

Transportation Enhancement (TE) Application (PSR Equivalent)

**TE funds are federal funds and must follow federal funding guidelines and environmental (NEPA) processes.
All projects must have an approved eligible application prior to programming in the RTIP.**

PART ONE: GENERAL PROJECT INFORMATION

RTIP TE ITIP TE Is the project within Caltrans Right of Way? Yes No .

Are you using Recovery Act TE funds? Yes No

Does this project partner with or commit to employ the services of a Community Conservation Corps or the California Conservation Corps? Yes No .

If you answered yes to the above question please list the contact information for the corps.

Corps Name: _____ Contact Name: _____ Phone number: _____

PROJECT TITLE: Calpella Sidewalk Improvement Project

<p>IMPLEMENTING AGENCY Administrator/person with day-to-day responsibility for implementing project (Name, title, agency, address, phone, fax, email)</p> <p>Howard N. Dashiell, Director of Transportation Mendocino County Department of Transportation 340 Lake Mendocino Drive Ukiah, Ca 95482</p> <p>707-463-4363 (p) 707-463-5474 (f) dashielh@co.mendocino.ca.us</p>	<p>(Round dollars to nearest thousands)</p> <p>TE FUNDS REQUESTED \$ <u>916,525</u></p> <p>State Match (11.47%) \$ <u>78,745</u></p> <p>Local Match (if Required) \$ <u>40,000</u></p> <p>TOTAL TE PROJECT COST \$ <u>1,035,270</u></p> <p><input checked="" type="checkbox"/> TE is a stand-alone project. <input type="checkbox"/> TE is part of a larger project.</p>
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<p>Person who can answer questions about this application (Name, title, phone, fax, email)</p> <p>James Sookne, Engineering Technician II 707-463-4073 (p), 707-463-5474 (f) sooknej@co.mendocino.ca.us</p>	<p>PARTNER(S) (Name, title, agency, address, phone, fax)</p> <p style="text-align: center;">Not Applicable</p>
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IF TE IS AN ENHANCEMENT TO A LARGER PROJECT, DESCRIBE LARGER PROJECT (if larger project is programmed, provide PPNo, EA, Project Title; if not currently programmed, describe the project)

Not Applicable

Total Project Cost \$ 1,035,270

PROJECT SCOPE OF PROPOSED TRANSPORTATION ENHANCEMENT ACTIVITIES
(Describe the project's location, limits of work, size, etc. *Not* the justification or benefits).

The project will provide for the construction of new sidewalks (with curb and gutter), curb ramps, crosswalks, and a bike lane on the south side of Moore Street. The new construction of this project will begin on the east side of Calpella Elementary School and proceed east along the south side of Moore Street, CR 229B. Upon reaching the intersection of Moore Street and North State Street, CR 104, the work will continue south along the west side of North State Street. The work will end at the apartments located on the west side of North State Street, approximately 0.15 miles south of the intersection of Moore Street and North State Street. The entire length of sidewalk proposed on Moore Street and North State Street will be approximately 0.30 miles.

NEED AND PURPOSE (Describe how is project above and beyond a standard transportation project)

Moore Street and North State Street are the two main roads in the town of Calpella, just north of Ukiah. With the lack of a defined walkway, pedestrians often face hazardous walking conditions. These hazards include, but are not limited to, high vehicular speeds, poor sight distance, limited or no bike lanes, parents and children commuting in the street, and limited or no crosswalks. With this project, many of these dangers will be greatly reduced, if not eliminated. Many of the residents in the area have lower incomes than the general population and many of them have children that walk this route to school.

RELATIONSHIP (TE projects must have a relationship to surface transportation; describe relation to surface transportation)

This project has an integral relationship with surface transportation, as it provides improvements throughout the project area along Moore Street and North State Street, both of which have components of the County Maintained Road System.

CONFORMANCE (Describe conformance with Route Concept Report or Transportation Corridor Report and District System Management Plan - ITIP projects only)

Not Applicable

CONTEXT SENSITIVE SOLUTIONS (Describe how project reflects Director's policy - ITIP projects only)

Not Applicable

ALTERNATIVES CONSIDERED

The "Do Nothing" alternative was considered. However, that alternative was rejected, as there is a valid and urgent need for a sidewalk system that would be provided by this project.

WHICH OF THE 12 TE CATEGORIES DOES THE PROJECT ENCOMPASS? (May be more than one.)

<http://www.dot.ca.gov/hq/TransEnhAct/TransEnact.htm>

- 1. Provision of facilities for pedestrians and bicycles
- 2. Provision of safety and educational activities for pedestrians and bicyclists.
- 3. Acquisition of scenic easements and scenic or historic sites (including historic battlefields).
- 4. Scenic or historic highway programs (including the provision of tourist and welcome center facilities).
- 5. Landscaping and other scenic beautification.
- 6. Historic preservation.
- 7. Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals).
- 8. Preservation of abandoned railway corridors (including the conversion and use of the corridors for pedestrian or bicycle trails).
- 9. Inventory, control, and removal of outdoor advertising.
- 10. Archaeological planning and research.
- 11. Environmental mitigation
 - (i) To address water pollution due to highway runoff; or
 - (ii) Reduce vehicle-caused wildlife mortality while maintaining habitat connectivity.
- 12. Establishment of transportation museums.

PROJECT LOCATION MAPS (Provide Location Map of project in State/Region and Area Specific Map)

See Attachment (1)

PART TWO: FUNDING

Prepared by James Sookne Title Engineering Technician II
 Agency County of Mendocino Phone 707-463-4073 FAX 707-463-5474

PROJECT COMPONENT COSTS (round to nearest \$1,000s)			
	RTIP	ITIP	OTHER
• E&P (PA&ED)	\$ <u>20,000</u>	\$ _____	\$ _____
• PS&E	\$ <u>95,000</u>	\$ _____	\$ _____
• Right of Way Capital	\$ <u>45,000</u>	\$ _____	\$ _____
• Right of Way Support*	\$ _____	\$ _____	\$ _____
• Construction Support*	\$ _____	\$ _____	\$ _____
• Construction Engineering (10%)	\$ <u>79,570</u>	\$ _____	\$ _____
• Construction Capital	\$ <u>795,700</u>	\$ _____	\$ _____
TOTAL PROJECT COSTS		\$ <u>1,035,270</u>	

*Right of way and construction support are for Caltrans implemented projects only

PRELIMINARY ITEM ESTIMATE - CONSTRUCTION CONTRACT ITEMS					
<u>Item</u>	<u>Description</u>	<u>Unit</u>	<u>Quantity</u>	<u>Unit Price</u>	<u>Amount</u>
1	CONSTRUCTION SIGNS	LS	1	\$5,000	\$5,000
2	TRAFFIC CONTROL SYSTEM	LS	1	\$25,000	\$25,000
3	ROADWAY EXCAVATION	CY	2,400	\$50.00	\$120,000
4	CLASS 2 AGGREGATE BASE	TON	1,100	\$65.00	\$71,500
5	CONCRETE WALKWAY	SF	13,000	\$15.00	\$195,000
6	CURB AND GUTTER	LF	1,850	\$30.00	\$55,500
7	HMA	TON	500	\$90.00	\$45,000
8	6' RETAINING WALL	SF	150	\$500.00	\$75,000
9	CURB RAMP	EA	8	\$2,000	\$16,000
10	SIGNING AND STRIPING	LF	2,700	\$2.00	\$5,400
11	DRAINAGE	LS	1	\$50,000	\$50,000
12	MISC. ITEMS	LS	1	\$50,000	\$50,000
13	MOBILIZATION	LS	1	\$10,000	\$10,000
SUBTOTAL					\$723,400
CONTINGENCY (10%)					\$72,300
TOTAL CONSTRUCTION CONTRACT ITEMS					\$795,700

MAINTENANCE (The enhancement must be maintained in a functional and operational manner as its intended purpose for the expected life cycle for the type of project. If it is not maintained in such a manner, reimbursement of all or a portion of the enhancement funds may be required).

Who will maintain? Mendocino County Department of Transportation

What is the source of maintenance funds? County Road Fund

If project is within Caltrans right of way, must be signed by Deputy District Director, Maintenance

DDD Maintenance: _____ Date: _____

PART THREE: INFORMATION AND ASSURANCES

Please note the application must be signed by the TE project sponsor below for the project to be considered for funding. The information below is provided to notify all project sponsors of the criteria that shall be used in the selection of eligible TE projects.

For TE projects proposed for funding from American Recovery and Reinvestment Act of 2009

Assembly Bill X3-20 added Sections 2420-2423 to the Streets and Highways Code which requires that transportation projects proposed for transportation enhancement activities using federal funds provided specifically by the American Recovery and Reinvestment Act of 2009 be programmed and allocated based on the following priorities:

- (1) In programming and allocating these funds, the department and the metropolitan planning organizations, county transportation commissions, and regional transportation agencies shall give priority to the sponsors of eligible projects that partner with, or commit to employ the services of, a Community Conservation Corps or the California Conservation Corps to construct or undertake the project, provided those projects meet the requirements of the American Recovery and Reinvestment Act of 2009.
- (2) After all eligible projects have been selected pursuant to paragraph (1), the department and the metropolitan planning organizations, county transportation commissions, and regional transportation agencies shall next give priority to projects that provide facilities for pedestrians and bicyclists, provided those projects meet the requirements of the American Recovery and Reinvestment Act of 2009.
- (3) After all eligible projects have been selected pursuant to paragraph (2), the department and the metropolitan planning organizations, county transportation commissions, and regional transportation agencies may fund any project eligible in accordance with paragraph (35) of subdivision (a) of Section 101 of Title 23 of the United States Code.

For projects proposed for funding with all federal TE funds

Senate Bill 286 (Chapter 373, Statutes of 2008) added Sections 2370-2374 to the Streets and Highways Code which requires the selection of all TE projects to be based on projects which partner with, or commit to employ the services of a Community Conservation Corps or the California Conservation Corps. The department, in consultation with Community Conservation Corps, the California Conservation Corps, the commission, regional transportation planning agencies, county transportation commissions or authorities, and congestion management agencies, developed the following criteria that give priority in the selection of TE projects. The information below is provided to project sponsors to assist them in understanding how projects will be selected. Regional transportation planning agencies, county transportation commissions or authorities, and congestion management agencies, when selecting candidates for transportation enhancement projects, shall utilize the selection criteria below.

The RTPAs are required to use the following criteria in prioritizing and selecting TE projects for programming in the Regional Transportation Improvement Programs (RTIP):

- (1) TE eligible projects whose sponsor is partnering with, or has agreed to employ the services of a Community Conservation Corps or the California Conservation Corps (collectively referred to as corps), shall be selected first for funding (the scope of the work performed by the corps will be identified in page 6 of the TE application);
- (2) After all TE eligible projects described in paragraph (1) have been selected for funding; the remaining eligible TE projects may be selected.

TE Project candidates that meet the following specific categories are exempt from the above selection criteria and may compete on an equal basis with all project candidates in category (1) above:

- (a) Projects that have been selected and programmed in a RTIP prior to June 25, 2009.
- (b) Projects for which no corps will partner with the sponsor or agree to provide services. A project sponsor can request this exemption only by certifying on the TE Application, with the concurrence of the California Conservation Corps and the California Association of Local Conservation Corps, which the sponsor notified both organizations about the available project, but that no corps in the state was prepared to serve as a partner or provide services.

The department, regional transportation planning agencies, county transportation commissions or authorities, or congestion management agencies shall be authorized to enter into cooperative agreements, grant agreements, or procurement contracts with Community Conservation Corps pursuant to the simplified contract requirements authorized by Section 18.36(j) of Title 49 of the Code of Federal Regulations in order to enable community conservation corps to utilize transportation enhancement project funds.

Section 2370(a) of the Streets and Highways Code is specific as to which organizations can be considered as a Community Conservation Corps or the California Conservation Corps. "Community Conservation Corps" shall have the same meaning as defined in Section 14507.5 of the Public Resources Code. Information regarding these organizations is available on the internet at:

- <http://www.consrv.ca.gov/dor/grants/Pages/lccc.aspx>
- <http://www.ccc.ca.gov/PARTNER/PARTNERS.HTM>
- www.calcc.org

For the RTPA: Conservation Corps Partner Contact use only:

A corps can participate on the following items of work: _____

Name of corps: _____ and the contact for the corps is: _____
 _____ (Name)
 _____ (Phone number)

This project is exempt under category (b) above. This exemption allows the project to compete on an equal basis with all other project candidates in the region. Completed in by:

VIRGINIA M. CLARK _____ 9/23/11
 California Conservation Corps contact (Print Name) (Signature) Date
 California Association of Local Conservation Corps contact (Print Name) (Signature) Date

**RTPA Conservation Corps Partner Contacts
 For Transportation Enhancement Projects**

AGENCY	CCC Contact Title and Name	Phone Number	Email Address
California Conservation Corps	Regional Deputy for Region 2 Virginia Clark	916-341-3147	virginia.clark@ccc.ca.gov
California Association of Local Conservation Corps (representing the Community Conservation Corps)	Association Manager Scott Dosick	916-285-8743	manager@calcc.org

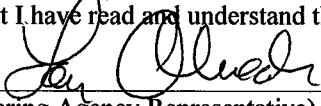
Project Implementing Agency possesses legal authority to nominate this transportation enhancement and to finance, acquire, and construct the proposed project; and by formal action (e.g., a resolution) the Implementing Agency's governing body authorizes the nomination of the transportation enhancement, including all understanding and assurances contained therein, and authorizes the person identified as the official representative of the Implementing Agency to act in connection with the nomination and to provide such additional information as may be required.

Project Implementing Agency will maintain and operate the property acquired, developed, rehabilitated, or restored for the life of the resultant facility (ies) or activity. With the approval of the California Department of Transportation, the Implementing Agency or its successors in interest in the property may transfer the responsibility to maintain and operate the property.

Project Implementing Agency will give the California Department of Transportation's representative access to and the right to examine all records, books, papers, or documents related to the transportation enhancement activity.

Project Implementing Agency will comply where applicable with provisions of the California Environmental Quality Act, the National Environmental Policy Act, the Americans with Disabilities Act, the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation, CTC Guidelines, FHWA Transportation Enhancement Guidance and any other federal, state, and/or local laws, rules and/or regulations.

If TE funds or projects are used for other than the intended enhancement purposes as defined by federal or state regulations or guidelines, the implementing agency may be required to remit all state and federal enhancement funds back to the state. I certify that the information contained in this transportation enhancement activity application, including required attachments, is accurate and that I have read and understand the important information and agree to the assurances on this form.

Signed 
(TEA Administering Agency Representative)

Date 9.29.11

Printed (Name and Title) Larry Alexander, Dep Director of Transportation

Administering Agency County DOT

For State Projects:

Upon receiving an eligibility determination, a Project Nomination Sheet must be submitted to the District for programming.

Mendocino Council of Governments Transportation Enhancement Application Supplement

Responses to the attached set of questions are required by MCOG and are in addition to the State Transportation Enhancement (TE) Application (PSR Equivalent). The purpose of this supplement is two-fold: (1) to aid applicant in providing information in the application that is more in alignment with scoring criteria, and (2) provide additional information to assure consistency with MCOG Board policy and outcomes of the 2010 Strategic Planning Workshops. Part 1 directly addresses the application. Part 2 addresses MCOG Board policy issues:

PART 1: General Project Questions

The following questions must be answered for ALL applications:

1. Regional and Community Enhancement

a. *How does the project benefit quality-of-life, community, environment?*

This project will benefit the quality-of-life, community and environment by giving pedestrians and bicyclists a designated area for travel. Residents will no longer have to walk in the road with traffic or along the uneven gravel shoulders. During the winter months, rain saturates the shoulders, turning them into large mud pits. This forces pedestrians to walk in the street where driving conditions aren't safe. With a sidewalk separating the road and shoulder, there will be less muddy runoff flowing into the storm drains and creek, which would benefit the environment.

b. *How does the project increase access to activity centers, such as businesses, schools, recreational areas and shopping areas? Does it connect transportation modes, have multimodal aspects, complement the regional transportation system, or fill deficiencies in the system?*

This project will provide pedestrian access from a lower income housing development at the south end of Calpella to the center of town and also to Calpella Elementary School. Calpella Elementary school not only serves as a place of education but also as a recreation area since there isn't a local park. The project will not only provide sidewalks but a bike lane and a bus stop.

c. *Does the project implement goals in the regional transportation plan, or other adopted federal, state, or local plans?*

This project does implement goals in the regional transportation plan, specifically, creating "Complete Streets" out of Moore Street and North State Street. A downtown streetscape master plan was designed by DCE based upon input from the community meeting and a presentation to the County Board of Supervisors. This project will complete a portion of the community master plan while simultaneously eliminating a safety hazard for pedestrians in the area.

d. *Does the project increase availability, awareness or protection of historic, community, visual or natural resources?*

This project will increase pedestrian availability to community resources since many of those resources are located in the center of town.

e. *Describe the degree of regional or community support. For example, letters of support from local interest groups and public bodies, additional match.*

In May, 2011, the Mendocino County Department of Transportation, in collaboration with the Mendocino County RDA and Design, Community, Environment (DCE), completed the Calpella "Master Plan". The

“Master Plan” was something that was assembled with a significant amount of support from the people of Calpella. DCE and County staff spoke with several people in the community and held a community meeting during the creation of this plan. A segment of the plan was then used as the basis for a Safe Routes to School application that was submitted to Caltrans in July, 2011. Included in that application were letters of support from various local interest groups and public bodies such as the Ukiah Unified School District, the Mendocino County Sheriff’s Department, Redwood Valley/Calpella Fire Department, Calpella Elementary School and the California Highway Patrol. Please see copies of these letters attached.

- f. *Does the project encompass more than one of the four activity-specific divisions?*

This project definitely falls under the Bicycle, Pedestrian, Abandoned Rail Right of Way Specific Division. However, there is the possibility that this project will also contain elements that will fall under Transportation Aesthetics and Scenic Values Specific Division, specifically, Category 5 – Landscaping and other scenic beautification since it is for the completion of the initial component of the community streetscape master plan (see attached).

2. **Cost Effectiveness/Reasonable Cost**

- a. *Describe cost effectiveness of the project. (Examples: cost/benefit, reasonable cost, level of use, leveraging of other funds, lifecycle of project):*

This project is very cost effective. It will provide pedestrian and bicycle facilities that will require minimal maintenance and will serve the residents of Calpella for many decades to come. Based on current pedestrian trends in the area, it is anticipated that the new sidewalk would be utilized even more since it will be safer than the narrow road shoulder, with poor site visibility that is now used by the school children to walk to school.

PART 1: Activity Specific Questions

For the following Activity-Specific Questions, please answer questions for one division only. If your project encompasses more than one category, please select the one division which best fits your project for these questions.

1. **Bicycle, Pedestrian, Abandoned Rail Right of Way Specific Division** (Categories 1, 2, and 8)

Category 1: Provision of facilities for pedestrians and bicycles

Category 2: Safety/educational activities for bike/pedestrians

Category 8: Preservation of abandoned railway corridors (including the conversion of use thereof for pedestrian or bicycle trails)

- a. *Describe the need for proposed facilities: shortage of bicycle or pedestrian facilities; missing link in connecting the inter-modal system, importance of link; necessity of proposed facilities to serve the system:*

There is a great need for more pedestrian and bicycle facilities along Moore Street and North State Street. There are no facilities at this time that link the local housing to the businesses or the schools in the area. Linking the housing to the businesses and schools in the area is extremely important for safety reasons. Without a designated pedestrian facility, residents are forced to walk in the roadway.

- b. *Describe the degree the proposed project meets needs or addresses opportunities for bicycle or pedestrian facilities:*

This project meets any and all needs for bicycle and pedestrian facilities along the project route. This project is mainly on the south side of Moore Street and the west side of North State Street, therefore only one side of each road will benefit from this particular project. With that being said, this project is only a piece of the overall “Master Plan” for Calpella and additional facilities and amenities will be constructed and additional funding becomes available.

2. Historic/Archaeological Specific Division (Categories 3, 4, 6, 7, 10, and 12)

Category 3: Acquisition of historic sites

Category 4: Historic highway programs

Category 6: Historic preservation

Category 7: Rehabilitation and operation of historic transportation buildings, structures or facilities

Category 10: Archaeological planning and research

Category 12: Transportation Museums

- a. *Describe the current recognized level of historic significance (federal, state, or local):*
- b. *Describe the degree project activity will enhance, preserve, or protect the historic/archaeological resource:*

3. Transportation Aesthetics and Scenic Values Specific Division (Categories 3, 4, 5, 9)

Category 3: Acquisition of scenic easements and scenic sites

Category 4: Scenic highway programs

Category 5: Landscaping and other scenic beautification

Category 9: Control and removal of outdoor advertising.

- a. *Describe the degree to which scenic or aesthetic resources are rare, unique, or significant; degree to which potential for enhancement exists for landscaping or scenic beautification; current degree of visual blight:*
- b. *Describe the degree to which project will preserve, rehabilitate or develop scenic or aesthetic resource:*

4. Water Pollution Due to Highway Runoff Specific Division (Category 11)

Category 11: Mitigation of water pollution due to highway runoff.

- a. *Describe the magnitude of environmental problem:*
- b. *Describe the degree to which activity solves this problem:*

PART 2: MCOG POLICY CONFORMANCE

1. **Leverage:** Responses to these questions may bolster support for scoring under Cost Effectiveness/Reasonable Cost category.

- a. If there are other sources of funds required to complete this project, what is the amount of funding and what is the source of these funds?

In addition to this project, the County Redevelopment Agency will provide \$40,000 for the local match.

- b. Are these other sources of funds committed? How are they committed? (by agency Resolution? programmed in the STIP?)

The RDA funds were approved by Board of Supervisors resolution in June of 2011.

- c. Have alternative sources of funding been sought for this project? If not, why? If the answer is yes, what is the status of the alternative funding source application and when might it be available?

An application for Safe Routes to School (SRTS) funds was submitted for this project in July of 2011. There has not been any word yet on whether or not the SRTS funds were awarded.

2. **Plan Implementation and Consistency:** Responses to these questions may bolster support for scoring under Regional & Community Enhancement category.

- a. Will this project completely or partially implement a specific plan that has been developed and adopted for the area? Examples are: Downtown Design Plan, Community Action Plan, Blueprint Plan, Downtown Streetscape Plan, ADA Implementation Plan, Transit Service Implementation Plan, etc.

This project will completely implement two components of the Calpella “Master Plan” that was developed in May, 2011.

- b. Is the proposed project identified in or consistent with existing plans for the area (Bikeway Plan, City/County General Plans, Local Coastal Plan, Regional Transportation Plan, etc.)? Identify where the project is listed in the plan or state how consistency with the plan will be achieved by implementation of this project.

The bike lane that is included in this project is identified in MCOG’s Bikeway Plan (as part of the route along North State Street, pg. 31). The project as a whole is consistent with the Regional Transportation Plan since it will work to convert Moore Street and North State Street into “Complete Streets”.

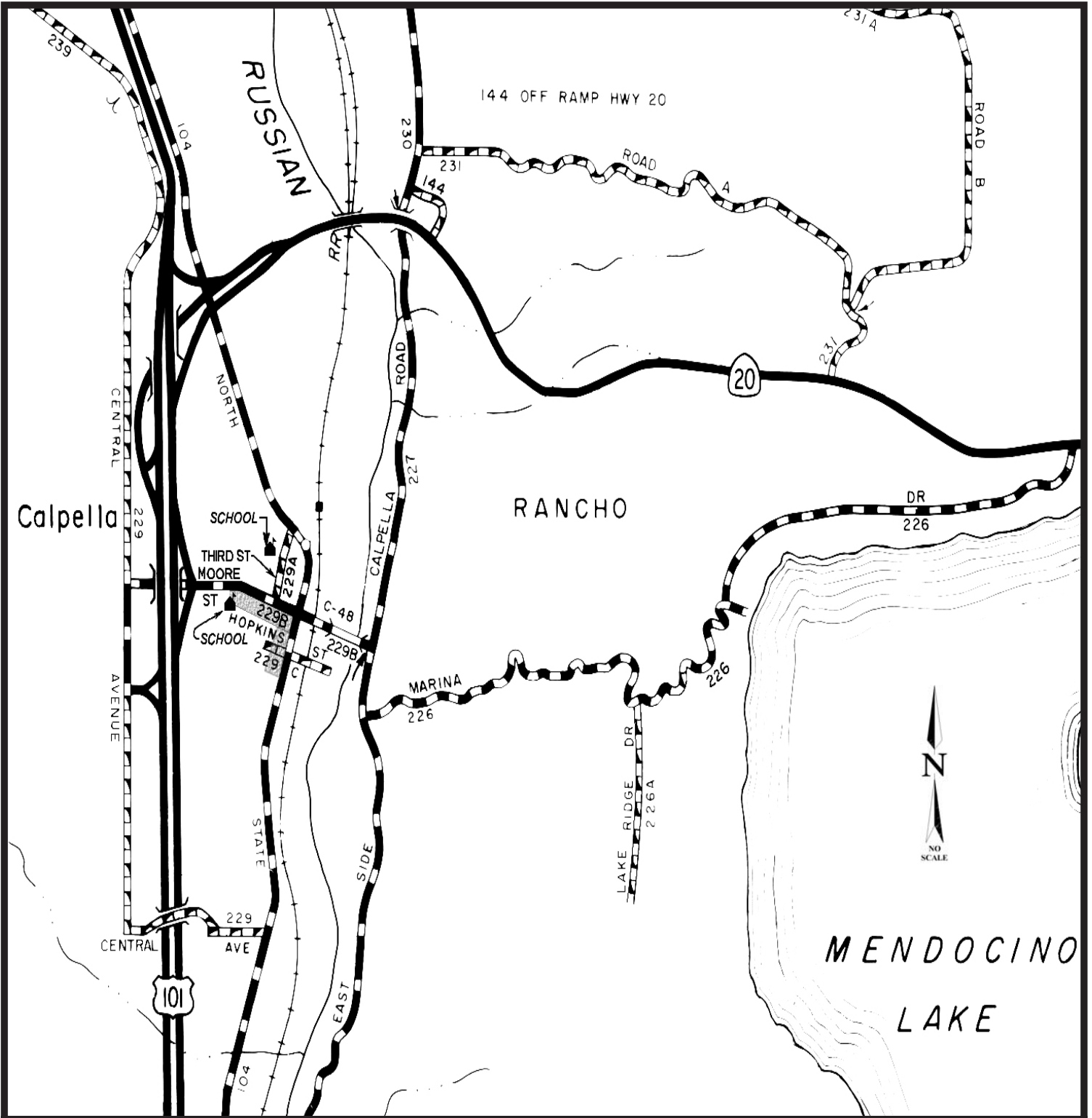
3. **Readiness:** Responses to these questions may bolster support for scoring under Cost Effectiveness/Reasonable Cost category:

- a. Has any pre-construction activity (environmental, design, right-of-way) already been completed for this project? If yes, what has been completed and with what sources of funding?

Some conceptual design work was completed in May, 2011 when the Calpella “Master Plan” was created. The plan as a whole was funded by the Mendocino County RDA. Preliminary right of way work was completed with the development of the “Master Plan”.

- b. What is the degree of readiness of this project? Provide milestones for each activity identified below:

<u>Begin Activity</u>	<u>Date (mo/yr)</u>
Environmental	<u>12/2011</u>
Design	<u>7/2012</u>
Right-of-Way	<u>10/2012</u>
Construction	<u>3/2013</u>



2011 TRANSPORTATION ENHANCEMENT (TE) PROGRAM
LOCATION MAP

MOORE STREET
 CR 229B
 M.P. 0.14-0.36

NORTH STATE STREET
 CR 104
 M.P. 4.73-5.01

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

540 South Orchard Avenue
Ukiah, California 95482
(707) 467-4040
(800) 735-2929 (TT/TDD)
(800) 735-2922 (Voice)



July 7, 2011

File No.: 150.11417.A15142

Mr. Howard Dashiell
Director of Transportation
Mendocino County Department of Transportation
340 Lake Mendocino Drive
Ukiah, CA 95482

To Director Dashiell:

I have reviewed the proposed Safe Routes to School project for the Calpella School area. This will definitely provide and enhancement to the safety of pedestrian children as well as other traffic in the area. Recent budgetary developments in school funding indicate there will be an increase in school children walking to Calpella School, as well as vehicular traffic from parents driving their children to school. The California Highway Patrol strongly encourages the Department of Transportation's efforts to pursue funding for this project.

In the spirit of public safety, please accept this as my endorsement to proceed with the project if funding is realized. If you have questions, you may contact me at (707) 467-4040. I appreciate the opportunity to comment on this proposal.

Sincerely,

A handwritten signature in black ink, appearing to read "P. Davis".

P. DAVIS, Captain
Commander
Ukiah Area

Howard. N. Dashiell
DIRECTOR OF TRANSPORTATION

Ex Officio
Road Commissioner
County Engineer



FUNCTIONS

Administration & Business Services
Airports
County Surveyor
Engineering
Land Improvement
Roads and Bridges
Solid Waste

**COUNTY OF MENDOCINO
DEPARTMENT OF TRANSPORTATION**

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

8 July 2011

Howard Dashiell
Director of Transportation
Department of Transportation
Mendocino County
340 Lake Mendocino Drive
Ukiah, CA 95482

RE: CALPELLA ELEMENTARY SCHOOL SAFE ROUTES TO SCHOOL PROGRAM
APPLICATION

Dear Howard:

I have examined the traffic issues surrounding the Department's application for Safe Routes to School Program (AB1475) funds to construct a sidewalk in Calpella along the south side of Moore Street, CR 229B, between the Calpella Elementary School and North State Street. Moore Street is the US 101 freeway connection for Calpella and the proposed project begins less than one tenth of a mile east of the freeway ramps.

Students are now utilizing the shoulder on the south side of Moore Street as their walkway. Based on our most recent traffic data for the area, weekday volumes within the project limits are estimated to be 2500 ADT. Almost thirty percent of these vehicles are using the road when children are walking to or from school and for much of the school year there is poor light during the morning walk. In addition to commuters, heavy school bus traffic and numerous private vehicles delivering children to two schools in the area, Moore Street is heavily used by trucks accessing a large lumber distribution center in Calpella.

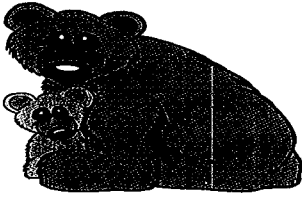
Construction of a sidewalk to serve Calpella Elementary School will provide safer access for their students. I believe we should pursue SR2S funding as vigorously as possible.

Sincerely,

A handwritten signature in black ink, appearing to read "Stephen Ford".

Stephen Ford
Civil Engineer (Traffic)

cc: Bob Parker, Assistant Director
Larry Alexander, Assistant Director - Engineering



CALPELLA ELEMENTARY SCHOOL
151 MOORE STREET
UKIAH, CA 95482
707-485-8701 FAX 707-485-0965
Tina Burrell, Principal

May 25, 2011

To Whom It May Concern:

I am writing this letter on behalf of the students, teachers, and families that attend Calpella Elementary School. Calpella Elementary School currently houses 455 kindergarten through fourth grade students. Our school's current enrollment has increased from 268 to 455 due to a recent school closure.

There have been safety concerns in the past regarding the lack of sidewalk from Moore Street to Calpella School. Those concerns are even greater as the number of students attending Calpella continue to increase. This school is located right off the freeway and this road is heavily traveled by large trucks traveling east and west to get to Mendocino Wood Products and cars that are using the off and on ramps for highway 101. Even though the school zone is marked, the traffic often goes over the marked speed limit. Many families are low-income and have to walk to and from school. They have younger siblings who are in strollers and who are walking to and from school with their school aged children. The students of these families do not have the option of riding the buses home. Not having a sidewalk creates a serious danger to all.

I recently attended a meeting regarding funding to create a Calpella town center and expressed my safety concerns regarding the lack of sidewalk to our school. Business owners and local stakeholders were invited and all expressed the same safety concern for the students and families attending our school.

Thank you for any consideration that can be given to provide the necessary funding to ensure the safety of the students and their families that attend our school.

Sincerely,

Tina Burrell
Principal Calpella Elementary School
151 Moore St.
Ukiah, CA 95482



Redwood Valley-Calpella Fire Department

8481 East Road
P.O. Box 385
Redwood Valley, CA 95470
phone 707.485.8121 fax 707.485.1587
e-mail rvbfd@comcast.net
Tom Hession, Fire Chief



June 9, 2011

Mr Howard Dashiell, Director of Transportation
c/o Mr. James Sookne, Engineer
Mendocino County Department of Transportation
340 Lake Mendocino Drive
Ukiah, CA 95482

Dear Mr. Dashiell,

After speaking with Mr. Sookne again today, I still find the curb and sidewalk proposal for the North State St. / Moore St. areas for the safe travel of children to and from the Calpella School to be extremely beneficial. With the future plans of upgrading the Calpella area for business and housing along with the school's recent rise in enrollment (due to the closing of Redwood Valley School), vehicle and foot traffic has increased substantially. The past and current situation of the children having to wind their way through the parked cars and along the fog lines to get home or to school is only an open invitation for a tragic consequence.

Please present this opinion of the Redwood Valley/Calpella Fire Department to those who need to know. Thank you again for bringing this situation to light.

Sincerely,

Tom Hession, Fire Chief

Redwood Valley/Calpella Fire Department

Board of Directors

Jim Tusso Tobey Dale Leo Bleier Steven Rugg Tim Shields Karyn Abshire, Clerk

THOMAS D. ALLMAN
Sheriff-Coroner



Captain Kurt O. Smallcomb
Field Services
Captain Tim Pearce
Corrections

County of Mendocino Office Of The Sheriff-Coroner

June 16, 2011

Mr. Howard Dashiell
Director of Transportation
Department of Transportation
County of Mendocino
340 Lake Mendocino Drive
Ukiah, CA 95482

RE: Letter of Support — Safe Routes to School Program (Calpella Elementary)

Dear Mr. Dashiell:

The Mendocino County Sheriff's Office completely supports your efforts in obtaining a grant that would allow you to improve the roadway area in front of Calpella Elementary School. Currently this area lacks sidewalks and signage, a combination that clearly creates a dangerous situation. With no clear delineation between pedestrian and vehicular areas, children walk further into the roadway than is safe, and often pedestrians cannot easily be seen by vehicles due to the steep grade of the road.

I understand that Calpella Elementary School serves more than 450 students. Additionally, the road in front of the school is a high traffic area as Moore Street serves as the main connector from US Highway 101 to North State Street. Proper sidewalks for our school children will provide a safer environment for the students as well as the local drivers.

Please let this letter serve as a formal declaration of my support on this project. If there is anything I can do to help you with your grant application, please let me know.

Sincerely,

TOM ALLMAN
SHERIFF-CORONER

TDA/ee



Ukiah Unified School District

925 N. State Street, Ukiah, CA 95482-3470
707-463-5200 Fax: 707-463-2120
www.uusd.net

Lois J. Nash, Ed.D.
Superintendent

June 29, 2011

Howard Dashiell, Director of Transportation
Department of Transportation
Mendocino County
340 Lake Mendocino Dr
Ukiah CA 95482

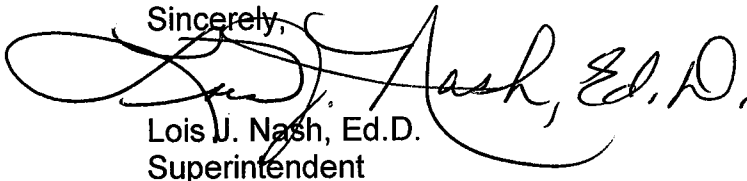
Re: Calpella Elementary School Safe Routes to School Program Application

Dear Mr. Dashiell:

I am pleased to contribute my support for a curb and sidewalk for the safe travels of our Calpella Elementary School children. With the closure of Redwood Valley Elementary last year and the increased number of students who are attending Calpella Elementary, a proposal to put in a curb and sidewalk is a much needed measure of protection for our students.

Please submit this letter on behalf of the Ukiah Unified School District in support of funding to help keep our students safe. The need for the sidewalk project is pressing, and I hope that a vigorous pursuit for funding is successful.

Sincerely,



Lois J. Nash, Ed.D.
Superintendent

LJN/deb

Focused on Success for All