26a-USC	41st Ave Improvements Phase 2 (Hwy 1 Interchange to Soquel Dr)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$ 300
SC-MTD-P10-MTD	Local Transit - Continuation of Existing Service Levels 2010-2035	Operation & maintenance cost of existing local fixed route bus service (Based on 2014budget-\$37M/year).	\$ 817,000
SC-MTD-P10B-MTD	Hwy 17 Express Service - Cont. of Existing Service Levels	Operation & maintenance cost of existing bus service. Avg annual cost: \$2.4M.	\$ 53,000
SC-MTD-P12-MTD	Hwy 17 Express Service Expansion	Add trips to extend service hours for Highway 17 express. Capital and Operating costs. Annual expansion cost: \$175K/yr.	\$ 2,250
SC-MTD-P13-MTD	UCSC Bus Service Expansion	Increase frequency on routes serving UCSC to eliminate standing loads: Capital and Operating costs.	\$ 7,000
SC-MTD-P14-MTD	Local Transit Service Restoration and Expansion	Restore local service to 2001 levels, then expand service 10% including expanded service within SLV, City of SC and Watsonville, express buses, improved service to industrial areas. \$6.7M/yr operating, \$9M capital costs (9 buses & onetime replacement).	\$ 7,080
SC-MTD-P15-MTD	Bus Rapid Transit	Construct park & ride lots, transit centers and grade-separation where feasible to operate bus rapid transit to reduce congestion on Highway 1.	\$ 23,328
SC-RTC 24e-RTC	3 - Hwy 1: Park Avenue to Bay/Porter Auxiliary Lanes	Construct auxiliary lanes and reconstruct Capitola Avenue overcrossing. [Part of Highway 1 CIP project (RTC 24k) but listed here as a standalone project. (EA 05-0L090)].	\$ 23,000
RTC 24fSC	2 - Hwy 1: 41st to Soquel Av Auxiliary Lanes and Chanticleer Bike/Ped Bridge	Construct auxiliary lanes and a bicycle/pedestrian overcrossing of Hwy 1 at Chanticleer Ave. [Project level design/environmental analysis is currently underway as part of combined Tier 1/Tier 2 environmental effort to establish a Highway 1 Corridor Investment Program (Tier 1) and take a first step toward implementation with this project (Tier 2) upon approval of the final environmental document.]	\$ 27,000
SC-RTC 24g-RTC	4 - Hwy 1: State Park Dr. to Park Ave. Auxiliary Lanes	Construct auxiliary lanes. [Part of Highway 1 CIP project (RTC 24k), but listed as a standalone project.]	\$ 34,250
SC-RTC 27a-RTC	Monterey Bay Sanctuary Scenic Trail Network - Design, Environmental Clearance, and Construction	Design, environmental clearance and construction of a 50+ mile network of bicycle and pedestrian facilities on or near the coast, with the rail trail as the spine and additional spur trails to connect to key destinations. (Funded segments listed individually.)	\$ 40,000
SC-RTC 27b-RTC	Monterey Bay Sanctuary Scenic Trail Network - Maintenance	Maintenance of the Monterey Bay Sanctuary Scenic Trail Network - ongoing clean-up, trash/recycling removal, graffiti abatement, brush clearance, surface repairs (from drainage issues, tree root intrusion) etc.	\$ 2,000
SC-RTC 27c-RTC	Monterey Bay Sanctuary Scenic Trail Network - Trail Management Program	Coordinate trail implementation as it traverses multiple jurisdictions to ensure uniformity; serve as Project Manager for construction of some segments; handle environmental clearance; coordinate use in respect to other requirements (closures for ag spraying, etc); solicit ongoing funding and distribute funds to implementing entities through MOUs; coordinate with community initiatives; etc.	\$ 500
SC-RTC-P02-RTC	Rail Transit: Watsonville-Santa Cruz Corridor	Design, construction, and operation of fixed guideway public transit between Santa Cruz and Watsonville. May be a joint project with the SCCRTC, SCMTD, and local jurisdictions. Annual op cost est: \$3M/yr; capital: \$2.5M/yr.	\$ 82,500

AMBAG Monterey Bay Metropolitan Transportation Improvement Program FFY 2014-15 to 2017-18,  
FFY 2014 Annual List of Federally Obligated Projects, Section 1.2, Page 8

GP HBRR	BRIDGE NO. 36C0108, LSSRP seismic retrofit. Murray Ave, Over Woods Lagoon	MURRAY ST OVER WOODS LAGOON(SCR YACHT HARBOR), SEISMIC RETROFIT AND BARRIER RAILING	City of Santa Cruz	SURFACE TRANS FLEX S-LU EXT	7/8/2014	\$1,914,018.00
HSIP08	Felton Empire Rd guardrail and bank stabilization	IN SCR CO ON FELTON-EMPIRE RD, INSTALL MBGR AND SLOPE STABILIZATION	County of Santa Cruz	HSIP	5/19/2014	\$361,199.00
HSIP08	Watsonville SRTS pedestrian countdown	IN THE CITY OF WATSONVILLE AT VARIOUS SIGNALS, INSTALL PED COUNTDOWN HEADS AND CURB RAMPS	City of Watsonville	HSIP	7/11/2014	\$300,999.99
HSIP08	Graham Hill Rd/Lockwood Lane Signal	IN THE CO OF SCR ON GRAHAM HILL RD AND LOCKWOOD LANE, INSTALL SIGNAL AND WIDEN ROAD	County of Santa Cruz	HSIP	3/31/2014	-\$0.30
HSIP08 ?	Signal coordination, pedestrian countdown	VARIOUS LOCATIONS THROUGHOUT SANTA CRUZ, UPGRADE TRAFFIC SIGNALS;INSTAL PED COUNTDOWN HEADS	County of Santa Cruz	HWY SAFETY PROG	7/23/2014	\$24,570.00
RTC27SC	Monterey Bay Sanctuary Scenic Trail Network (MBSST) - Master Plan	SANTA CRUZ COUNTY, PLANNING DOCUMENT FOR MONTEREY BAY SCENIC TRAIL	SCCRTC	SURF TRANS PRIORIT IES	6/24/2014	\$141,231.03
RTC27SC	Monterey Bay Sanctuary Scenic Trail Network (MBSST) - Master Plan	SANTA CRUZ COUNTY, PLANNING DOCUMENT FOR MONTEREY BAY SCENIC TRAIL	SCCRTC		6/24/2014	\$95,882.00
TRL07SC	Rail Trail: Segment 7	PED/BIKE TRAIL ADJACENT TO TRAIN TRACKS IN SCR ( PACIFIC AVE TO NATURAL BR DR), PED/BIKE TRAIL	City of Santa Cruz	HPP	7/25/2014	\$240,000.00
NA- ER	Storm Damage repairs	BEAR CRK RD BR 36C-0059 PM 4.30, RESTORATION	County of Santa Cruz		6/20/2014	-\$694.10
NA- ER	Storm Damage repairs	BEAR CRK RD PM 5.05, REPAIR EMBANKMENT SLIPOUT	County of Santa Cruz		6/20/2014	-\$17,353.92
NA- ER	Storm Damage repairs	BEAR CRK RD PM 5.35, REPAIR SLIP OUT	County of Santa Cruz		7/10/2014	\$15,882.03
NA- ER	Storm Damage repairs	BEAR CRK RD PM 5.35, REPAIR SLIP OUT	County of Santa Cruz		7/10/2014	-\$18,608.48
NA- ER	Storm Damage repairs	EMPIRE GRADE ROAD PM 15.0, REPAIR EARTH SUB-GRADE AND PAV	County of Santa Cruz		8/26/2014	-\$253,479.00
NA- ER	Storm Damage repairs	EMPIRE GRADE ROAD PM 15.0, REPAIR EARTH SUB-GRADE AND PAV	County of Santa Cruz		8/26/2014	\$85,817.00
NA- ER	Storm Damage repairs	IN SANTA CRUZ CO, VAR ROUTES, VAR LOCATIONS, EMERGENCY RELIEF -- STORM DAMAGE REPAIR	County of Santa Cruz		7/22/2014	\$977,500.00
NA- ER	Storm Damage repairs	IN SANTA CRUZ CO, VAR ROUTES, VAR LOCATIONS, EMERGENCY RELIEF -- STORM DAMAGE REPAIR	County of Santa Cruz		7/15/2014	\$509,047.00
NA- ER	Storm Damage repairs	IN SCR CO NR SCR .2 MILE S OF RINCON CRK BRDG, CONSTRUCT RETAINING WALL			3/24/2014	-\$121,114.98

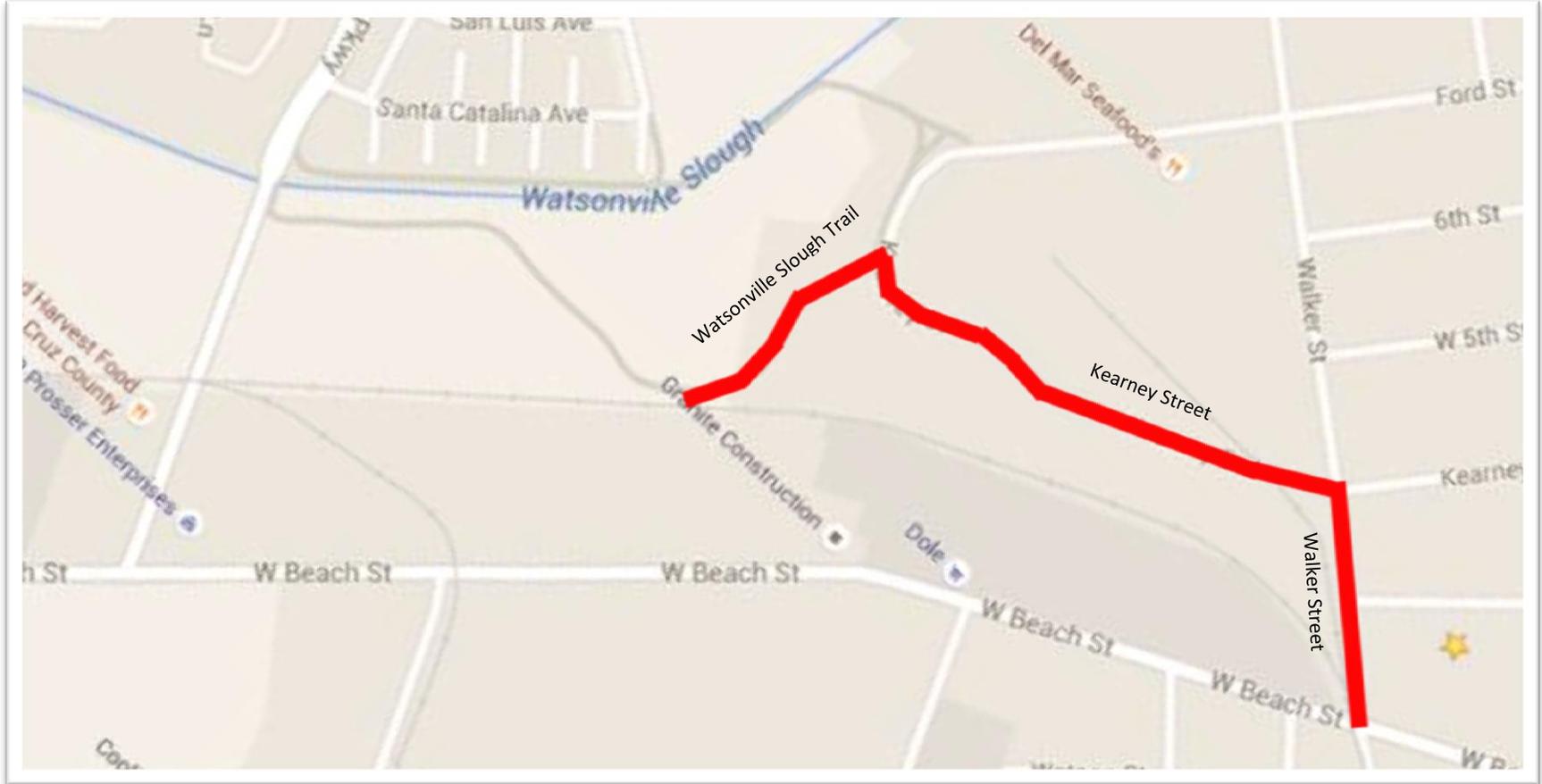
Santa Cruz Country Regional Transportation Commission  
2014 Regional Transportation Improvement Plan, Appendix E

All Figures in year 2013, '000s (thousands of dollars)

Project Title	ID	Project Description/Scope	Est total cost	Constrained	Unconstrained
<b>SCCRTC</b>					
511 Travel Information System	RTC-P34	Centralized multi-modal traveler information system available via phone, computer, and mobile device. Provides timely transportation information about real-time roadway conditions, incidents, transit, carpools, biking, and emergency notices. Initial start-up cost est: \$200K; annual operations \$100k/year.	\$2,200	\$2,200	\$0
Bicycle Route Signage Countywide	RTC 32	Define routes, develop and install signs directing bicyclists to preferred routes to various destinations countywide.	\$500	\$500	\$0
Bike Parking Subsidy Program	RTC 16	Subsidies for bicycle racks and lockers for businesses, schools, government agencies, and non-profit organizations are all eligible. Recipients are responsible for installation and maintenance of the equipment. Avg annual cost: \$25K/yr.	\$700	\$700	\$0
Commute Solutions Rideshare Program	RTC 02	Transportation demand management outreach, education and incentives. Includes matching service for carpools, vanpools, and bicyclists. Provides services and information about availability and benefits of alternative transportation modes, including sharing rides, transit, walking, bicycling, telecommuting, alternative work schedules, alternative fuel vehicles, and park-n-ride lots. Avg annual cost: \$250k.	\$6,250	\$5,485	\$765
County-wide Bicycle, Pedestrian and Vehicle Occupancy Counts	RTC-P50	Conduct counts to assess mode split over time and assess impact of new facilities.	\$400	\$200	\$200
Freeway Service Patrol (FSP) on Hwy 1 and Hwy 17	RTC 01	Maintain and expand tow truck patrols on Highways 1 and 17. Work with the CHP to quickly clear collisions, remove debris from travel lanes, and provide assistance to motorists during commute hours to keep incident related congestion to a minimum and keep traffic moving. Avg need: \$200k/yr constrained; \$400k/yr total cost.	\$9,200	\$5,910	\$3,290
Monterey Bay Sanctuary Scenic Trail Network - Trail Management Program	RTC 27c	Coordinate trail implementation as it traverses multiple jurisdictions to ensure uniformity; serve as Project Manager for construction of some segments; handle environmental clearance; coordinate use in respect to other requirements (closures for ag spraying, etc); solicit ongoing funding and distribute funds to implementing entities through MOUs; coordinate with community initiatives; etc.	\$1,000	\$500	\$500
Monterey Bay Sanctuary Scenic Trail Network - Design, Environmental Clearance, and Construction	RTC 27a	Design, environmental clearance and construction of a 50+ mile network of bicycle and pedestrian facilities on or near the coast, with the rail trail as the spine and additional spur trails to connect to key destinations. (Funded segments listed individually.)	\$120,224	\$40,000	\$80,224
Monterey Bay Sanctuary Scenic Trail Network - Maintenance	RTC 27b	Maintenance of the Monterey Bay Sanctuary Scenic Trail Network - ongoing clean-up, trash/recycling removal, graffiti abatement, brush clearance, surface repairs (from drainage issues, tree root intrusion) etc.	\$4,000	\$2,000	\$2,000
Performance Monitoring	RTC-P51	Transportation data collection to monitor goals/targets and performance measure implementation. Includes travel surveys of commuters, Transportation Demand Management plan, a low-stress bicycle network plan and parking standards plan.	\$1,600	\$800	\$800
Planning, Programming & Monitoring (PPM) - SB45	RTC 04	Development and amendments to state and federally mandated planning and programming documents, monitoring of programmed projects. Avg annual cost: \$250k/yr.	\$4,600	\$4,600	\$0
Rail Line Management	RTC-P03	Operating expenses for rail line oversight. Avg annual cost:\$175K/yr.	\$3,500	\$3,500	\$0
Rail Line Planning	RTC-P55	Long and short range planning for the rail line. Includes public outreach and stakeholder involvement.	\$500	\$500	\$0

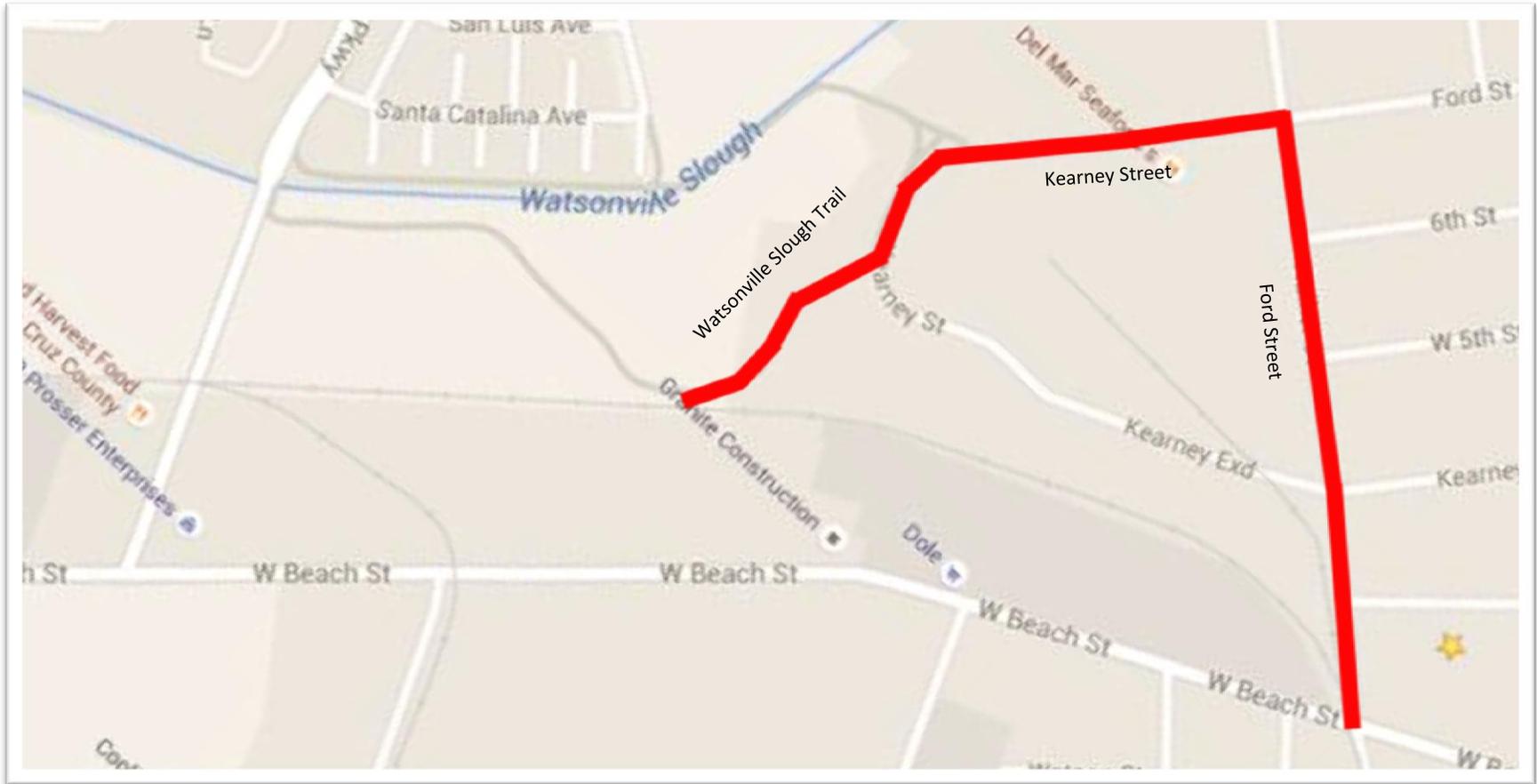
# I-Project Alternative Routes

## Kearney Street Alternative



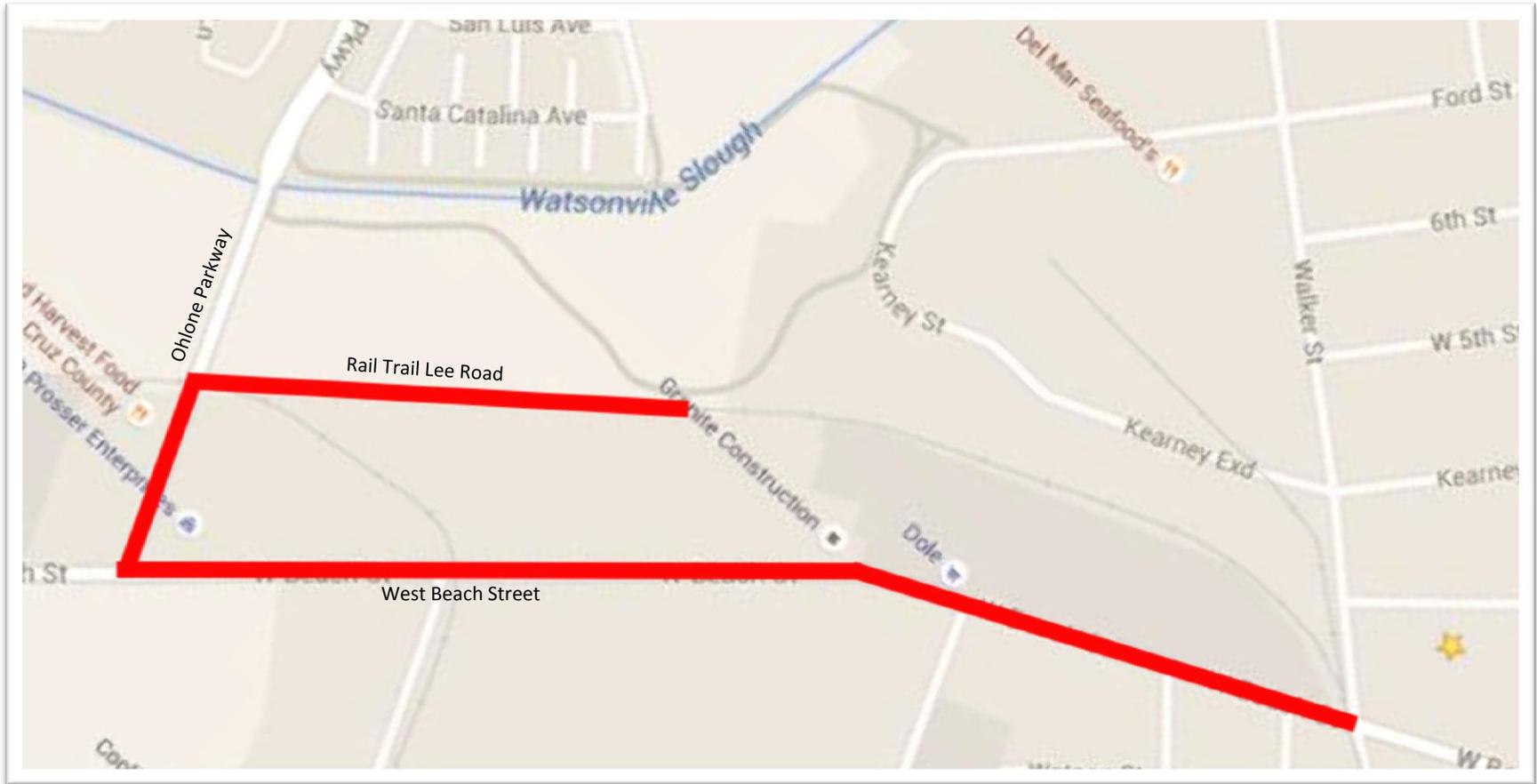
# I-Project Alternative Routes

## Ford Street Alternative



# I-Project Alternative Routes

## West Beach Street Alternative



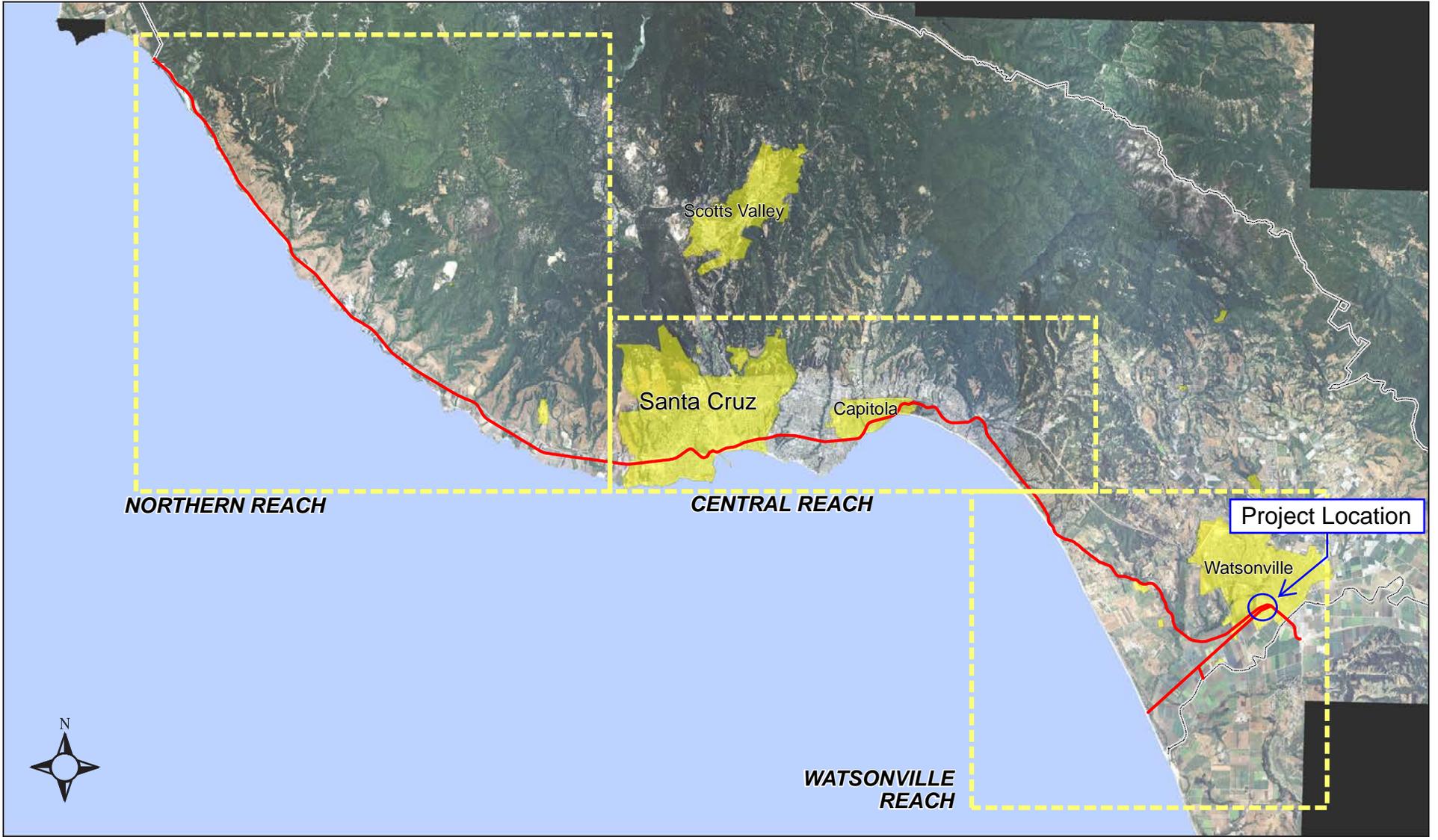
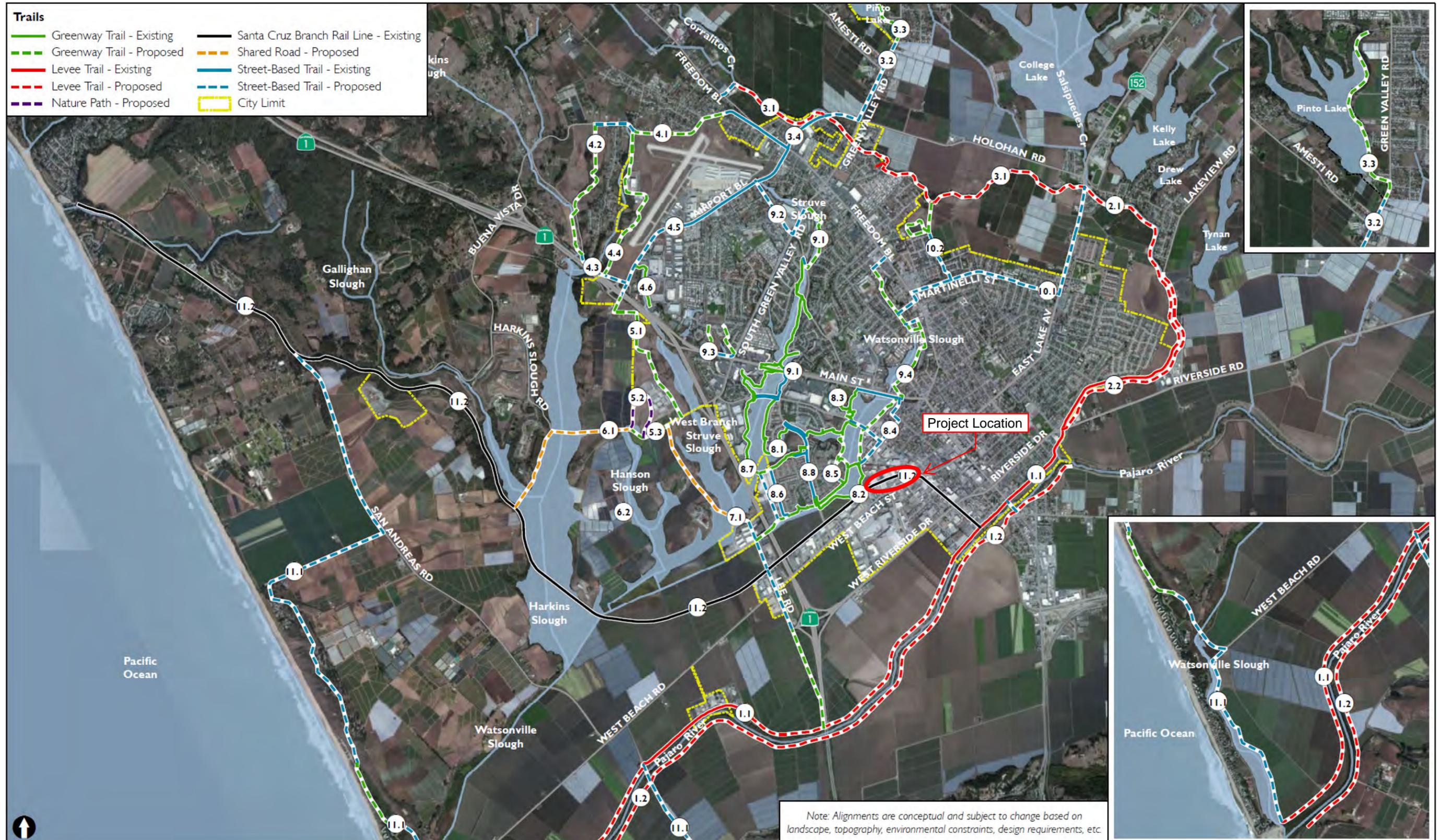


Figure 3-1 Master Plan area

Figure 3-1: Greater Watsonville Trail Master Plan



Source: City of Watsonville and RBF Consulting, 2012.



# City of Watsonville Rail Trail Watsonville Slough Trailhead to Walker St

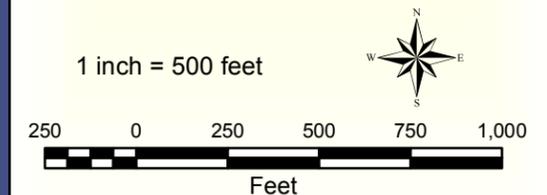
## West End Trail Destinations

- Community Center
- Nature Center
- City Park
- Housing Subdivision
- Commercial Centers

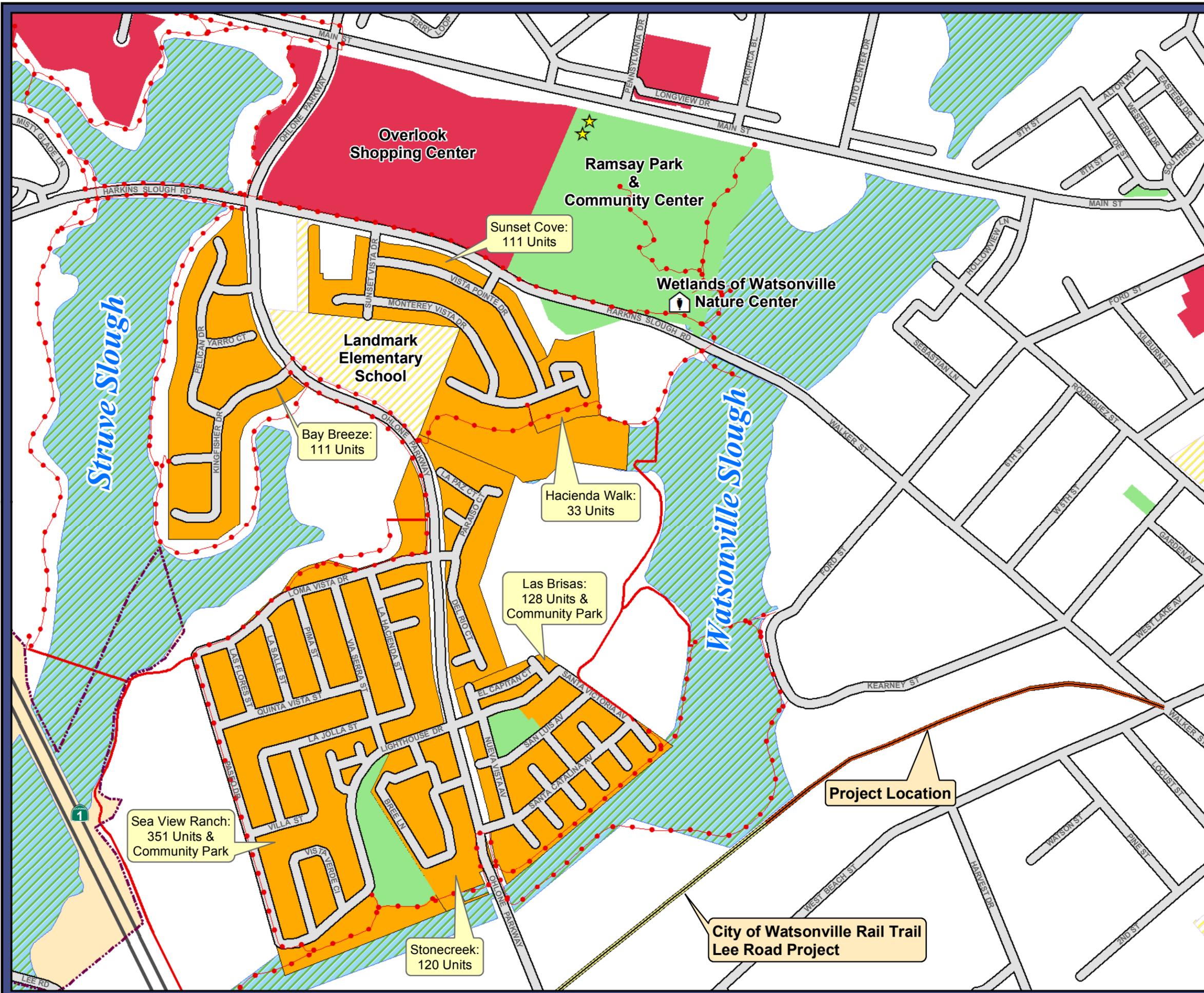
## Map Legend

- ### Rail Trail Segments
- Proposed
  - Under Development
- ### Slough Trails
- Existing Trail
  - Future Trail
- Streets
  - State Highway
  - School Property
  - Watsonville City Limit

1 inch = 500 feet



Prepared by Watsonville GIS Center 5/18/2015 (PWKS1415).  
 This Document is a graphic representation only of best available sources.  
 The City of Watsonville assumes no responsibility for any errors.



City of Watsonville Rail Trail  
Lee Road Project



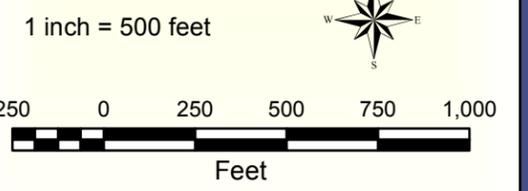
# City of Watsonville Rail Trail Watsonville Slough Trailhead to Walker St

## East End Trail Destinations

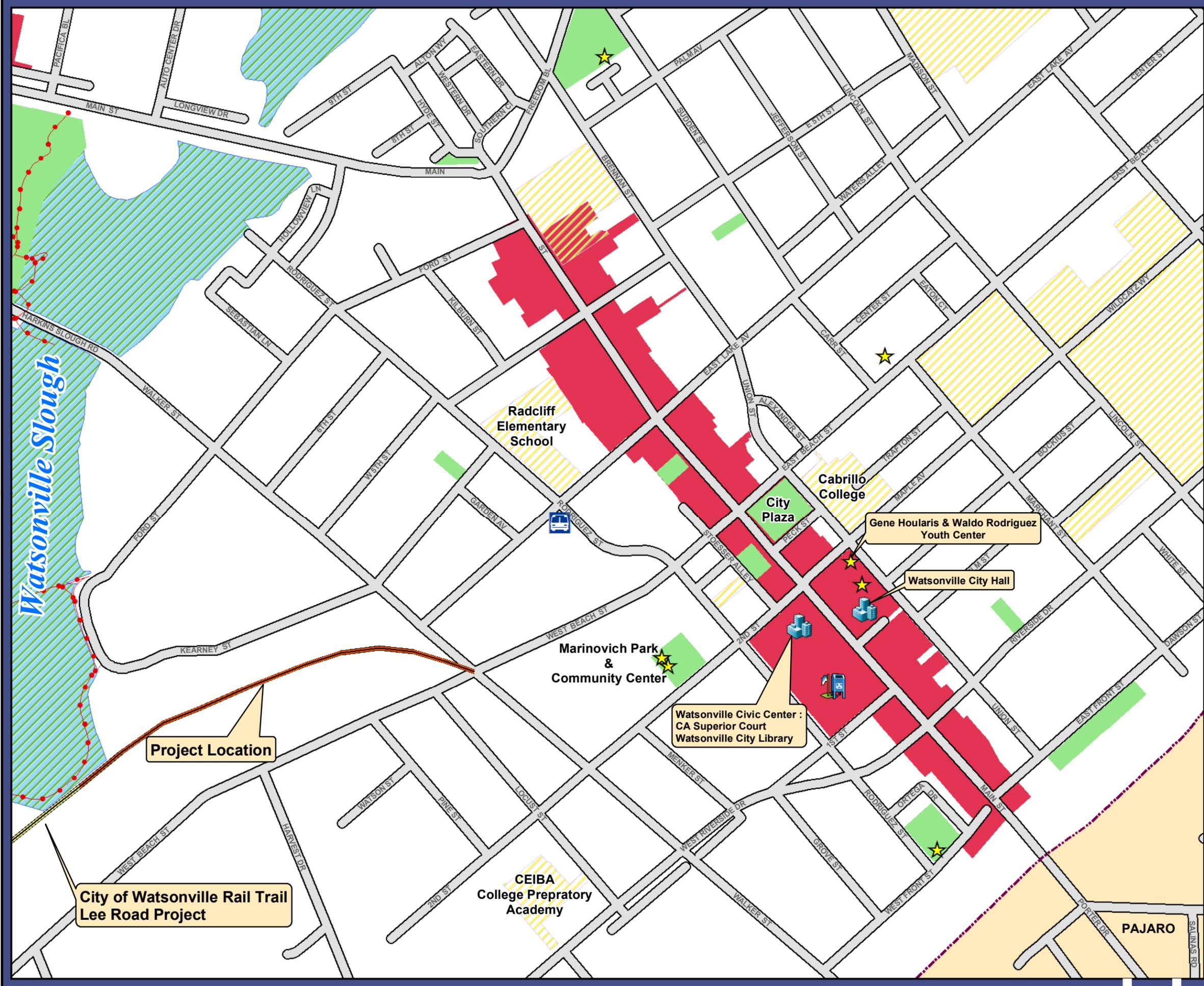
-  SC METRO Transit Center
-  Community Center
-  US Post Office
-  City Park
-  Commercial Centers

## Map Legend

- ### Rail Trail Segments
-  Proposed
  -  Under Development
- ### Slough Trails
-  Existing Trail
  -  Future Trail
-  Streets
  -  School Property
  -  Watsonville City Limit



Prepared by Watsonville GIS Center 5/18/2015 (PWKS1415).  
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The City of Watsonville assumes no responsibility for any errors.



**City of Watsonville Rail Trail  
Lee Road Project**

**Project Location**

**CEIBA  
College Preparatory  
Academy**

**Marinovich Park &  
Community Center**

**Watsonville Civic Center :  
CA Superior Court  
Watsonville City Library**

**Watsonville City Hall**

**Gene Hoularis & Waldo Rodriguez  
Youth Center**

**Cabrillo  
College**

**City Plaza**

**Radcliff  
Elementary  
School**

**PAJARO**

# City of Watsonville Rail Trail Watsonville Slough Trailhead to Walker St



### Legend

#### Collisions

#### Type



Vehicle/Bicycle Collision



Vehicle/Pedestrian Collision

Prepared by Watsonville GIS Center 5/21/2015 (PWKS1415).

This Document is a graphic representation only of best available sources.  
The City of Watsonville assumes no responsibility for any errors.

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

**City of Waukegan  
Police Department**

5/27/15

**Collision Summary Report**

**From 1/1/2010 to 5/15/2015**

**Total Collisions: 1**

**Injury Collisions: 1**

**Fatal Collisions: 0**

<b>10W-05374</b>	<b>9/22/2010</b>	<b>15:26</b>	<b>Wednesday</b>	<b>LAKE AV &amp; WALKER ST</b>	<b>0'</b>	<b>Direction: Not State</b>	<b>Daylight</b>	<b>Clear</b>	<b>Page 1</b>
<b>Vehicle - Pedestrian</b>	<b>Pedestrian</b>	<b>Ped R/W Violation</b>	<b>21950A</b>	<b>Female</b>	<b>Age: 31</b>	<b>Hit &amp; Run: No</b>	<b>Complaint of Pain</b>	<b>Cell Phone Not In Use</b>	<b>Cell Phone Not In Use</b>
<b>Party 1 Driver</b>	<b>West</b>	<b>Making Left Turn</b>	<b>Assoc Factor: None Apparent</b>	<b>Lap/Shoulder Harness Used</b>	<b>Age: 21</b>	<b>Cell Phone Not In Use</b>			
<b>Veh Type: Passenger Car</b>	<b>Sobriety: HNBD</b>	<b>Not Applicable - Ped</b>	<b>Assoc Factor: None Apparent</b>						
<b>Party 2 Pedestrian</b>	<b>East</b>	<b>Sobriety: HNBD</b>	<b>Sobriety: HNBD</b>	<b>Sobriety: HNBD</b>	<b>Sobriety: HNBD</b>	<b>Sobriety: HNBD</b>	<b>Sobriety: HNBD</b>	<b>Sobriety: HNBD</b>	<b>Sobriety: HNBD</b>
<b>Veh Type: Pedestrian</b>	<b>Sobriety: HNBD</b>	<b>Sobriety: HNBD</b>	<b>Sobriety: HNBD</b>	<b>Sobriety: HNBD</b>	<b>Sobriety: HNBD</b>	<b>Sobriety: HNBD</b>	<b>Sobriety: HNBD</b>	<b>Sobriety: HNBD</b>	<b>Sobriety: HNBD</b>

**Settings for Query:**

**Start Date: 1/1/2010**

**End Date: 5/15/2015**

**Report Number: 10W-05374**

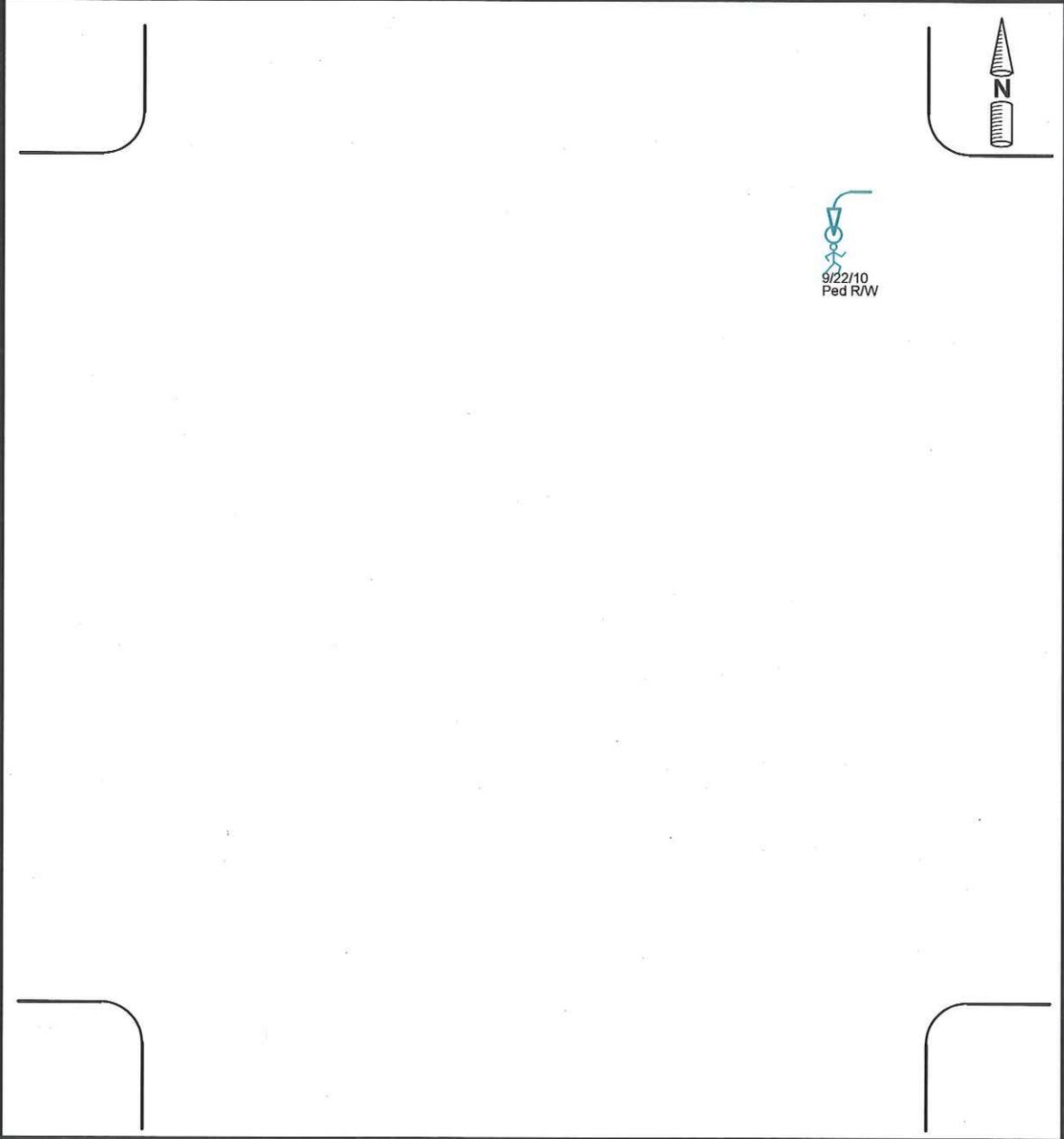
# Collision Diagram

Horizontal Street: LAKE AV

From: 1/1/2009 To: 5/15/2015

Vertical Street: WALKER ST

Date Prepared: 5/7/2015



### Number of Collisions

0 Property Damage Only  
1 Injury Collisions  
0 Fatal Collisions  
1 Total Collisions

### Legend

Moving Vehicle  
 Stopped Vehicle  
 Backing Vehicle  
 Ran Off Road  
 Movement Unknown

Right Turn  
 Left Turn  
 Sideswipe  
 Day  
 Night

Pedestrian  
 Fixed Object  
 Bicycle  
 DUI  
 Injury  
 Fatal

City of W...nville  
Police Department

5/12/15

Collision Summary Report

From 1/1/2010 to 5/15/2013

Total Collisions: 1

Injury Collisions: 1

Fatal Collisions: 0

10W-06326    11/13/2010    14:19    Saturday    6TH ST & WALKER ST    250'    Direction: East    Daylight    Clear    Page 1  
 Broadside    Auto R/W Violation    21804A    Hit & Run: No    Complaint of Pain    # Inj: 1    # Killed: 0  
 Party 1    Bicyclist    Entering Traffic    Male    Age: 12    Cell Phone Not In Use  
 Veh Type: Bicycle    Sobriety: HNBD    Proceeding Straight    Female    Age: 21  
 Party 2    Driver    Assoc Factor: None Apparent    Lap/Shoulder Harness Used    Cell Phone Not In Use  
 Veh Type: Passenger Car    Sobriety: HNBD    Assoc Factor: None Apparent    Cell Phone Not In Use

Settings for Query:

Start Date: 1/1/2010

End Date: 5/15/2013

Report Number: 10W-06326

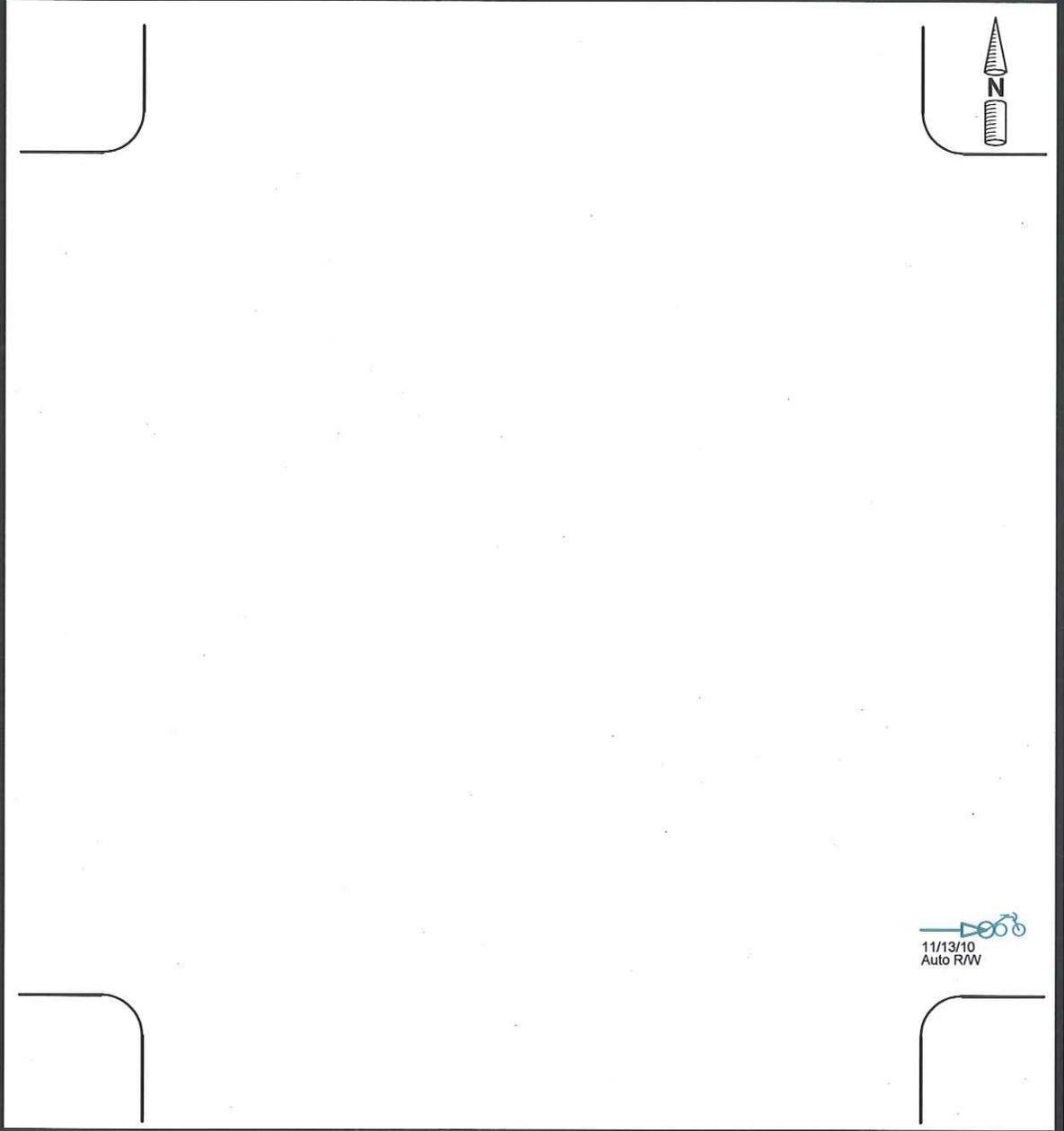
# Collision Diagram

Horizontal Street: WALKER ST

From: 1/1/2010 To: 5/15/2013

Vertical Street: 6TH ST

Date Prepared: 5/12/2015



**Number of Collisions**

- 0 Property Damage Only
- 1 Injury Collisions
- 0 Fatal Collisions
- 1 Total Collisions

**Legend**

-  Moving Vehicle
-  Stopped Vehicle
-  Backing Vehicle
-  Ran Off Road
-  Movement Unknown

-  Right Turn
-  Left Turn
-  Sideswipe
-  Day
-  Night

-  Pedestrian
-  Fixed Object
-  Bicycle
-  DUI
-  Injury
-  Fatal

City of Waukegan  
Police Department

5/27/15

Collision Summary Report

Page 1

From 1/1/2010 to 5/15/2015

Total Collisions: 1

Injury Collisions: 1

Fatal Collisions: 0

12W-05323 10/23/2012 09:32 Tuesday WALKER ST & LAKE AV 0' Direction: Not State Daylight Cloudy # Inj: 1 # Killed: 0  
Other Wrong Side of Road 21650.1 Hit & Run: No Complaint of Pain  
Party 1 Bicyclist Proceeding Straight Male Age: 18 Cell Phone Not In Use  
Veh Type: Bicycle Sobriety: HNBD Assoc Factor: None Apparent M/C Helmet Driver - No Cell Phone Not In Use  
Party 2 Driver Making Right Turn Male Age: 60  
Veh Type: Pickup Truck Sobriety: HNBD Assoc Factor: None Apparent Lap/Shoulder Harness Used Cell Phone Not In Use

Settings for Query:

Start Date: 1/1/2010

End Date: 5/15/2015

Report Number: 12W-05323

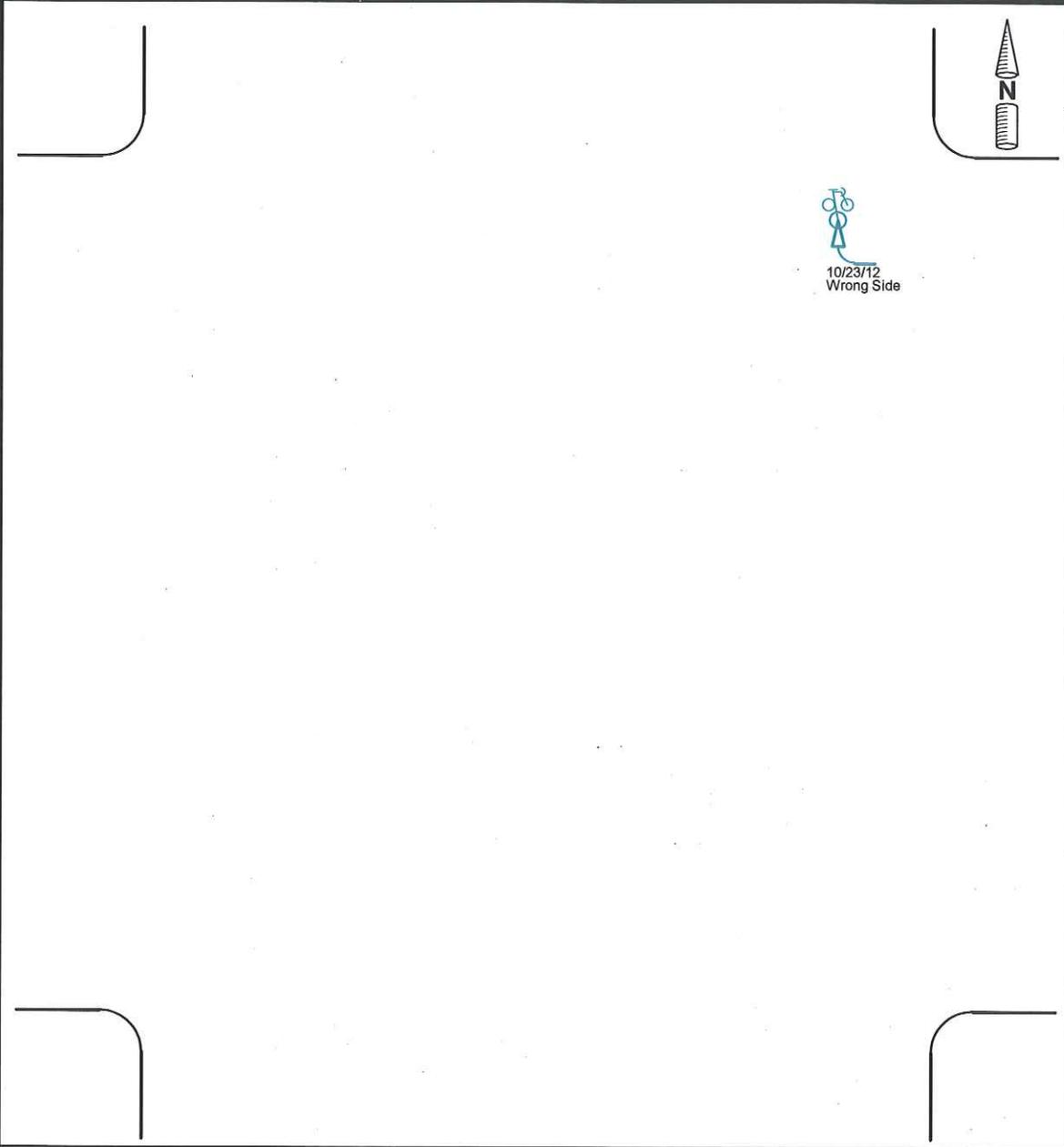
# Collision Diagram

**Horizontal Street:** LAKE AV

**From:** 1/1/2009 **To:** 5/15/2015

**Vertical Street:** WALKER ST

**Date Prepared:** 5/7/2015



**Number of Collisions**

- 0 Property Damage Only
- 1 Injury Collisions
- 0 Fatal Collisions
- 1 Total Collisions

**Legend**

- ← Moving Vehicle
- ←| Stopped Vehicle
- ←→ Backing Vehicle
- ←~ Ran Off Road
- ←..... Movement Unknown

- Right Turn
- Left Turn
- ←→ Sideswipe
- ← Day
- ← Night

- Pedestrian
- Fixed Object
- Bicycle
- DUI
- Injury
- Fatal

City of Wat...nville  
Police Department

From 1/1/2010 to 5/15/2015

Total Collisions: 1

Injury Collisions: 1

Fatal Collisions: 0

Collision Summary Report

5/27/15

Page 1

13W-05254 10/31/2013 06:40 Thursday Walker ST & BEACH ST 0' Direction: Not State Dark - Street Light Clear  
Vehicle - Pedestrian Pedestrian Pedestrian Ped R/W Violation 21950A Hit & Run: No Complaint of Pain # Inj: 1 # Killed: 0  
Party 1 Driver South Proceeding Straight Female Age: 34  
Veh Type: Passenger Car Sobriety: HNBD Lap/Shoulder Harness Used Cell Phone Not In Use  
Party 2 Pedestrian West Assoc Factor: None Apparent Male Age: 19  
Veh Type: Pedestrian West Sobriety: HNBD Assoc Factor: None Apparent Cell Phone Not In Use

Settings for Query:

Start Date: 1/1/2010

End Date: 5/15/2015

Report Number: 13W-05254

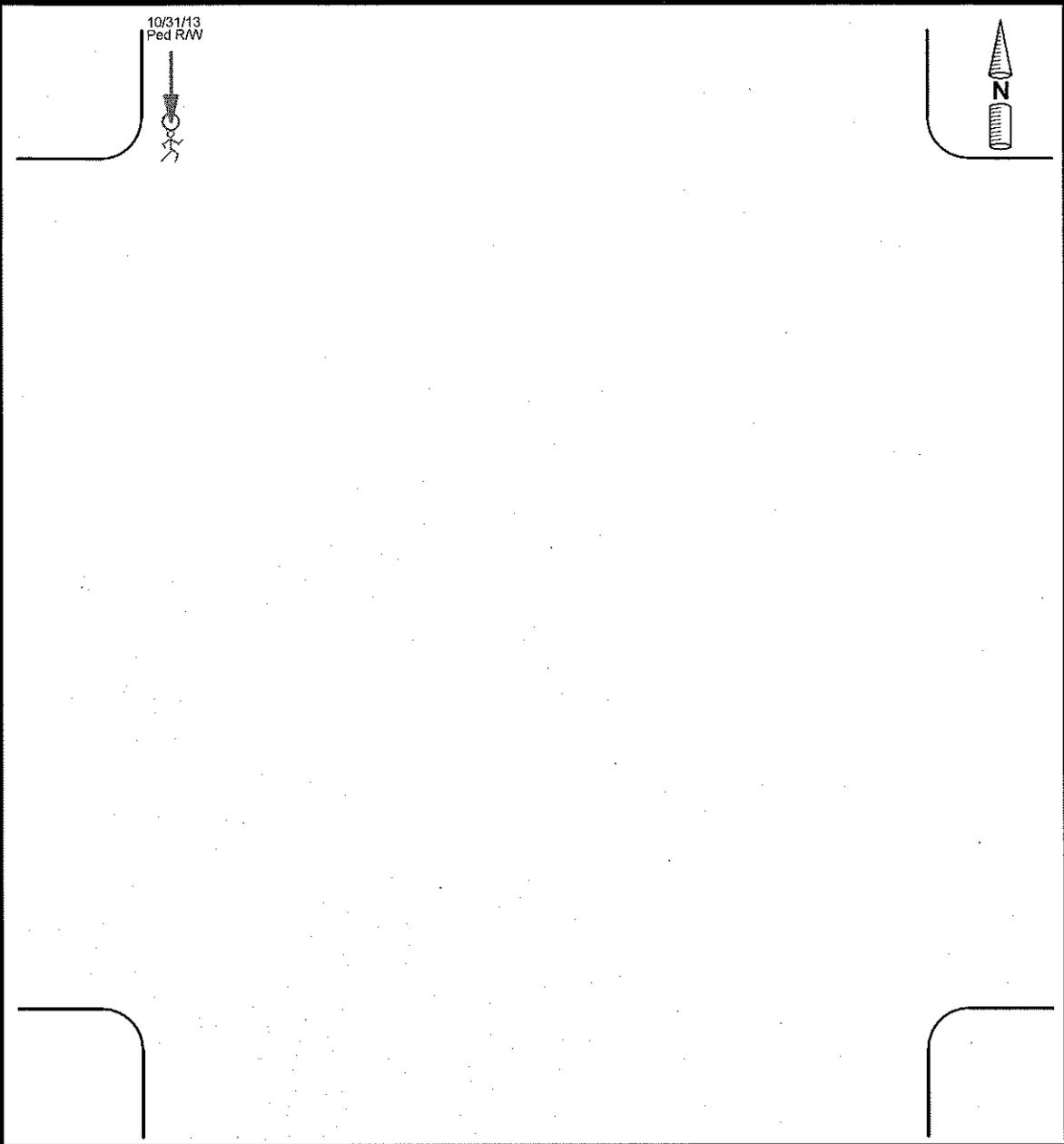
# Collision Diagram

Horizontal Street: BEACH ST

From: 1/1/2009 To: 5/15/2015

Vertical Street: WALKER ST

Date Prepared: 5/7/2015



**Number of Collisions**

- 0 Property Damage Only
- 1 Injury Collisions
- 0 Fatal Collisions
- 1 Total Collisions

**Legend**

- |  |  |   |
|--|--|---|
| <ul style="list-style-type: none"> <li>← Moving Vehicle</li> <li>←  Stopped Vehicle</li> <li>←→ Backing Vehicle</li> <li>←~ Ran Off Road</li> <li>←..... Movement Unknown</li> </ul> | <ul style="list-style-type: none"> <li>↘ Right Turn</li> <li>↙ Left Turn</li> <li>↔ Sideswipe</li> <li>↗ Day</li> <li>↖ Night</li> </ul> | <ul style="list-style-type: none"> <li>🚶 Pedestrian</li> <li>🚗 Fixed Object</li> <li>🚲 Bicycle</li> <li>🍷 DUI</li> <li>○ Injury</li> <li>⊙ Fatal</li> </ul> |
|--|--|---|

**Narrative Question #5**  
**Benefit to Disadvantaged Communities**  
**Option 1: Median Household Income**

*The project area qualifies as a disadvantaged community as the median household income (MHI) is \$47,319, which is less than the grant criteria, which is \$49,120.*

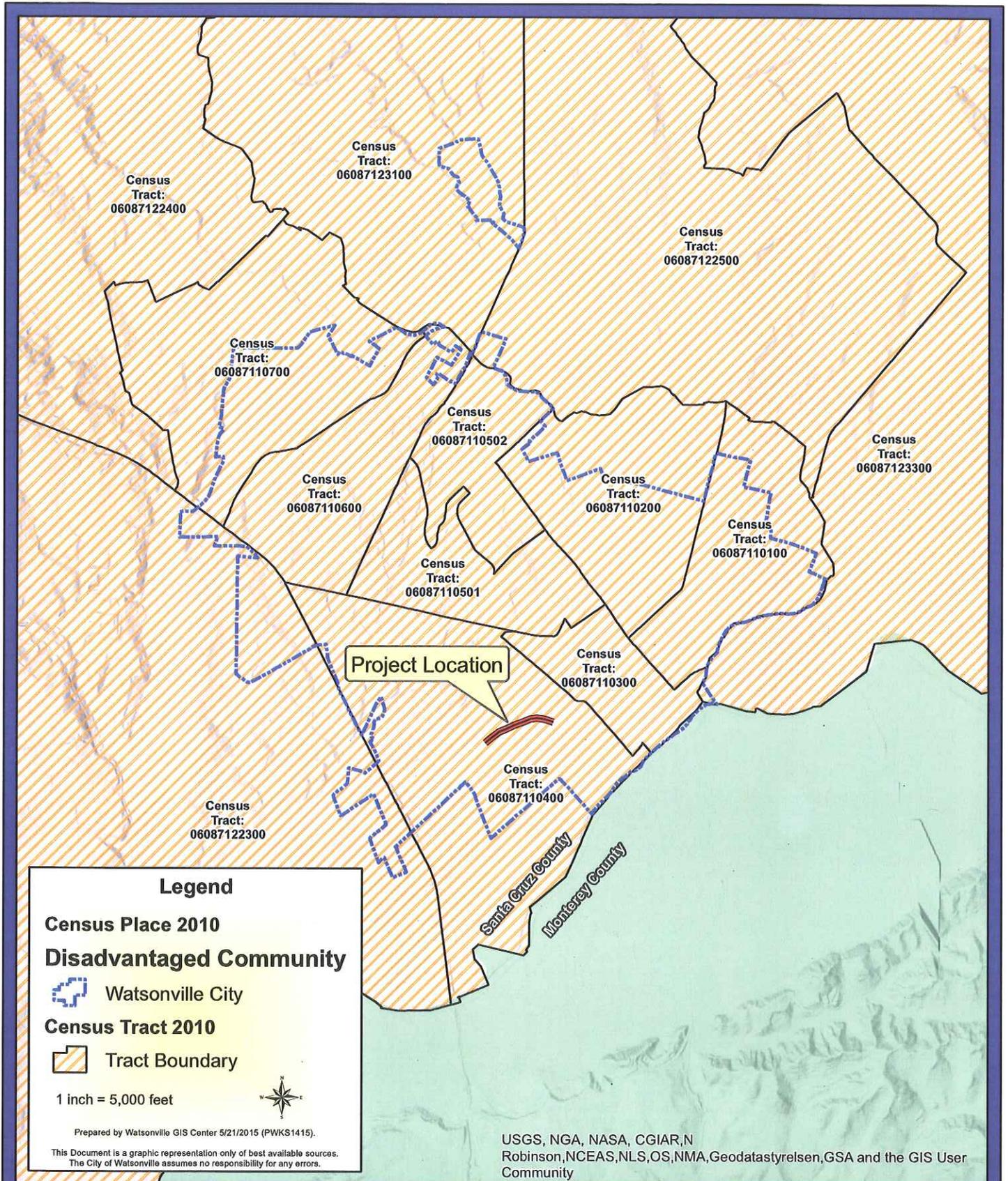
*For the purpose of this grant application, the area of the disadvantaged community includes the seven census tracts that encompass the limits of the City of Watsonville (see Attachment I-5 Page 2). This area was selected because the I- and NI-projects will provide benefits throughout the City. While the I-project is located in a specific area, it will be used by individuals from throughout the City. The NI-project will benefit residents throughout the City as it will involve programs and activities that will be held at various locations within Watsonville City limits.*

*Information was for the five year period from 2008 to 2012 and taken from the website USA.com.*

<i>Tract Number</i>	<i>MHI</i>	<i>Population within Tract</i>
<i>06087110100</i>	<i>42,201</i>	<i>7,466</i>
<i>06087110200</i>	<i>55,091</i>	<i>7,399</i>
<i>06087110300</i>	<i>32,664</i>	<i>6,710</i>
<i>06087110400</i>	<i>57,450</i>	<i>7,976</i>
<i>06087110501</i>	<i>36,711</i>	<i>7,646</i>
<i>06087110502</i>	<i>48,561</i>	<i>6,088</i>
<i>06087110600</i>	<i>49,669</i>	<i>8,349</i>
<i>06087110700</i>	<i>56,181</i>	<i>3,357</i>
<i>Total</i>	<i>378,528</i>	
<i>Average</i>	<i>47,319</i>	

# City of Watsonville Rail Trail

## Watsonville Slough Trailhead to Walker St



**Legend**

**Census Place 2010**  
**Disadvantaged Community**  
 Watsonville City

**Census Tract 2010**  
 Tract Boundary

1 inch = 5,000 feet

Prepared by Watsonville GIS Center 5/21/2015 (PWKS1415).  
 This Document is a graphic representation only of best available sources.  
 The City of Watsonville assumes no responsibility for any errors.

USGS, NGA, NASA, CGIAR, N  
 Robinson, NCEAS, NLS, OS, NMA, Geodastystrelsen, GSA and the GIS User  
 Community

**Narrative Question #5**  
**Benefit to Disadvantaged Communities**  
**Option 3: Free or Reduced Meals Program**

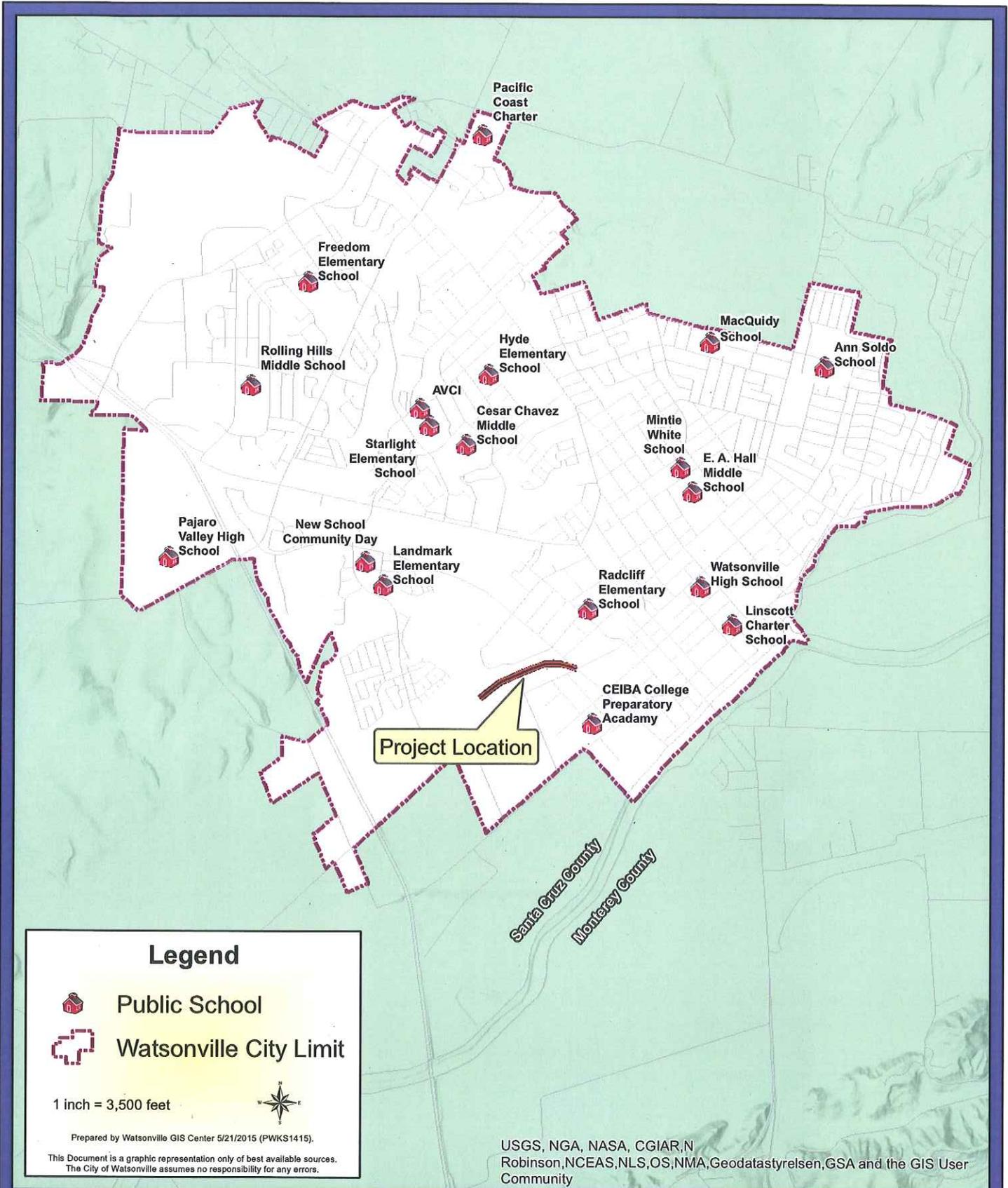
*The project area qualifies as a disadvantaged community as the percentage of students eligible for Free or Reduced Meals Program (FRMP) for the public schools within the project area is 85.8% which exceeds the 75% minimum established for the grant.*

*For the purpose of this grant application, the area of the disadvantaged community is the Watsonville City limits and the schools considered are the public schools within Watsonville (see Attachment I-5 Page 4). This area was selected because the proposed I- and NI-projects will provide benefits throughout the City. While the I-project is located in a specific area, it will be used by individuals from throughout the City. The NI-project will benefit residents throughout the City as it will involve activities that will be held at various locations within Watsonville City limits.*

*The information is for 2014-15 and is taken from the data file "Unduplicated Student Poverty – Free or Reduced Price Meals Data 2014–15" on the California Department of Education website (<http://www.cde.ca.gov/ds/sd/sd/filespp.asp>).*

School Name	K-12			Ages 5-17		
	Enrolled	Count	Eligible	Enrolled	Count	Eligible
Radcliff Elementary	561	536	95.5%	553	530	95.8%
Landmark Elementary	645	574	89.0%	621	558	89.9%
Pajaro Valley High	1,453	1,246	85.8%	1,403	1,204	85.8%
Cesar E. Chavez Middle	594	539	90.7%	594	539	90.7%
Ceiba College Preparatory Academy	511	407	79.6%	506	403	79.6%
New School Community Day	38	33	86.8%	34	30	88.2%
Pacific Coast Charter	279	100	35.8%	262	91	34.7%
Academic/Vocational Charter Institute	60	54	90.0%	57	52	91.2%
Watsonville High	1,938	1,596	82.4%	1,866	1,536	82.3%
E. A. Hall Middle	587	556	94.7%	587	556	94.7%
Freedom Elementary	674	621	92.1%	674	621	92.1%
H. A. Hyde Elementary	603	527	87.4%	603	527	87.4%
Linscott Charter	279	85	30.5%	279	85	30.5%
Mintie White Elementary	699	648	92.7%	675	632	93.6%
Rolling Hills Middle	655	589	89.9%	655	589	89.9%
T. S. MacQuiddy Elementary	658	616	93.6%	658	616	93.6%
Starlight Elementary	675	622	92.1%	675	622	92.1%
Ann Soldo Elementary	684	592	86.5%	671	582	86.7%
<b>Total</b>	<b>11,593</b>	<b>9,941</b>	<b>85.8%</b>	<b>11,373</b>	<b>9,773</b>	<b>85.9%</b>

# City of Watsonville Rail Trail Watsonville Slough Trailhead to Walker St





Murray Fontes <murray.fontes@cityofwatsonville.org>

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## RE: active transportation program grant application

1 message

---

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

Tue, Apr 28, 2015 at 4:12 PM

To: Murray Fontes <murray.fontes@cityofwatsonville.org>

Cc: "inquiry@atpcommunitycorps.org" <inquiry@atpcommunitycorps.org>, "ATP@CCC" <ATP@ccc.ca.gov>, "Hsieh, Wei@CCC" <Wei.Hsieh@ccc.ca.gov>, "Wohlgemuth, Janet@CCC" <Janet.Wohlgemuth@ccc.ca.gov>, "Burks-Herrmann, Brenda@CCC" <Brenda.Burks-Herrmann@ccc.ca.gov>

Hi Murray,

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 24<sup>th</sup> Street

Sacramento, CA 95816

(916) 341-3154

[Wei.Hsieh@ccc.ca.gov](mailto:Wei.Hsieh@ccc.ca.gov)

**From:** Murray Fontes [mailto:[murray.fontes@cityofwatsonville.org](mailto:murray.fontes@cityofwatsonville.org)]

**Sent:** Tuesday, April 28, 2015 3:56 PM

**To:** ATP@CCC

**Subject:** active transportation program grant application

Mr. Hsieh,

The City of Watsonville will be submitting an application for Active Transportation Program (ATP) Cycle 2 funding for the City of Watsonville Rail Trail Walker Street Project. The project calls for installation of a pedestrian and bicycle path within a portion of an existing railroad right of way within the City of Watsonville.

ATP guidelines call for the City to contact the California Conservation Corps and determine if the Corps can participate in project construction. Please respond and let me know if the Corps can participate. Attached are documents that include a project description & schedule, detailed estimate, project map and preliminary plan. Please let me know if the Corps will be participating and contact me if you have questions. Thanks.

—

Murray A. Fontes  
Principal Engineer  
City of Watsonville Public Works & Utilities Department  
250 Main Street  
Watsonville, CA 95076  
831-768-3117 (office)  
831-763-4065 (fax)  
[murray.fontes@cityofwatsonville.org](mailto:murray.fontes@cityofwatsonville.org)



Murray Fontes <murray.fontes@cityofwatsonville.org>

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## Re: active transportation program grant application

1 message

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**Active Transportation Program** <inquiry@atpcommunitycorps.org>

Tue, May 5, 2015 at 1:06 PM

To: Murray Fontes <murray.fontes@cityofwatsonville.org>

Cc: "atp@ccc.ca.gov" <atp@ccc.ca.gov>

Hi Murray,

Thank you for contacting us. Unfortunately, the Local Conservation Corps will not be able to participate in this project. Please include this email with your application as proof that you reached out to the Local Conservation Corps.

Thank you,  
Monica

On Fri, May 1, 2015 at 3:25 PM, Active Transportation Program <inquiry@atpcommunitycorps.org> wrote:

Hi Murray,

Thank you for your inquiry. We are looking into this request and will get back to you shortly.

Thank you,  
Monica

On Tue, Apr 28, 2015 at 3:59 PM, Murray Fontes <murray.fontes@cityofwatsonville.org> wrote:

Ms. Lynch,

The City of Watsonville will be submitting an application for Active Transportation Program (ATP) Cycle 2 funding for the City of Watsonville Rail Trail Walker Street Project. The project calls for installation of a pedestrian and bicycle path within a portion of an existing railroad right of way within the City of Watsonville.

ATP guidelines call for the City to contact the Community Conservation Corps and determine if the Corps can participate in project construction. Please respond and let me know if the Corps can participate. Attached are documents that include a project description & schedule, detailed estimate, project map and preliminary plan. Please let me know if the Corps will be participating and contact me if you have questions. Thanks.

--

Murray A. Fontes  
Principal Engineer  
City of Watsonville Public Works & Utilities Department  
250 Main Street  
Watsonville, CA 95076  
[831-768-3117](tel:831-768-3117) (office)  
[831-763-4065](tel:831-763-4065) (fax)  
[murray.fontes@cityofwatsonville.org](mailto:murray.fontes@cityofwatsonville.org)

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**Monica Davalos** | Legislative Policy Intern  
Active Transportation Program  
California Association of Local Conservation Corps  
1121 L Street, Suite 400

5/5/2015

City of Watsonville Mail - Re: active transportation program grant application

Sacramento, CA 95814

916.426.9170 | [inquiry@atpcommunitycorps.org](mailto:inquiry@atpcommunitycorps.org)



**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**

1523 Pacific Ave., Santa Cruz, CA 95060-3911 • (831) 460-3200 FAX (831) 460-3215 EMAIL [info@sccrtc.org](mailto:info@sccrtc.org)

April 30, 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: City of Watsonville Active Transportation Program (ATP) Grant Application for Rail Trail Walker Street Project**

Dear ATP Grant Selection Committee:

On behalf of the Regional Transportation Commission's Bicycle Advisory Committee, I wish to extend support for the City of Watsonville's ATP application for the Rail Trail Walker Street Project. This project will fill a critical gap in the City's bicycle network by connecting a funded rail trail project with the heart of downtown Watsonville's retail, commercial, school and residential destinations.

The Regional Transportation Commission's Bicycle Advisory Committee serves to assist in the development and maintenance of a complete, convenient and safe regional bicycle and pedestrian network. Such a network increases the opportunity and attractiveness of bicycle and pedestrian trips for transportation purposes and reduces the dependency on automobile travel. With that goal in mind, closure of this critical link will ensure that bicyclists and pedestrians will be able to travel on a continuous, safe, and comfortable facility that is separated from motor vehicle travel and thus will serve users of all ages and abilities.

This project ties in directly with the RTC's long standing commitment to develop a 32-mile rail-with-trail system throughout the length of Santa Cruz County. The RTC recently adopted a Master Plan for the rail-with-trail project and allocated \$1 million to a rail trail segment from Lee Road to 4,000 feet to the City's Slough Trail connection. Additional funding needed for the funded segment are being provided by the City of Watsonville and the Land Trust of Santa Cruz County demonstrating the community's commitment to increasing trips made by foot or bicycle. The ATP grant being solicited currently would enable the City to fill the missing link in the trail segment, thus leveraging a great deal of community investment.

The Committee thanks you for your consideration of this proposal. Please feel free to contact the RTC's Bicycle Program Manager and staff to the Bicycle Advisory Committee, Cory Caletti at (831) 460-3201 or by email at [ccaletti@sccrtc.org](mailto:ccaletti@sccrtc.org), for this and any other committee related matters.

Sincerely,

David Casterson  
Bicycle Committee Chair

cc: Santa Cruz County Regional Transportation Commission  
Santa Cruz County Regional Transportation Commission's Bicycle Committee

S:\Bike\Committee\CORR\BC2015\City\_of\_Wats\_ATP.docx

Attachment J Page 1 of 5

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



## WATSONVILLE WETLANDS WATCH

*Since 1992, protecting, restoring, and promoting enjoyment of the wetlands;  
inspiring environmental stewardship; educating youth and community.*

### Board of Directors

- Lou Rose,  
President
- Jerry Thomas,  
Vice President
- Dobie Jenkins,  
Treasurer
- Athena Barrios,  
Secretary
- Donna Bradford
- Bob Culbertson
- Debbie Diersch
- David Harrah
- Gala Haskins
- Ralph Miljanich
- Denise Murphy
- Rebecca E. Stewart
- James Van Houten

### Development Advisory Council

- Jess Brown
- Patrick Fitz
- Fred Keeley
- Rich Merrill
- Ralph Miljanich
- Bruce Nicholson
- Patricia Rodriguez
- Robert Stephens

### Staff

Jonathan Pilch, Director,  
Operations and Restoration

### Location:

Fitz Educational Resource Center  
500 Harkins Slough Road  
Watsonville, CA 95076

Mailing Address:  
P.O. Box 1239  
Freedom, CA 95019

Telephone: 831.728.1156

WatsonvilleWetlandsWatch.org



California Department of Transportation  
Attn: Grant Manager  
Active Transportation Program

May 18, 2015

To whom it may concern,

We are writing to express our strong support for the City of Watsonville's Walker Rail Trail Project. We see this pedestrian and bicycle path as one of the highest priority sections for construction within the City's planned trail network, as it will provide a much needed transportation corridor for both recreation and commuters. Of interest to us in particular is that construction will connect the downtown core to the greater 7 miles of bicycle and pedestrian trails in the Watsonville community, linking local businesses, schools, parks, and Watsonville's 800 acres of freshwater wetlands.

In turning the existing rail line into one that is accessible to a variety of users, this project will provide key support to a growing local interest in bicycling, reduce vehicle miles and associated greenhouse gases, increase safety for trail users, and overall public health by enabling alternative transportation and significantly advancing the path forward for non-street based mobility in Watsonville. In linking to the highly utilized wetland trails network that spans areas throughout the City, the Walker Rail Trail project, will enable a greater portion of the community to gain safe access to the unique wetland trails network and the many schools, parks, and businesses that are located in and around the trails network. We feel it is important to provide safe public transportation alternatives in the Watsonville community in particular, due to the high proportion of residents that utilize public transportation and significant personal health benefits for residents associated with increased trails that are much needed.

Watsonville Wetlands Watch has partnered with the City of Watsonville for over a decade in promoting the City's trails network and for the past five years in the maintenance and stewardship of the existing trails. To support this, we have created an Adopt-a-trail program and supported many hundreds of community volunteers and local business to help maintain and improve the City's trail system and surrounding environment – the Watsonville Slough System, the State's third largest coastal freshwater wetland system that is both a local treasure and a growing national destination for bird watching. The Walker Street Rail Trail project is an important addition to this trail system as it will significantly increase trail users in the more underrepresented portions of the City, lacking in safe alternative transportation. Thank you for your consideration of this proposal.

Most Sincerely,

Bob Culbertson,  
Planning and Conservation Committee

Jonathan Pilch  
Director, Operations and Restoration

Watsonville Wetlands Watch is a 501(c)(3) nonprofit organization, Fed. tax ID # 77-0519882

# COMMUNITY TRAFFIC SAFETY COALITION of SANTA CRUZ COUNTY



[www.setrafficsafety.org](http://www.setrafficsafety.org) • [www.facebook.com/setrafficsafety](https://www.facebook.com/setrafficsafety) • [CTSC@health.co.santa-cruz.ca.us](mailto:CTSC@health.co.santa-cruz.ca.us) • (831) 454-4141

May 21, 2015

State of California  
Department of Transportation  
Division of Local Assistance  
P.O. Box 942874, MS-1  
Sacramento, CA 94274-0001

Dear ATP Grant Selection Committee,

I am writing on behalf of the Community Traffic Safety Coalition (CTSC) of Santa Cruz County to express our support for the City of Watsonville's Active Transportation Program (ATP) grant application for the Rail Trail Walker Street Project. This project will fill a critical gap in the City's bicycle network by connecting a county-wide rail trail project with the Watsonville Slough Trails, downtown Watsonville's retail and commercial district, schools and residential destinations. This project aligns with the CTSC goal of increasing opportunities for safe and active transportation.

The mission of the CTSC is to reduce traffic-related injuries while promoting the use of alternative modes of transportation. The primary focus is on bicycle and pedestrian safety issues. The CTSC educates all road users in safety practices to decrease the risk and severity of collisions and advocates for improved conditions to make all methods of transportation safer.

This project would enable the City to fill this missing link in the trail segment, leveraging investments already made and increasing the opportunity and attractiveness of bicycle and pedestrian trips for transportation purposes and recreation. Closure of this critical link will ensure that bicyclists and pedestrians will be able to travel on a continuous, safe, and comfortable facility that is separated from motor vehicle travel and thus will serve users of all ages and abilities. This project includes non-infrastructure outreach and education efforts to promote safe use of the trail, including safety presentations, skills workshops, employee wellness promotion, group rides and family events, such as Open Streets and Bike to Work Day.

The CTSC thanks you for your consideration of this proposal and for the opportunity to increase the health and wellness of the environment and the community of Watsonville.

Sincerely,

A handwritten signature in black ink that reads 'Elise Ehrheart'. The signature is written in a cursive, flowing style.

Elise Ehrheart, Co-Chair  
Community Traffic Safety Coalition of Santa Cruz County



**Mission:** *Open Streets Santa Cruz County fosters individual and community health through creative use of public space.*

State of California, Department of Transportation  
Division of Local Assistance  
P.O. Box 942874, MS-1  
Sacramento, CA 94274-0001

Dear ATP Grant Selection Committee,

May 26, 2015

I am writing on behalf of Open Streets Santa Cruz County (OSSCC) to express our support for the City of Watsonville's Active Transportation Program (ATP) grant application for the Rail Trail Walker Street Project. This project will fill a critical gap in the City's bicycle network by connecting a county-wide rail trail project with the Watsonville Slough Trails, downtown Watsonville's retail and commercial district, schools and residential destinations.

This project aligns closely with the OSSCC's mission and goals. Our goals include:

- ▲ Promote physical activity and health
- ▲ Promote a culture of bicycling and walking
- ▲ Increase safety and access to the roadway for users of all ages, abilities and modes
- ▲ Promote enjoyment and care for the natural environment
- ▲ Boost local economy through business promotion and eco-tourism
- ▲ Foster community, civic pride and quality of life

This project would enable the City to fill this missing link in the trail segment, leveraging investments already made and increasing the opportunity and attractiveness of bicycle and pedestrian trips for transportation purposes and recreation. Closure of this critical link will ensure that bicyclists and pedestrians will be able to travel on a continuous, safe, and comfortable facility that is separated from motor vehicle travel and thus will serve users of all ages and abilities.

This project also includes non-infrastructure outreach and education efforts to promote use of the trail, including safety presentations, skills workshops, employee wellness promotion, group rides and family events, such as Open Streets and Bike to Work Day.

Thank you for your consideration of this proposal and for the opportunity to promote health and wellness of the environment and the community in Watsonville.

Sincerely,

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

Saskia Lucas  
Director

PO Box 1458  
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Capitola, CA 95010  
tel 831.479.5466  
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May 22, 2015  
State of California  
Department of Transportation  
Division of Local Assistance  
P.O. Box 942874, MS-1  
Sacramento, CA 94274-0001

Dear ATP Grant Selection Committee,

I am writing on behalf of United Way of Santa Cruz County to express our support for the City of Watsonville's Active Transportation Program (ATP) grant application for the Rail Trail Walker Street Project. This project will fill a critical gap in the City's bicycle network by connecting a county-wide rail trail project with the Watsonville Slough Trails, downtown Watsonville's retail and commercial district, schools and residential destinations.

This project aligns with United Way of Santa Cruz County's goal of Health for all residents and specifically the reduction of Obesity by 10% by 2020. United Way of Santa Cruz County recognizes the central role that active living plays in reaching this goal, and considers the Rail Trail Walker Street Project a critical component of our overall strategy.

This project would enable the City to fill this missing link in the trail segment, leveraging investments already made and increasing the opportunity and attractiveness of bicycle and pedestrian trips for transportation purposes and recreation. Closure of this critical link will ensure that bicyclists and pedestrians will be able to travel on a continuous, safe, and comfortable facility that is separated from motor vehicle travel and thus will serve users of all ages and abilities. This project includes non-infrastructure outreach and education efforts to promote use of the trail, including safety presentations, skills workshops, employee wellness promotion, group rides and family events, such as Open Streets and Bike to Work Day.

Thank you for your consideration of this proposal and for the opportunity to promote health and wellness of the environment and the community in Watsonville.

Sincerely,

A handwritten signature in cursive script that reads "Mary Lou Goeke".

Mary Lou Goeke  
Executive Director  
United Way of Santa Cruz County