

## Mt. Shasta Active Transportation Committee Special Meeting Agenda

Mt. Shasta City Hall, 305 North Mt. Shasta Blvd

Friday, May 20, 2016; 8:30 a.m.

“Our mission is to maintain the character of our “small town” community while striking an appropriate balance between economic development and preservation of our quality of life. We help create a dynamic and vital City by providing quality, cost-effective municipal services and by forming partnerships with residents and organizations in the constant pursuit of excellence.”

ITEM	STANDING AGENDA ITEMS
1.	Call to Order & Roll Call
2.	Special Presentations & Announcements:
3.	<p>Public Comment:</p> <p>This is an opportunity for members of the public to address the Committee. The Committee reserves the right to reasonably limit the length of individual comments and/or the total amount of time allotted to public comments. For items which are on this agenda, speakers may request that their comments be heard instead at the time the item is to be acted upon by the Committee. The Committee may ask questions but may take no formal action on items addressed during the Public Comment period except to direct staff to prepare a report or place the item on a future agenda.</p>
<b>COMMITTEE BUSINESS</b>	
4.	<p>Review and Approval of Minutes:</p> <p style="padding-left: 40px;">a) ATC Draft Minutes for March 3, 2016 Meeting</p> <p style="padding-left: 40px;">b) ATC Draft Minutes for April 12, 2016 Meeting</p> <p><u>Recommended Action:</u> Modify if necessary, and Approve Minutes.</p>
5.	<p>Report from Public Works Director Regarding Current City Projects</p> <p><u>Background:</u> Monthly update on relevant public works projects.</p> <p><u>Report by:</u> Rod Bryan, Public Works Director</p> <p><u>Recommended Action:</u> Information Only, Receive Report</p>
6.	<p>ATP Cycle 3 Application Scope of Project Update - Review Draft Application</p> <p><u>Background:</u> The Siskiyou Land Trust and Ken Ryan have prepared a draft application for Cycle 3 ATP funds for construction of portions of the Midtown Trail. Review draft and provide comments as needed.</p> <p><u>Report By:</u> Melanie Findling and Ken Ryan</p> <p><u>Recommended Action:</u> Discuss and Take Action</p>
7.	<p>Incorporating on-road bicycle networks into resurfacing projects</p> <p><u>Background:</u> The Federal Highway Administration has a publication in their Bicycle and Pedestrian Program providing suggestions on how to incorporate bicycle facilities when resurfacing roads. See link below. ATC, in consultation with Rod Bryan, can consider if this might be included in a Master Plan update.</p> <p><a href="http://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/resurfacing/page03.cfm#methods_a4">http://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/resurfacing/page03.cfm#methods_a4</a></p> <p><u>Report By:</u> Melanie Findling and Rod Bryan</p> <p><u>Recommended Action:</u> Discuss and Take Action</p>

8.	<p>ATC Response to CalTrans Hwy 89/So. Mt. Shasta Blvd. interchange improvement project.  <u>Background:</u> ATC met in a special meeting in November to discuss ATC’s response to Caltrans’ project. Mike Sojka was planning to draft a resolution for Council. Update.  <u>Report by:</u> Mike Sojka  <u>Recommended Committee Action:</u> Receive update.</p>
9.	<p>Creating a GIS layer showing ATC’s projects  <u>Background:</u> Mike Sojka was to contact a GIS specialist to help ATC develop a GIS layer depicting ATC projects. Update.  <u>Report by:</u> Mike Sojka  <u>Recommended Committee Action:</u> Receive Update</p>
10.	<p>Review of Master Plan Appendices E and G  <u>Background:</u> In an effort to keep the Bicycle Pedestrian Trails Master Plan current, ATC is reviewing sections that may need revisions. The first sections are Appendices E and G. ATC members were to review and will report suggested revisions.  <u>Report by:</u> Melanie Findling  <u>Recommended Committee Action:</u> Discuss and Take Action if needed</p>
11.	<p>Discuss 2016 ATC Goals  <u>Background:</u> Review ongoing projects and earlier goals, assign priorities and responsibilities.  <u>Report By:</u> Chair and Committee Members  <u>Recommended Committee Action:</u> Discuss and Take Action</p>
12.	<p>Possible Action on Change in the Day/Time/Location and/or Frequency of Meetings  <u>Background:</u> The committee is currently meeting on the 3<sup>rd</sup> Friday of each month at 8:30 a.m., in the City Hall conference room.  <u>Report by:</u> Chair  <u>Recommended Committee Action:</u> Discuss and Take Action</p>
<b>FUTURE AGENDA ITEMS</b>	
13.	<p>At this time, members of the Committee may ask questions of staff, request that reports be made at a later date, or ask to place an item on the agenda, on any subject within the Committee’s jurisdiction:</p> <ul style="list-style-type: none"> <li>• Stellar Way Non-Motorized Access (Previously Dedicated Castle Alley to Non-Motorized Use Only)</li> <li>• Bus Stops</li> <li>• Traffic Collision Data</li> </ul>
14.	<p>Adjourn</p> <p>Availability of Public Records: All public records related to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that are distributed to a majority of the legislative body will be available for public inspection at City Hall located at 305 North Mt. Shasta Blvd., Mt. Shasta, CA at the same time the public records are distributed or made available to the members of the legislative body. Agenda related writings or documents provided to a majority of the legislative body after distribution of the Agenda packet will be available for public review within a separate binder at City Hall at the same time as they are made available to the members of the legislative body.</p> <p>The City of Mt. Shasta does not discriminate on the basis of race, color, national origin, sex, religion, age or disability in employment or provision of services. In compliance with the Americans with Disabilities Act, persons requiring accommodations for a disability at a public meeting should notify the City Clerk or Deputy City Clerk at least 48 hours prior to the meeting at (530) 926-7510 in order to allow the City sufficient time to make reasonable arrangements to accommodate participation in this meeting.</p>

**Mt. Shasta Active Transportation Committee Special Meeting **DRAFT** Minutes**

Mt Shasta City Hall, 305 North Mt. Shasta Blvd

Thursday, March 3, 2016 10:00 A.M.

“Our mission is to maintain the character of our “small town” community while striking an appropriate balance between economic development and preservation of our quality of life. We help create a dynamic and vital City by providing quality, cost-effective municipal services and by forming partnerships with residents and organizations in the constant pursuit of excellence.”

<b>Item</b>
1. Call to Order: At the hour of 10:00 A.M. Melanie Findling called the meeting to order.
2. Roll Call: Members Present: Melanie Findling, Mike Sojka, Mike Quinn Members Absent: None Staff Present: Rod Byron Council Liaison: Absent Additional Attendees: Ken Ryan, Joe Wirth, Jennifer Turner, Kathleen Hitt
3. Special Presentations & Announcements: Mount Shasta Greenway Consortium: Joe Wirth <ul style="list-style-type: none"><li>• Joe summarized recent activities of the Greenway Consortium on the plans for a trail to connect from City Park to downtown via the west side of I5.</li><li>• The Greenway Consortium is investigating and considering applications of grants for planning, easement purchase and trail construction.</li></ul>
4. Public Comment: See item 3.
5. Requested Rod to include the City Park to Lake street, and the Lake Street to Lake Siskiyou trail segments in the Siskiyou County Regional Transportation Plan (RTP). Committee Action: Approval Motion to Approve: Mike Sojka Second: Mike Quinn
6. Motion is made to request The City Engineer to provide a cost estimate of the central portion of the Midtown Trail from Mountain View to Rockfellow, and from Rockfellow to Adams, and Everitt Memorial by the high school to the railroad tracks in preparation for an application for Cycle 3 ATP funds with the Siskiyou Land Trust. Committee Action: Approved Motion to Approve: Mike Sojka Second: Mike Quinn
7. Meeting was Adjourned at 11:45 A.M.

**Mt. Shasta Active Transportation Committee Special Meeting **DRAFT** Minutes**

Mt Shasta City Hall, 305 North Mt. Shasta Blvd

Tuesday, April 12, 2016, 8:30 a.m.

“Our mission is to maintain the character of our “small town” community while striking an appropriate balance between economic development and preservation of our quality of life. We help create a dynamic and vital City by providing quality, cost-effective municipal services and by forming partnerships with residents and organizations in the constant pursuit of excellence.”

	Item
1.	Call to Order and Role Call: At the hour of 8:30 a.m. Melanie Findling called the meeting to order. Roll Call: Members Present: Melanie Findling, Mike Sojka, Mike Quinn Members Absent: None Staff Present: Rod Byron Council Liaison: Absent
2.	Special Presentations & Announcements: None.
3.	Public Comment: None Action: none
	<b>Committee Business</b>
4.	<ol style="list-style-type: none"> <li>1. Review and Approval of Minutes</li> <li>2. Committee Action: Postponed – Minutes weren’t available. Special Meeting Draft Minutes for March 3, 2016.</li> <li>3.</li> </ol>
5.	Report from Rod Bryan Regarding Current City Projects Committee Action: None Comments: No updates at this time.
6.	<p>ATP Cycle 3 Application Scope Scope of Project Updates Background: The Siskiyou Land Trust proposed working together on an application for ATP funds in Cycle 3 for construction of portions of the Medtown Trail. Update on scope of project and report on meeting with CalTrans representative. Consider if this effort should proceed with a planning grant or full construction.</p> <p>Report by: Melanie Finding ATC Chair Motion: This item should be submitted as a planning/design grant for the following efforts:</p> <ol style="list-style-type: none"> <li>1) The north-south extent of the Midtown trail will go from Mountain View to Rockfellow Drive.</li> <li>2) East Ivy/Rockfellow, Lake Street, McCloud, and Old McCloud will receive sidewalk upgrades from Mt. Shasta Blvd to city limits except on Rockfellow where they’d end at Adams/Shastice park. Traffic calming features will be added at busy crossings.</li> <li>3) Everett Memorial Hwy in front of the high school street design for sidewalk,, bicycle, stormwater, and traffic calmingtreatment.</li> <li>4) A landscape architect is to be included to ensure an aesthetic approach is followed.</li> <li>5) The application will be for Phase 1, a planning/design grant due to the length of time required for design and NEPA analysis. Phase 2 will be for construction.</li> </ol> <p>Motion to Approve: Mike Sojka Motion Seconded: Mike Quinn Ayes: All</p>
7.	<p>Incorporate on road bicycle networks into resurfacing projects Background: The Federal Highway Administration has a publication in their bicycle and pedestrian program providing suggestions on how to incorporate bicycle facilities when resurfacing roads. The following web link is provided for possible inclusion in future city projects; <a href="http://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/resurfacing/page03.cfm#methods_a4">http://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/resurfacing/page03.cfm#methods_a4</a> Committee Action: Pass on to Rod Byron for review and discussion at the next ATC meeting.</p>

8.	<p>Curbside Painting</p> <p>Background: Mike Quinn requested we discuss the condition of curbside painting in the city and their effect on pedestrian and bicycle safety.</p> <p>Report by: Mike Quinn and Rod Byron. Some residential areas within the city are in need of repainting of the red zone curb marking. Rod indicated that the repainting of all curbs in the city is done annually.</p> <p>Committee Action: None</p>
9.	<p>ATC Response to CalTrans Hwy 89/So Mt Shasta Blvd interchange improvement project</p> <p>Committee Action: Mike Sojka will write a resolution for the city requesting the County commission an Active Transportation Plan that can be used by Caltrans to analyze the Hwy 89 interchange and address pedestrian and bicycle safety issues. Rod will present the proposal to the city council for review at the earliest possible date.</p>
10.	<p>Discuss ATC 2016 Goals</p> <p>Background: Review ongoing projects and earlier goals, assign priorities and responsibilities.</p> <p>Committee Action: Mike Sojka will contact the Land Trust's GIS specialist to help create a map depicting city active transportation projects . The committee will also review appendix 'E' of the master plan to identify modifications that will reflect the current state of projects.</p>
11.	<p>Adjourn: Melanie adjourned the meeting at 10:45A.M.</p>



# ACTIVE TRANSPORTATION PROGRAM

**IMPLEMENTING AGENCY:** Mount Shasta



**PROJECT APPLICATION NO.:**  

**PROJECT NAME:** MOUNT SHASTA MID TOWN TRAIL

**PROJECT DESCRIPTION:** PA&ED PS&E to install missing sidewalks and bike lanes on main arteries, designate quiet streets as Bicycle/Pedestrian Boulevards, install Class 1 bike/ped artery through open lands, bridge a wetland, design and install bike racks, provide pedestrian seating, broadly mark trail/street crossings, do public education.

**PROJECT LOCATION:** Various locations the length of the City, raw land through the Siskiyou Land Trust, new bike/pedestrian access to the schools, new access to the City business district, new access to National Forest Preserve Trails - see maps

ATP FUNDED COMPONENTS							
Infrastructure				Non-Infrastructure	Plan		
PA&ED	PS&E	R/W	CON				
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
FY 19/20	FY 20/21	FY -	FY 21/22	FY 21/22	FY -		

PROJECT FUNDING INFORMATION (1,000s)							
Total Project \$	Total ATP \$	Total Non-ATP \$	Past ATP \$	Leveraging \$	Matching \$	Non-Participating \$	Future Local \$
-	-	-	-	-	-	-	-



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## Application Part 1: Applicant 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 :**


Applicants have the opportunity to insert a project picture, agency seal, or other image on the cover page. If you would like to do this, attach the image (\*.jpg, \*.bmp, \*.png, etc) by clicking in the box.

**MASTER AGREEMENTS (MAs):**
**Does the Implementing Agency currently have a MA with Caltrans?**
 Yes  No

**Implementing Agency's Federal Caltrans MA number**
**Implementing Agency's State Caltrans MA number**


\* 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 Partnering Agency:**

The "Project Partnering Agency" is defined as an agency, other than Implementing Agency, that will assume the responsibility for the ongoing operations and maintenance of the improved facility. The Implementing Agency must: 1) ensure the Partnering Agency agrees to assume responsibility for the ongoing operations and maintenance of the improved facility, 2) provide documentation of the agreement (e.g., letter of intent) as part of the project application, and 3) ensure a copy of the Memorandum of Understanding or Interagency Agreement between the parties is submitted with the first request for allocation. For these projects, the Project Partnering Agency's information shall be provided below.

**Based on the definition above, does this project have a partnering agency?**
 Yes  No

**PROJECT PARTNERING AGENCY'S NAME:**

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

**CONTACT PERSON'S TITLE:**

**CONTACT PERSON'S PHONE NUMBER:**

**CONTACT PERSON'S EMAIL ADDRESS :**


Attach a "letter of intent" or other documentation.



## Application Part 2: General Project Information

**PROJECT NAME:** (Max of 10 Words) (To be used in the CTC project list)

**Words Remaining:** 5

MOUNT SHASTA MID TOWN TRAIL

**SUMMARY OF PROJECT SCOPE:** (Max of 200 Words)

(Summary of the Existing Condition, Project Scope, the Expected Benefits)

**Words Remaining:** 8

There is no continuous bicycle or pedestrian way from the southern limit of Mount Shasta to the City's northern boundary. The Mid Town Trail Project intends to fill this need by providing a safe and interesting about four mile long biking or walking option through the southern residential neighborhood, through a in City Land Trust protected wetland, through a demonstration in City Land Trust development, past the library, schools, and sports facilities, ending at Shastice City Park or Mount Shasta High School lands hosting National Forest trail heads in the northern area of the City. The City, the Land Trust, and the Schools are working together to turn what is now a strip of incomplete sidewalks, undeveloped yet safe biking/walking opportunities, minimally traveled streets, an underused previously constructed Safe Routes to School connection, busy street crossings, open lands, and few bike parking or pedestrian seating opportunities into a bike/pedestrian artery that will fully serve the needs of this complex strip of communities. The project includes a non-infrastructure element to encourage residents and visitors to use our new facility and leave their cars parked while traveling within Mount Shasta.

**PROJECT DESCRIPTION:** (Max of 50 Words)

**Words Remaining:** 1

PA&ED PS&E to install missing sidewalks and bike lanes on main arteries, designate quiet streets as Bicycle/Pedestrian Boulevards, install Class 1 bike/ped artery through open lands, bridge a wetland, design and install bike racks, provide pedestrian seating, broadly mark trail/street crossings, do public education.

**PROJECT LOCATION:** (Max of 50 Words)

**Words Remaining:** 13

Various locations the length of the City, raw land through the Siskiyou Land Trust, new bike/pedestrian access to the schools, new access to the City business district, new access to National Forest Preserve Trails - see maps

In addition to the Location Description provided, attach a location map to the application. The location needs to show the project boundaries in relation to the Implementing Agency's boundaries.

Attach

**Project Coordinates:** (latitude/longitude in decimal format) Lat. 41.316082 N /long. 122.311113 W

**Congressional District(s):** 1    

**State Senate District(s):** 1    

**State Assembly District(s):** 1    

**Caltrans District:** 2

**County:** Siskiyou

**MPO:**  

**RTPA:** Siskiyou CTC

**Urbanized Zone Area (UZA) Population:** Project is located outside one of the nine large MPOs in a UZA with Pop <= 5,000

**Past Projects:** Within the last 10 years, has there been any previous State or Federal ATP, SRTS, SR2S, BTA or other ped/bike funding awards for a project(s) that are adjacent to or overlap the limits of project scope of this application?

Yes  No If yes, how many previous awards? 5

Project Number	Past Project Funding	Funded Amount \$	Project Type	Type of overlap/connection with past projects (select only one which matches the best)
	State – Safe Routes to School (SR2S)	\$145,534	Infrastructure (I)	Adjacent project limits with minor overlapping scope or limits of work <small>mit</small> s
	OTHER – State Funding		Infrastructure (I)	Adjacent project limits with no overlapping scope, or limits of work <small>s of</small>

**ATP CYCLE 3 APPLICATION FORM**

DLA-001 (NEW 4/2016)

v1.1



MOUNT SHASTA MID TOWN TRAIL

Project Number	Past Project Funding	Funded Amount \$	Project Type	Type of overlap/connection with past projects (select only one which matches the best)
	OTHER – State Funding		Infrastructure (I)	Adjacent project limits with no overlapping scope <sub>s</sub> or limits of work
	OTHER – State Funding		Infrastructure (I)	Adjacent project limits with no overlapping scope <sub>s</sub> or limits of work
	OTHER – Local Agency Funding	\$15,000	Plan	Overlapping limits and scope of work



## Application Part 3: Project Type

**PROJECT TYPE:** (Use the drop down menu to select Combination (I/NI), Infrastructure (I), Non-Infrastructure (NI), or Plan.

Combination (I/NI)

**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 %
- Pedestrian Transportation**                      % of Project                      50 %
- Safe Routes to School (Also fill out Bicycle and Pedestrian Sub-Type information above)**

For a project to qualify for Safe Routes to School designation, the project must directly increase safety and convenience for public school students to walk and/or bike to school. Safe Routes to Schools infrastructure projects must be located within two miles of a public school or within the vicinity of a public school bus stop and the students must be the intended beneficiaries of the project. Other than traffic education and enforcement activities, non-infrastructure projects do not have a location restriction.

Projects with Safe Routes to School elements must fill out "School and Student Details" later in this application. As a condition of receiving funding, projects with Safe Routes to School Elements must commit to completing additional before and after student surveys as defined in the Caltrans Active Transportation Guidelines (LAPG Chapter 22).

**How many schools does the project impact/serve:**      3  

For each school benefited by the project: 1) Fill in the school and student information; and 2) Include the required attachment information.

Remove School	
School Name:	Sisson Elementary School
School Address:	601 E Alma
District Name:	Mount Shasta Union School District
District Address:	601 E Alma
Co.-Dist.-School Code:	47-70425-0131102
School Type:	K-8

Project improvements maximum distance from school      2.0   mile

Total student enrollment:	308
Total # of students that currently walk or bike to school:	175
Approximate # of students living along route proposed for improvement:	200
Projected # of students that will walk/bike to school after the project:	250
Percentage of students eligible for free or reduced meal programs**	31 %

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

Attach the following: A) a map which clearly shows: 1) the student enrollment area, 2) the locations and limits of the proposed project improvements; and B) the contact information/person for the school, and a short statement of support combined with the signature of the school official.

	Attach
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**ATP CYCLE 3 APPLICATION FORM**

DLA-001 (NEW 4/2016)

v1.1



Remove School

School Name: Mount Shasta High  
 School Address: 710 Everette Memorial Highway  
 District Name: Siskiyou Union High School District  
 District Address: 624 Everitt Memorial Highway  
 Co.-Dist.-School Code: 47-70466-4735403  
 School Type: Other

Project improvements maximum distance from school 2.0 mile

Total student enrollment:	<u>321</u>
Total # of students that currently walk or bike to school:	<u>95</u>
Approximate # of students living along route proposed for improvement:	<u>200</u>
Projected # of students that will walk/bike to school after the project:	<u>150</u>
Percentage of students eligible for free or reduced meal programs**	<u>24 %</u>

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

Attach the following: A) a map which clearly shows: 1) the student enrollment area, 2) the locations and limits of the proposed project improvements; and B) the contact information/person for the school, and a short statement of support combined with the signature of the school official.

Attach

Remove School

School Name: Jefferson Continuing High  
 School Address: 720 Rockfellow Drive  
 District Name: Siskiyou Union High School District  
 District Address: 624 Everitt Memorial Highway  
 Co.-Dist.-School Code: 47-70466-4730057  
 School Type: Other

Project improvements maximum distance from school 2.0 mile

Total student enrollment:	<u>24</u>
Total # of students that currently walk or bike to school:	<u>8</u>
Approximate # of students living along route proposed for improvement:	<u>15</u>
Projected # of students that will walk/bike to school after the project:	<u>20</u>
Percentage of students eligible for free or reduced meal programs**	<u>80 %</u>

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

Attach the following: A) a map which clearly shows: 1) the student enrollment area, 2) the locations and limits of the proposed project improvements; and B) the contact information/person for the school, and a short statement of support combined with the signature of the school official.

Attach

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

Trails Projects constructing multi-purpose trails 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 better 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

**ATP CYCLE 3 APPLICATION FORM**

DLA-001 (NEW 4/2016)

v1.1



If yes, estimate the total project costs that are eligible for the Recreational Trail funding: \_\_\_\_\_

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

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

*\*Recreational Trail funding can only fund work outside of the roadway Right-of-way.*



## Application Part 4: Project Details

**INFRASTRUCTURE TYPE** (Only Intended for Infrastructure Projects)

**Note:** When quantifying the amount of Active Transportation improvements proposed by the project, **do not double-count the improvements** that benefit both Bicyclists and Pedestrians (i.e. new RRFB/Signal should only show as a Pedestrian or Bicycle Improvement).

**Bicycle Improvements**

What % of the BICYCLE related project cost are going towards closing a "Gap" in infrastructure? 95 %

(As opposed to cost going towards "improving" existing bicycle infrastructure: i.e. Class 2 to Class 4)

New Bike Lanes/Routes:	Class 1: <u>1,749</u> Linear Feet	Class 2: <u>13,464</u> Linear Feet
	Class 3: <u>3,960</u> Linear Feet	Class 4: _____ Linear Feet
Signalized Intersections:	New Bike Boxes: _____ Number	Timing Improvements: _____ Number
Un-Signalized Intersections:	New RRFB/Signal: _____ Number	Crossing-Surface Improvements: <u>8</u> Number
Block Crossing:	New RRFB/Signal: _____ Number	Mid-Crossing-Surface Improvements: _____ Number
Lighting:	Intersection: <u>10</u> Number	Roadway Segments: _____ Linear Feet
Bike Share Program:	New Station: _____ Number	New Bikes: _____ Number
Bike Racks/Lockers:	New Racks: <u>10</u> Number	New Secured Lockers: _____ Number
Other Bicycle Improvements:	#1: <u>Bike Corrals</u> #: <u>2</u>	#2: <u>High Definition Route Markings</u> #: <u>100</u>

**Pedestrian Improvements**

What % of the PEDESTRIAN related project cost are going towards closing a "Gap" in infrastructure? 90 %

(As opposed to cost going towards "improving" existing pedestrian infrastructure.)

Sidewalks:	New (4' to 8' wide): <u>1,320</u> Linear Feet	New (over 8' wide): _____ Linear Feet
	Widen Existing: _____ Linear Feet	Reconstruct/Enhance Existing: _____ Linear Feet
	New Barrier Protected (Barrier, parking, functional-planter, etc.): _____ Linear Feet	
ADA Ramp Improvements:	New Ramp (none exist): _____ Number	Reconstruct Ramp to Standard: _____ Number
Signalized Intersections:	New Crosswalk: _____ Number	Enhance Existing Crosswalk: _____ Number
	Ped-Heads: _____ Number	Shorten Crossing: _____ Number
	Timing Improvements: _____ Number	
Un-Signalized Intersections:	New Traffic Signal: _____ Number	New Roundabout: _____ Number
	New RRFB/Signal: _____ Number	Crossing-Surface Improvements: <u>8</u> Number
	Shorten Crossing: _____ Number	
Mid-Block Crossing:	New RRFB/Signal: _____ Number	Crossing-Surface Improvements: _____ Number
Lighting:	Intersection: _____ Number	Roadway Segments: _____ Linear Feet
Pedestrian Amenities:	Benches: <u>10</u> Number	Trash Cans: <u>10</u> Number
	Shade Trees: _____ Number	Shade Tree Type: _____
Other Ped Improvements:	#1: _____ #: _____	#2: _____ #: _____

**Multi-use Trail Improvements**

**Vehicular-Roadway Traffic-Calming Improvements**

Road Diets:	Remove Travel Lane: _____ Linear Feet	Remove Right-Turn Pocket: _____ Number
Speed Feedback Signs:	Speed Feedback Signs: <u>20</u> Number	
Signalized Intersections:	Timing Improvements: _____ Number	New Roundabout: _____ Number
Un-Signalized Intersections:	New Traffic Signal: _____ Number	New Roundabout: <u>1</u> Number
Other Traffic-Calming Improvements:	#1: <u>High definition street crossing markings</u> #: <u>40</u>	#2: _____ #: _____



**Right of Way (R/W) Impacts** (Check all that apply)

- Project is 100% within the Implementing Agency's R/W (or within their control at the time of this application submittal).
- Project will likely require R/W and/or easements from private owners or will require utility relocations from 'non-public' utility companies.

*The federal R/W process involving private property acquisitions and/or private utility relocations can often take 18 to 24 months. The project schedule in the application for R/W needs to reflect the necessary time to complete the federal R/W process.*

- Project will likely require R/W, Easements, encroachment and/or approval involving Governmental, Environmental, or Railroad owner's property.



## Application Part 5: Project Schedule

- NOTES: 1) Per CTC Guidelines, all project applications must be submitted with the expectation of receiving federal funding and therefore the schedule below must account for the extra time needed for federal project delivery requirements and approvals, including a NEPA environmental clearance and for each CTC allocation there must also be a Notice to Proceed with Federally Reimbursable work.
- 2) Prior to estimating the durations of the project delivery tasks (below), applicants are highly encouraged to review the appropriate chapters of the Local Assistance Procedures Manual and work closely with District Local Assistance Staff.
- 3) The proposed CTC allocation dates must be between July 1, 2019 and June 30, 2021 to be consistent with the available ATP funds for Cycle 3.

**INFRASTRUCTURE PROJECTS:**

**PA&ED Project Delivery Phase:**

Will ATP funds be used in this phase of the project?  Yes  No

**Proposed CTC "PA&ED Allocation" Date:**

7/2/2019
8/31/2019

Notice to Proceed with Federally Reimbursable ATP Work:

Expected or Past Start Date for PA&ED activities:

9/2/2019
----------

Time to complete the separate CEQA & NEPA studies/approvals:

12	months
----	--------

 (See note #2, above)

**Expected or Past Completion Date for the PA&ED Phase:**

8/27/2020
-----------

*\* Applications showing the PA&ED phase as complete, must include/attach the signature pages for the CEQA and NEPA documents, which include project descriptions covering the full scope.*

	Attach
--	--------

**PS&E Project Delivery Phase:**

Will ATP funds be used in this phase of the project?  Yes  No

**Proposed CTC "PS&E Allocation" Date:**

10/1/2020
11/29/2020

Notice to Proceed with Federally Reimbursable ATP Work:

Expected or Past Start Date for PS&E activities:

2/1/2021
----------

Time to complete the final Plans, Specification & Estimate:

10	months
----	--------

**Expected or Past Completion Date for the PS&E Phase:**

11/28/2021
------------

*\* Applications showing the PS&E phase as complete, must include/attach the signed & Stamped Title Sheet for the plans and approval page of the specifications.*

	Attach
--	--------

**Right of Way Project Delivery Phase:**

Will ATP funds be used in this phase of the project?  Yes  No

Expected or Past Start Date for R/W activities:

--

Time to complete the R/W Engineering, Acquisition, and Utilities:

	months
--	--------

**Expected or Past Completion Date for the R/W Phase:**

--

*\* PS&E and Right of Way phases can be allocated at the same CTC meeting.*

*\* Applications showing the R/W phase as complete, must include/attach the Caltrans approved R/W Certification.*

	Attach
--	--------

**Construction Project Delivery Phase:**

Will ATP funds be used in this phase of the project?  Yes  No

**Proposed CTC "CON Allocation" Date:**

2/1/2022
4/2/2022

Notice to Proceed with Federally Reimbursable ATP Work:

Expected Start Date for Construction activities:

5/9/2022
----------

Time to complete the Construction activities:

18	months
----	--------

**Expected or Past Completion Date for the CON Phase:**

10/31/2023
------------

**NON-INFRASTRUCTURE (NI) AND "PLAN" PROJECTS: (This includes combined "I" and "NI" projects)**

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Will ATP funds be used in this phase of the project?  Yes  No

**Proposed CTC "CON Allocation" Date:**

2/1/2022
4/2/2022

Notice to Proceed with Federally Reimbursable ATP Work:

Expected Start Date for "NI" or "Plan" Construction activities:

4/4/2022
----------

Time to complete the CON-Phase activities:

27	months
----	--------

**Expected Completion Date for the CON Phase:**

6/22/2024
-----------

**Proposed Dates for "Before" and "After" Counts (As required by the CTC and Caltrans guidelines):**

Expected Date for "Before" counts (Ideally, within 12 months of the beginning of the Construction Activities)

9/7/2021
----------

Expected Date for "After" counts (Ideally, at least 6 months after the end of all Construction Activities)

9/10/2024
-----------



## Application Part 6: Project Funding

(1,000s)

Project Phase	Total Project Costs	Total ATP Funding	ATP Allocation Year *	Total Non-ATP Funding **	Non-Participating Funding	"Prior" ATP Funding	Leveraging Funding	Matching Funding *** (for federal \$)	Future Local Identified Funding
PA&ED	-	-	19/20	-	-	-	-	-	-
PS&E	-	-	20/21	-	-	-	-	-	-
R/W	-	-		-	-	-	-	-	-
CON	-	-	21/22	-	-	-	-	-	-
NI-CON	-	-	21/22	-	-	-	-	-	-
<b>TOTAL</b>	-	-		-	-	-	-	-	-

\* The CTC Allocation-Year is calculated based on the information entered into the "Project Schedule" section.

\*\* Applicants must ensure that the "Total Non-ATP Funding" values show in this table match the overall Non-ATP Funding values they enter into Page 2 of the PPR (later in this form)

\*\*\* For programming purposes, applicants, are asked to identify the portion of the Leveraging Funding that meets the requirements to be used as match for new Federal ATP funding.

**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, it is the intent of the Commission to consolidate the allocation of federal funds to as few projects as practicable. Therefore, the smallest projects may be granted State Funding from the State Highway Account (SHA) for all or part of the project. Agencies with projects under \$1M, especially ones being implemented by agencies who are not familiar with the federal funding process, are encouraged to request State funding.

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

If "Yes", provide a brief explanation. (Max of 50 Words)

Words Remaining:

If "Yes", applicants requesting SHA must also attach an ["Exhibit 22-F"](#)

**ATP PROJECT PROGRAMMING REQUEST (PPR):**

Using the Project Schedule, Project Funding, and General Project information provided, this electronic form has automatically prepared the following PPR pages. Applicants must review the information in the PPR to confirm it matches their expectations.

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MOUNT SHASTA MID TOWN TRAIL

**Exhibit 22-G Project Programming Request (PPR)**

Date:

Project Information:					
<b>Project Title:</b>	MOUNT SHASTA MID TOWN TRAIL				
<b>District</b>	<b>County</b>	<b>Route</b>	<b>EA</b>	<b>Project ID</b>	<b>PPNO</b>
2	Siskiyou				

Funding Information:									
DO NOT FILL IN ANY SHADED AREAS									
Proposed Total Project Cost (\$1,000s)									Notes:
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
<b>TOTAL</b>	<b>0</b>								

ATP Funds		Infrastructure Cycle 3							Program Code	
Proposed Funding Allocation (\$1,000s)									20.30.720	
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency	
E&P (PA&ED)	0	0	0	0	0	0	0	0	Caltrans	
PS&E	0	0	0	0	0	0	0	0	Notes:	
R/W	0	0	0	0	0	0	0	0		
CON	0	0	0	0	0	0	0	0		
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		

ATP Funds		Non-Infrastructure Cycle 3							Program Code	
Proposed Funding Allocation (\$1,000s)									20.30.720	
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency	
E&P (PA&ED)	0	0	0	0	0	0	0	0	Caltrans	
PS&E	0	0	0	0	0	0	0	0	Notes:	
R/W	0	0	0	0	0	0	0	0		
CON	0	0	0	0	0	0	0	0		
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		

ATP Funds		Plan Cycle 3							Program Code	
Proposed Funding Allocation (\$1,000s)									20.30.720	
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency	
E&P (PA&ED)	0	0	0	0	0	0	0	0	Caltrans	
PS&E	0	0	0	0	0	0	0	0	Notes:	
R/W	0	0	0	0	0	0	0	0		
CON	0	0	0	0	0	0	0	0		
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		

ATP Funds		Previous Cycle							Program Code	
Proposed Funding Allocation (\$1,000s)										
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency	
E&P (PA&ED)	0	0	0	0	0	0	0	0	Caltrans	
PS&E	0	0	0	0	0	0	0	0	Notes:	
R/W	0	0	0	0	0	0	0	0		
CON	0	0	0	0	0	0	0	0		
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		

**ATP CYCLE 3 APPLICATION FORM**

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MOUNT SHASTA MID TOWN TRAIL

**Exhibit 22-G Project Programming Request (PPR)**

Date:

**Project Information:**

<b>Project Title:</b>	MOUNT SHASTA MID TOWN TRAIL				
<b>District</b>	<b>County</b>	<b>Route</b>	<b>EA</b>	<b>Project ID</b>	<b>PPNO</b>
2	Siskiyou				

**Summary of Non-ATP Funding**

*The Non-ATP funding shown on this page must match the values in the Project Funding table.*

<b>Fund No. 2:</b>									<b>Program Code</b>
<b>Proposed Funding Allocation (\$1,000s)</b>									
<b>Component</b>	<b>Prior</b>	<b>16/17</b>	<b>17/18</b>	<b>18/19</b>	<b>19/20</b>	<b>20/21</b>	<b>21/22+</b>	<b>Total</b>	<b>Funding Agency</b>
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	<b>Notes:</b>
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
<b>TOTAL</b>	<b>0</b>	<b>0</b>							

<b>Fund No. 3:</b>									<b>Program Code</b>
<b>Proposed Funding Allocation (\$1,000s)</b>									
<b>Component</b>	<b>Prior</b>	<b>16/17</b>	<b>17/18</b>	<b>18/19</b>	<b>19/20</b>	<b>20/21</b>	<b>21/22+</b>	<b>Total</b>	<b>Funding Agency</b>
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	<b>Notes:</b>
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
<b>TOTAL</b>	<b>0</b>	<b>0</b>							

<b>Fund No. 4:</b>									<b>Program Code</b>
<b>Proposed Funding Allocation (\$1,000s)</b>									
<b>Component</b>	<b>Prior</b>	<b>16/17</b>	<b>17/18</b>	<b>18/19</b>	<b>19/20</b>	<b>20/21</b>	<b>21/22+</b>	<b>Total</b>	<b>Funding Agency</b>
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	<b>Notes:</b>
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
<b>TOTAL</b>	<b>0</b>	<b>0</b>							

<b>Fund No. 5:</b>									<b>Program Code</b>
<b>Proposed Funding Allocation (\$1,000s)</b>									
<b>Component</b>	<b>Prior</b>	<b>16/17</b>	<b>17/18</b>	<b>18/19</b>	<b>19/20</b>	<b>20/21</b>	<b>21/22+</b>	<b>Total</b>	<b>Funding Agency</b>
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	<b>Notes:</b>
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
<b>TOTAL</b>	<b>0</b>	<b>0</b>							

<b>Fund No. 6:</b>									<b>Program Code</b>
<b>Proposed Funding Allocation (\$1,000s)</b>									
<b>Component</b>	<b>Prior</b>	<b>16/17</b>	<b>17/18</b>	<b>18/19</b>	<b>19/20</b>	<b>20/21</b>	<b>21/22+</b>	<b>Total</b>	<b>Funding Agency</b>
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	<b>Notes:</b>
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
<b>TOTAL</b>	<b>0</b>	<b>0</b>							

<b>Fund No. 7:</b>									<b>Program Code</b>
<b>Proposed Funding Allocation (\$1,000s)</b>									
<b>Component</b>	<b>Prior</b>	<b>16/17</b>	<b>17/18</b>	<b>18/19</b>	<b>19/20</b>	<b>20/21</b>	<b>21/22+</b>	<b>Total</b>	<b>Funding Agency</b>
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	<b>Notes:</b>
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
<b>TOTAL</b>	<b>0</b>	<b>0</b>							



## Application Part 7: Application Questions

### 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:**

- Is all or part of the project currently (or has it ever been) formally programmed in an RTPA, MPO and/or Caltrans funding program?  Yes  No
- Are any elements of the proposed project directly or indirectly related to the intended improvements of a past or future development or capital improvement project?  Yes  No
- Are adjacent properties undeveloped or under-developed where standard "conditions of development" could be placed on future adjacent redevelopment to construct the proposed project improvements?  Yes  No

**2. Demonstrated fiscal needs of the applicant:**

- Is the project consistent with the relevant adopted regional transportation plan that has been developed and updated pursuant to Government Code Section 65080?  Yes  No

If "Yes", the applicant must provide that portion of Regional Transportation Plan showing that the proposed project is consistent. Attach a copy of ONLY the following elements of the plan: cover page and pages linking the proposed project to the plan. Highlighted and/or mark the attachment to clearly identify the connection.

*Note: Projects not providing proof will be disqualified and not be evaluated.*



## Part B: Narrative Questions

### Detailed Instructions for Question #1

**QUESTION #1****DISADVANTAGED COMMUNITIES (0-10 POINTS)**
 This project does not qualify as a Disadvantaged Community.
**A. Map of Project Boundaries, Access and Destination (0 points): Required**

Provide a scaled map showing the boundaries of the proposed project/program/plan, the geographic boundaries of the disadvantaged community, and disadvantaged community access point(s) and destinations that the project/program/plan is benefiting.

	Attach
--	--------

**B. Identification of Disadvantaged Community: (0 points)**

Select one of the following 4 options. Must provide information for all Census Tract/Block Group/Place # that the project affects.

- **Median Household Income**
- **CalEnviroScreen**
- **Free or Reduced Priced School Meals** - Applications using this measure must demonstrate how the project benefits the school students in the project area.
- **Other**

Select Option: Median Household Income

The Median Household Income (Table ID B19013) is less than 80% of the statewide median based on the most current Census Tract (ID 140) level data from the 2010-2014 American Community Survey (ACS) (<\$49,191). Communities with a population less than 15,000 may use data at the Census Block Group (ID 150) level. Unincorporated communities may use data at the Census Place (ID 160) level. Data is available at: <http://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml>

Census Tract/Block Group/Place #	Population	MHI
Mount Shasta	3,285	43,969

Lowest median household income from above (autofill): \$ 43,969 (to be used for qualifying as benefiting a DAC only)

Median household income by census tract for the community(ies) benefited by the project: \$ 43,969  
(to be used for severity calculation only)

Must attach a copy of FactFinder ACS page for each census tract listed above. Attach all pages as one pdf.

	Attach
--	--------

**C. Direct Benefit: (0 - 4 points)**

1. Explain how the project/program/plan closes a gap, provides connections to, or addresses a deficiency in an active transportation network or meets an important community need. (Max of 50 Words)

Words Remaining: 0

This project offers children and adults a safe, slow streets walking and Class 1 biking alternative to a main, high traffic street experience (Mount Shasta Blvd) in a partially complete Class 2 lane or sidewalk between south end residential or motel regions and downtown or other north end community attractors.

2. Explain how the disadvantaged community residents will have physical access to the project/program/plan. (Max of 50 Words)

Words Remaining: 8

About 90% our households will have direct access to some or all segments of this project via residence along the route or one block connectors which will be built as part of the project. The pedestrian sections will be fully handicapped accessible.

3. Illustrate how the project was requested or supported by the disadvantaged community residents. (Max of 50 Words)

Words Remaining: 3

The disadvantaged community was represented on the Mount Shasta Active Transportation Committee by a wheel chair bound member who helped to develop the scope for this project. All committee members have discussed this with others over the ten years elements of the project have been being developed.

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**D. Project Location: (0 - 2 points)**

1. Is your project located within a disadvantaged community? Fully \_\_\_\_\_

**E. Severity: (0 - 4 points)**

a. Auto calculated



## Part B: Narrative Questions

### Question #2

#### QUESTION #2

**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. (0-35 POINTS)**

Please provide the following information: (This must be completed to be considered for funding for infrastructure projects)

# of Users	Pedestrian	Bicycle	Date of Counts	Mark here if N/A to project
<b>Current</b>	-	-		<input checked="" type="checkbox"/>
<b>Projected</b> (1 year after completion)	200	100		<input checked="" type="checkbox"/>

**Safe Routes to School projects and programs:** The following information related to the Safe Routes to School Projects data was already entered in part 3 of the application.

School	Total Student Enrollment	Approx. # of Students Living Along School Route Proposed	# of Students Currently Walking/Biking to School	Projected # of Students that will walk/bike after project	Net projected Change in Students walking/biking
Sisson Elementary School	308	200	175	250	75
Mount Shasta High	321	200	95	150	55
Jefferson Continuing High	24	15	8	20	12
<b>Total</b>	<b>653</b>	<b>415</b>	<b>278</b>	<b>420</b>	<b>142</b>

Document the methodologies used to establish the **current** count data. (Max of 200 Words)

**Words Remaining:** 58

Count of bicycles and skateboards in the existing school bike racks. Counts at known businesses with bike racks. Walking and biking counts should be in separate boxes. There are now 2 to 4 bikers at each school. The walkers are estimated based on the known population of children within one mile of the schools. As we come closer to construction we will work with the schools to develop more accurate numbers. These are rural school districts with large potential student sheds requiring buses which we need to factor into future counts. The younger children coming over one mile either take a school district provided bus or are driven by their parents. The older students either drive themselves or a group of friends. We will be working to turn this car culture around but we must provide a safe bike/pedestrian environment first.

**A. Describe the specific active transportation need that the proposed project/plan/program will address. (0-15 points)**  
(Max of 500 Words)

**Words Remaining:** 156

Currently, the only designated bike lanes in Mount Shasta are along the main traffic arteries of the city, Mount Shasta Blvd (north to south), Lake Street (West to East), and Alma Street (West to East) and do not serve both the residential and the attractor communities. Sidewalks were not connected or improved with the added bike lanes. There are gaps in the bike lane along Mount Shasta Blvd and sidewalks along Lake Street. There is no continuous bicycle or pedestrian way from the southern city limits of Mount Shasta to the northern city limits, about three miles. Plus, Everett Memorial Highway, the main route from I 5 up the foot hills of Mount Shasta Mountain to it's hiking trails and vista points, passes west of, and in front of, Mount Shasta High School necessitating that almost every one accessing the school cross this highway. There is no designated bike or pedestrian access to either high school or any building in the complex. There is only one small bike rack on the edge of the campus. The main street intersection is not marked well to notify drivers to expect bikers or pedestrians to be crossing the highway to or from the schools. Sisson Elementary School is across Everette Memorial Highway generating a nominal amount of bike/pedestrian crossings between schools and their respective athletic facilities.

About 1/2 of Alma Street was rebuilt as a Complete Streets STIP project in 2015-2016. Bike lanes were installed past Sisson School. The Birch to B Safe Routes to School project (Cycle 9) was built in 2011. Birch to B is a short Class 1 project down a hill that allows bikers and pedestrians to safely travel from the South End residential region to the Central and North End business districts. The major problem is the project ends at the undeveloped future path through the Land Trust properties and before reaching the schools. Completing a complex project like this will take many years if we are to depend on the currently available money for rural transportation improvements.

**B. Describe how the proposed project/plan/program will address the active transportation need: (0-20 points)**

1. Close a gap?

Yes  No



No. of gaps: 2 Total length of gap(s) (feet): 20,493

Gap closure = Construction of a missing segment of an existing facility in order to make that facility continuous.

- a. Must provide a map of each gap closure identifying gap and connections.

	Attach
--	--------

- b. Describe how the project links or connects, or encourages use of existing routes 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. Specific destination must be identified. (Max of 100 Words)

Words Remaining: **14**

This project connects the residential and motel section of southern Mount Shasta, via the existing slow street network and the Birch to B improvement, to the central business district, passes through an in City, Land Trust protected wetland, passes through an in City Land Trust development demonstration, past the library, schools, sports facilities, and ends at Shastice City Park or High School land hosting National Forest trail heads in the northern area of the City. The Land Trust segments will be Class 1 bike/pedestrian paths.

## 2. Creation of new routes?

Yes  No

New route = Construction of a new facility that did not previously exist for non-motorized users that provides a course or way to get from one place to another.

- a. Must provide a map of the new route location.

	Attach
--	--------

- b. Describe the existing route(s) that currently connect the affected transportation related and community identified destinations and why the route(s) are not adequate. (Max of 100 Words)

Words Remaining: **2**

The mid town trail will provide a continuous, dedicated, slow street or class 1 bike/pedestrian north/south artery with short improvements (one or two blocks each) to Mount Shasta Blvd businesses, and improved safe access to our schools. This artery will connect to both ends of the Birch to B improvement which has not proved adequate to stimulate broad community use of the available slow streets network. Plus, the north end of Birch to B is a Class 2 bike lane along Lake Street which has minimal sidewalk improvements. Parents do not consider this safe for children.

- c. Describe how the project links or connects, or encourages use of existing routes 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. Specific destination must be identified. (Max of 100 Words)

Words Remaining: **17**

The proposed Bicycle Boulevard through the southern residential neighborhood will be broadly marked to clearly show the intent of the City to be bicycle and pedestrian friendly. The project will improve the intersection markings at Lake Street, close the sidewalk gaps along Lake Street, and provide a direct connection to the Land Trust element of this project. This includes developing a short section of City undeveloped Birch Street across a future bike/pedestrian bridge over a creek to the Land Trust property line.

## 3. Removal of barrier to mobility?

Yes  No

- a. Type of barrier: Other If Other, please explain Land Trust own lands with no bike/pedestrian improvements

- b. Must provide a map identifying the barrier location and improvement.

	Attach
--	--------

- c. Describe the existing negative effects of barrier to be removed and how the project addresses the existing barrier. (Max of 100 Words)

Words Remaining: **37**

Unimproved Land Trust lands are essentially in the middle of the Mount Shasta which require bikers and pedestrians to use roundabout routes along busy arteries built for cars to travel from the residential and motel section of the City to the commercial, school, and recreation areas of the City. This project will remove this barrier by building a Class 1 path through it.



- d. Describe how the project links or connects, or encourages use of existing routes 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. Specific destination must be identified. (Max of 100 Words)

Words Remaining: 20

The north end of the Birch to B improvement ends at Class 2 bike paths along Lake Street where the Land Trust Class 1 bike/pedestrian path will connect. The Lake Street bike path provides access to downtown. The parallel Lake Street sidewalks have gaps in them which this project will fill. The newly rebuilt segment of Alma Street crosses the Land Trust segment at about its midpoint and provides a shortcut to Sisson School via a Class 2 route.

#### 4. Other improvements to routes?

 Yes  No

- a. Must provide a map of the new improvement location.

 Attach

- b. Explain the improvement. (Max of 100 Words)

Words Remaining: 1

Mount Shasta Boulevard - Everitt Memorial Highway - Old McCloud Road  
 These arteries were built for automobiles through the City to access rural regions beyond the City. Now they must be redesigned and rebuilt in the City to serve the broad range of urban transportation needs, in Mount Shasta's case bicycles and pedestrians. The alternative is widening our main arteries which is cost prohibitive and will ruin the character of the City. Plus, there is broad community opposition to this idea. This proposal moves bike/pedestrian activities away from Mount Shasta Boulevard. The City chooses to develop bike/pedestrian opportunities.

- c. Describe how the project links or connects, or encourages use of existing routes 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. Specific destination must be identified. (Max of 100 Words)

Words Remaining: 0

These are needed segments at the North and South end of Mount Shasta.  
 Everitt Memorial Highway separates the High Schools Campus from 95 % of the residential community and all the commercial activities. There are no bicycle lanes to these schools or their sports facilities. Sidewalk access is incomplete or non-existent. Only stop signs and minimally marked crosswalks exist at the primary corner for student access. This project will correct these deficiencies plus providing everyone bike/pedestrian access to an existing National Forest trail.  
 Old McCloud Road is a main artery from the City to foothill developments. Needs: bikes, sidewalks.

#### 5. Plan for increasing biking and walking in the community?

 Yes  No

- a. Describe how the plan will address links or connections, or encourage the use of existing/new routes 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. (Max of 100 Words)

Words Remaining: 12

The Siskiyou Land Trust will work with the Community Resource Center (the touch stone for the many social action groups in Mount Shasta) and the Mount Shasta Active Transportation Committee to produce a marketing plan for the Mid Town Trail that will include distinctive signs and trail markings, decide style and locations for bicycle racks in cooperation with existing and future attractors throughout the City. The Land Trust has made a start by placing a kiosk at the entrance to Sission Meadow (wetland) describing the importance of wetlands.

- b. Describe how the plan will result in implementable projects and programs in the future. (Max of 100 Words)

Words Remaining: 6

A future Mid Town Trail extension will be to the popular Spring Hill Trail and City Park in the northern end of the City. Improved signs in City center will alert visitors to the opportunity to experience a wetland with its flora and fauna just a three block walk or bike ride from downtown. Ultimately, the Mid Town Trail will be the root of bike/pedestrian trails north to the city of Weed, South to the city of Dunsmuir, east to the community of McCloud, and west to the resort area of Lake Siskiyou.

- c. A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan. (Max of 100 Words)

Words Remaining: 15

The initial activities will be modeled on the Del Norte County Walk and Roll to School Program with modification to include bushiness and community centers. Two count days will be established every year (spring and fall?) when we will ask every entity with a bike rack to count the users of their bike facility and pole their walk ins sending the results to an email location. The results will be tabulated and reported to the public. Modifications to the project as indicated by this report.

**ATP CYCLE 3 APPLICATION FORM**

DLA-001 (NEW 4/2016)

v1.1



**6. Encourages and/or educates with the goal of increasing walking or biking in the community?**       Yes     No

a. Describe how the program encourages walking or biking 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. (Max of 100 Words)

**Words Remaining:** 13

We start by providing a safe facility, especially for children and seniors. We include convenient bike parking at and senior rest stops (benches) enroute or at destinations. We boldly identify this new community facility advertise it to our residents and visitors. We sponsor a bike/walk to work and school day as soon as weather allows in the spring. The Land Trust sponsors bike or walk days to experience its seasons and work to maintain and improve its lands. The Land Trust involves students in its activities.



## Part B: Narrative Questions

### Detailed Instructions for Question #3

**QUESTION #3**

**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)**

1. The following reported crashes must have all occurred within the project's influence area within the last 5 years (only crashes that the project has a chance to mitigate):

# of Crashes	Pedestrian	Bicycle	Total
Fatalities			0
Injuries			0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>

2. Applicant can provide bicycle and pedestrian (only) crash rates in addition to the information required above. (Max of 200 Words)

Words Remaining:

3. Discuss specific accident data. (Max of 200 Words)

Words Remaining:

Attach a scaled-map which shows that all documented bicycle and pedestrian collisions/incidents (only) are within the area of influence of the proposed plan, program, or project safety improvements. This data and map should demonstrate how the data illustrates a non-motorized (not vehicular) safety issue.

Attach

4. Attach a SWITRS or equivalent (i.e. UC Berkeley's TIMS tool) listing of all bicycle and pedestrian crashes (only) shown in the map above and in this application.

Attach

\*Applications that do not have the crash data above OR that prefer to provide additional crash data and/or safety data in a different format can provide this data below. The corresponding methodology used must also be included. Input Data and methodologies here and/or include them via a separate attachment in the field below. (Max of 200 Words)

Words Remaining:

**B. Safety Countermeasures (15 points max)**

Describe how the project/program/plan will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities (only); Countermeasures must directly address the underlying factors that are contributing to the occurrence of pedestrian and/or bicyclist collisions.

1. **Reduces speed or volume of motor vehicles in the proximity of non-motorized users?**  Yes  No
  - a. Current speed and/or volume: (Max of 100 Words) Words Remaining:
  - b. Anticipated speed and/or volume after project completion : (Max of 100 Words) Words Remaining:
  
2. **Improves sight distance and visibility between motorized and non-motorized users?**  Yes  No
  - a. Current sight distance and/or visibility issue: (Max of 100 Words) Words Remaining:
  - b. Anticipated sight distance and/or visibility issue resolution: (Max of 100 Words) Words Remaining:
  
3. **Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users?**  Yes  No
  - a. Current conflict point description: (Max of 100 Words) Words Remaining:
  - b. Improvement that addresses conflict point: (Max of 100 Words) Words Remaining:
  
4. **Improves compliance with local traffic laws for both motorized and non-motorized users?**  Yes  No
5. **Addresses inadequate vehicular traffic control devices?**  Yes  No
6. **Addresses inadequate or unsafe bicycle facilities, trails, crosswalks and/or sidewalks?**  Yes  No
  - a. List bicycle facilities, trails, crosswalks and/or sidewalks that are inadequate: (Max of 100 Words) Words Remaining:
  - b. How are they inadequate? (Max of 100 Words) Words Remaining:
  - c. How does the project address the inadequacies? (Max of 100 Words) Words Remaining:
  - a. List of behaviors: (Max of 100 Words) Words Remaining:

**ATP CYCLE 3 APPLICATION FORM**

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

Yes  No

b. How will the project will eliminate or reduce these behaviors? (Max of 100

Words Remaining:

Attach a map to show how these hazards relate to the crashes documented in sub-questions "A". The map from sub-question "A" can be used or a new map can be created.

**Plans**

Describe how the plan will identify and plan to address hazards identified in the plan area, including the potential for mitigating safety hazards as a prioritization criterion, and/or including countermeasures that address safety hazards. (Max of 200 Words)

Words Remaining:

**Non-Infrastructure**

Describe how the program educates bicyclists, pedestrians, and/or drivers about safety hazards for pedestrians and bicyclists. Describe how the program encourages this safe behavior. If available, include documentation of effectiveness of similar programs in encouraging safe behavior. (Max of 200 Words)

Words Remaining:

Include, if applicable, a map identifying safety hazards and/or photos of safety hazards. Programs should address safety hazards that have been identified through police reports, collision history, field observations, and/or other verifiable source.



## Part B: Narrative Questions

### Detailed Instructions for Question #4

**QUESTION #4****PUBLIC PARTICIPATION and PLANNING (0-10 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. What is/was the process of defining future policies, goals, investments and designs to prepare for future needs of users of this project? How did the applicant analyze the wide range of alternatives and impacts on the transportation system to influence beneficial outcomes? (3 points max) (Max of 200 words)**

Words Remaining: 3

Residents of Mount Shasta and our neighboring communities have been discussing the desirability of having improved bicycling/pedestrian opportunities for many years, probably since the Pacific Crest Trail was built through the region. Private interests established and funded the Mount Shasta Trail Association (MSTA) and the Siskiyou Land Trust (SLT). MSTA is primarily a group of volunteers working with the National Forest Service to build or improve their trails. SLT started by seeking grants and buying Sisson Meadows (a wetland within the City). In April, 2006 the "Public Draft Initial Study/Mitigated Negative Declaration for the Sisson Meadows Restoration, Enhancement, and Trail Project" was completed. Volunteers installed and continue to maintain the approved pedestrian trails and bridges through the wetland meadow. Subsequently, residents funded the City of Mount Shasta Bicycle Pedestrian and Trails Master Plan 2009 adopted February, 2009. After approval, the City of Mount Shasta established the all volunteer Active Transportation Committee (ATC) to advise the City Council on implementation of the Plan. ATC's primary role has been to recommend the priorities for sidewalk development, transit stop locations, and trail developments plus seeking funds for implementation. These organizations regularly hold publicly noticed and advertised meetings.

- B. Who: Describe who was/will be engaged in the identification and development of this project/program/plan (for plans: who will be engaged) and how they were/will be engaged. Describe and provide documentation of the type, extent, and duration of outreach and engagement conducted to relevant stakeholders. (3 points max) (Max of 200 words)**

Words Remaining: 2

Mount Shasta residents are well aware of the several proposals for bicycle and pedestrian improvements in and around the City over the last 10 years. When asked, they come to local project planning meetings then provide money and time contributions to the accomplish the agreed goals. This project connects the several proposals that have been vetted over the years into the Midtown Trail. When the City is awarded this grant the Land Trust and the Active Transportation Committee will be managing this project under the guidance of the City Manager and the Public Works Director. In 2017 & 2018 we will schedule a series of local community and in school meetings to discuss the details of our proposal and the expected impacts on their neighborhoods. We will be there to listen and incorporate their suggestions. We know some elements of this project will be controversial and we expect these meetings to result in some changes. Once our residents believe this plan is published and funding will be available they will participate in producing a truly first class, community friendly product. Over the years many community improvements have been this way and the process will continue for the Midtown Trail.

- 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. (3 points max) (Max of 200 words)**

Words Remaining: 1

Intense discussions have occurred about the extent and route of this City project. Initially residents raised local match money for the Mount Shasta Recreation and Park District in cooperation with the Dunsmuir RPD and the Weed RPD to apply for a 2012-2013 Caltrans Planning Grant to develop a trails plan that connected the Cities to each other and to the Forest Preserve trails that surround us. The MSRPD Board chose not to apply for the grant. Members of the Active Transportation Committee then explored options for building trails from Dunsmuir through Mount Shasta to Weed (about 20 miles). City sources indicated they were unwilling manage development of trails outside the City limits. All of this was discussed at duly noticed public meetings. The Land Trust approached the Active Transportation Committee in January, 2016 and asked them to recommend the City be Implementing Agency for a 2017 ATC Grant to develop a Class 1 bike/pedestrian trail through the Land Trust properties. After three public meetings ATC agreed to recommend this proposal for development of segments which will be Class 1, Class 2, or Class 3 segments as appropriate. Public discussion modified the original proposal to fulfill many goals.



**D. Describe how stakeholders will continue to be engaged in the implementation of the project/program/plan.**  
**(1 point max)** (Max of 200 words)

Words Remaining: 10

3/14/2014 ATC discussed a proposed Scope for a neighborhood Safe Routes to School Grant.

9/16/2014 ATC held a Public Workshop on reconfiguration of Everitt Memorial Highway in front of the high school.

10/14/2015 Mount Shasta Greenway Consortium announced receiving permanent authorization and trailhead for the Spring Hill Trail in Mount Shasta.

10/16/2015 ATC discussed a proposed scope the Midtown Trail into county areas.

11/5/2015 ATC received a proposed design scope totally within Mount Shasta from the southern City limits to Spring Hill trailhead.

3/3/2016 ATC voted to urge support of a totally in the City of Mount Shasta trail proposal which is the basis for this ATC grant request.

The complexity of the above described process shows there is long term, ongoing public support for improved bike/pedestrian opportunities. This support has stood the test of time and there is no reason to think it will abate. It is good for the City's economic growth. Mount Shasta can become the place where people park their cars and do not move them until they leave Southern Siskiyou County.



## Part B: Narrative Questions

### Detailed Instructions for Question #5

**QUESTION #5****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. All applicants must cite information specific to project location and targeted users. Failure to do so will result in lost points.**
- A. Describe the health status of the targeted users of the project/program/plan. Describe how you considered health benefits when developing this project or program (for plans: how will you consider health throughout the plan). (5 points max) (Max of 200 words)**

Words Remaining: 20

In preparing to do this application we discussed the local health issues in Mount Shasta and Southern Siskiyou County with Meredith Lee CDPH Sacramento ATP-TAC for Rural North, Terri Funk Director of Public Health Division of Health & Human Services Agency County of Siskiyou Yreka, and Jennifer Turner CHDP Deputy Director Yreka. There is an unstaffed Public Health Clinic in Mount Shasta and a fully staffed Dignity Health Mercy Medical Center with a with a Community Clinic here. The Dignity Health facilities focus on providing short term, emergency health care. Jennifer Turner provided several references to statistics on health issues that report by state and county. The most striking are statewide in 1910 Chronic Diseases and Injuries caused about 50% of deaths while in 2010 they caused 81%. Siskiyou County is ranked 55 out of 57 for good Health Outcomes, 51 for Length of Life, 56 for Quality of Life, and 50 for Health Behaviors. Siskiyou County Seniors/65+ years of potential life lost is calculated to be 8,516, way worse then California's 5,570 (both in 2014).

- B. Describe how you expect your project/proposal/plan to promote healthy communities and provide outreach to the targeted users. (5 points max) (Max of 200 words)**

Words Remaining: 23

There are no health statistics available for cities or local Siskiyou County communities. While the above statistics need further analysis, it is safe to say that improved sidewalks plus plus biking opportunities and a program to encourage their use will benefit both seniors younger people. We plan to use the non-infrastructure funds to fund a half time person at both the Mount Shasta Health Clinic and the Mount Shasta Community Resource Center. This person, or persons, will be charged with implementing an expanded Walk and Role Program and developing a local program to document the Chronic Diseases and Injuries problems in Southern Siskiyou County. We envision a local group of interested citizens will come together to oversee these activities, secure future funding to continue the programs, and assist with the distribution of program information, much as the City's Active Transportation Committee and Library Committee work for their goals. The ultimate goal is to connect safe exercise, less chronic disease, better health, and longer life in the public consciousness, much as eating healthy has become important.



## Part B: Narrative Questions

### Detailed Instructions for Question #6

**QUESTION #6**

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

A project's cost effectiveness is considered to be the relative costs of the project in comparison to the project's benefits as defined by the purpose and goals of the ATP. This includes the consideration of the safety and mobility benefit in relation to both the total project cost and the funds provided.

Explain why the project is considered to have the highest Benefit to Cost Ratio (B/C) with respect to the ATP purpose and goals of "increased use of active modes of transportation". (5 points max.) (Max of 200 words)

Words Remaining:



## 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.)**

Based on the project funding information provided earlier in the application, the following Leveraging and Matching amounts are designated for this project. If these numbers do not match the applicant's expectations, the numbers shown earlier need to be revised.

**PA&ED Phase Project Delivery Costs:**

Leveraging Funding:	\$0.00
Match Funding:	\$0.00

Designate the Funding Type: \_\_\_\_\_  
 Designate the Funding Type: \_\_\_\_\_

**PS&E Phase Project Delivery Costs:**

Leveraging Funding:	\$0.00
Match Funding:	\$0.00

Designate the Funding Type: \_\_\_\_\_  
 Designate the Funding Type: \_\_\_\_\_

**Right of Way Phase Project Delivery Costs:**

Leveraging Funding:	\$0.00
Match Funding:	\$0.00

Designate the Funding Type: \_\_\_\_\_  
 Designate the Funding Type: \_\_\_\_\_

**Construction Phase Project Delivery Costs:**

Leveraging Funding:	\$0.00
Match Funding:	\$0.00

Designate the Funding Type: \_\_\_\_\_  
 Designate the Funding Type: \_\_\_\_\_

**NON-INFRASTRUCTURE (NI) AND "PLAN" PROJECTS:**

Leveraging Funding:	\$0.00
Match Funding:	\$0.00

Designate the Funding Type: \_\_\_\_\_  
 Designate the Funding Type: \_\_\_\_\_

**OVERALL TOTALS FOR PROJECT/APPLICATION:**

Total Project Costs:	\$0.00
Leveraging Funding:	\$0.00
Match Funding:	\$0.00

% of Total Project Cost:	
% of Total Project Cost:	

\* Non-ATP funding can only be considered "Leveraging" funding if it goes towards ATP eligible costs.  
 \*\* The portion of the Leveraging funding that can be used as the local match if Federal ATP funding is programmed.

**Total Points received for "leveraging funding":** (Auto-calculated) \_\_\_\_\_

**Optional:** If desired, clarifications can be added to explain the leveraging funding and its intended use on the ATP project.  
 (Max of 100 Words)

**Words Remaining:**

**Leveraging Funds**

Non-matching funds - funds already expended by the applicant or funds programmed for use on elements within the requested ATP project.  
 Matching Funds - non-federal funds not yet expended, provided by the applicant after award of an ATP project within in a specific project phase.



## 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)**

- Applicant has not coordinated with both corps, or Tribal Corps (if applicable) (-5 points)
- Applicant contacted the corps; but does not intend to partner with any corps (-5 points)

**Step 1:** The applicant must submit the following information via email concurrently to both the CCC AND certified community conservation corps at least 5 days 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

Click on the following links for the California Conservation Corps and community conservation corps Representative ATP contact information:

<http://calocalcorps.org/active-transportation-program/>

<http://www.ccc.ca.gov/work/programs/ATP/Pages/ATP%20home.aspx>

The applicant must also attach any email correspondence from the CCC and certified community conservation corps or Tribal corps (if applicable) to the application verifying communication/participation. Failure to attach their email responses will result in a loss of 5 points.

Attach submittal email, response email and any attachment(s) from the CCC:

	Attach
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Attach submittal email, response email and any attachment(s) from the certified community conservation corps:

	Attach
--	--------

Attach submittal email, response email and any attachment(s) from the Tribal corps (If applicable):

	Attach
--	--------

**Step 2:** The applicant has coordinated with the CCC AND with the certified community conservation corps, or the Tribal corps and determined the following: (check appropriate box)

- Applicant intends to utilize the CCC, certified community conservation corps, or the Tribal corps on the following items listed below. (0 points) (Max of 50 Words)
- No corps can participate in the project. (0 points)
- At the time that the application was submitted, the applicant had not received a response from the following corps: (0 points)
- the CCC   
  the community conservation corps   
  the Tribal corps (if applicable)



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## **Part B: Narrative Questions**

### **Detailed Instructions for Question #9**

**QUESTION #9**

**APPLICANT'S PERFORMANCE ON PAST ATP FUNDED PROJECTS (0 - 10 points)**

*For Caltrans use only.*



## **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>
<input type="text"/>	<input type="button" value="Attach"/>
<b>Engineer's Checklist</b> (Required for Infrastructure & Combo Projects)	<b>Attachment B</b>
<input type="text"/>	<input type="button" value="Attach"/>
<b>Project Location Map</b> (Required for all applications)	<b>Attachment C</b>
<input type="text"/>	<input type="button" value="Attach"/>
<b>Project Map/Plans showing existing and proposed conditions</b> (Required for all Infrastructure Projects; Optional for 'Non-Infrastructure' and 'Plan' Projects)	<b>Attachment D</b>
<input type="text"/>	<input type="button" value="Attach"/>
<b>Photos of Existing Conditions</b> (Required for all applications)	<b>Attachment E</b>
<input type="text"/>	<input type="button" value="Attach"/>
<b>Project Estimate</b> (Required for all Infrastructure Projects)	<b>Attachment F</b>
<input type="text"/>	<input type="button" value="Attach"/>
<b>Non-Infrastructure Work Plan</b> ( <a href="#">Form 22-R</a> ) (Required for all projects with Non-Infrastructure Elements)	<b>Attachment G</b>
<input type="text"/>	<input type="button" value="Attach"/>
<b>Letters of Support (10 maximum)</b> (Required or recommended for all projects as designated in the instructions) (All letters must be scanned into one document.)	<b>Attachment H</b>
<input type="text"/>	<input type="button" value="Attach"/>
<b><a href="#">Exhibit 22-F</a> State Funding</b>	<b>Attachment I</b>
<input type="text"/>	<input type="button" value="Attach"/>
<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.) (All additional attachments must be scanned into one document.)	<b>Attachment J</b>
<input type="text"/>	<input type="button" value="Attach"/>