For training, resources, and technical assistance that can help with an ATP application, please visit the Active Transportation Resource Center (ATRC) at: http://caatpresources.org/

ACTIVE TRANSPORTATION PROGRAM

IMPLEMENTING AGENCY:	Coachella Valley Association of Governments
PROJECT TYPE:	Infrastructure + NI - Large

PROJECT APPLICATION NO.:	8-Coachella Valley Association of Governments-1
PROJECT NAME:	Coachella Valley Arts & Music Line
PROJECT DESCRIPTION:	A cycle track that incorporates innovative lighting and provides a safe active transportation route for users of all ages and abilities, including students, seniors, DAC residents
PROJECT LOCATION:	The project is in Coachella Valley, spanning the cities of La Quinta, Indio, and Coachella; and the County, with its route primarily along Avenue 48 and Dillon Rd.

ATP FUNDED COMPONENTS

Infrastructure					
PA&ED	PS&E	R/W	CON	Non-Infrastructure	Plan
$ -	$ -	$ -	$ 36,483	$ -	$ -
FY -	FY -	FY -	FY 23/24	FY -	FY -

PROJECT FUNDING INFORMATION (1,000s)

Total Project $	Total ATP $	Total Non-ATP $	Past ATP $	Leveraging $	Non-Participating $	Future Local $
46,099	36,483	9,616	-	9,616	-	-

For training, resources, and technical assistance that can help with an ATP application, please visit the Active Transportation Resource Center (ATRC) at: http://caatpresources.org/

APPLICATION INDEX PAGE

Part A1: 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.

LOCODE:	IMPLEMENTING AGENCY'S NAME:
6164	Coachella Valley Association of Governments

IMPLEMENTING AGENCY'S ADDRESS	CITY		ZIP CODE
73-710 Fred Waring Drive	Palm Desert	CA	92260

IMPLEMENTING AGENCY'S CONTACT PERSON:	CONTACT PERSON'S TITLE:
Tom Kirk	Executive Director

CONTACT PERSON'S PHONE NUMBER:	CONTACT PERSON'S EMAIL ADDRESS :
760-346-1127	tkirk@cvag.org

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.

X

MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans?	☒ Yes ☐ No
Implementing Agency's Federal Caltrans MA Number	08-6164R
Implementing Agency's State Caltrans MA Number	08-6164F15

* 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 responsibilities 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, 3) ensure a copy of the Memorandum of Understanding or Interagency Agreement between the parties is submitted with the first request for allocation, and 4) if the implemening agency (delivering the project) is an agency other than the applicant or partnering agency, attach a letter of commitment to deliver specified phases of the project signed by all parties. 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:
City of Indio

PROJECT PARTNERING AGENCY'S CONTACT PERSON:	CONTACT PERSON'S TITLE:
Bryan Montgomery	City Manager

CONTACT PERSON'S PHONE NUMBER:	CONTACT PERSON'S EMAIL ADDRESS :
760-391-4015	bmontgomery@indio.org

Attach a "letter of intent" or other documentation. Part A1. Letter of Intent - Indio.pdf [Remove] [Open File]

Part A2: General Project Information

PROJECT NAME: (Max of 10 Words) (To be used in the CTC project list) **Words Remaining:** 4

Coachella Valley Arts & Music Line

PROJECT / APPLICATION NUMBER: 1

SUMMARY OF PROJECT SCOPE: (Max of 300 Words) **Words Remaining:** 10
(Summary of the Existing Condition, Project Scope, the Expected Benefits)

The Arts and Music Line (AML) project will provide nearly 9 miles of protected bicycle facilities (Class 1 and 4) along Avenue 48, Van Buren Street, and Dillon Road. The project will also construct more than six miles of Class 2 and 3 school spurs that directly connect the project to 11 disadvantaged schools. These improvements will provide significant separation and protection for people walking along the project corridors. The project scope includes several innovative safety features including bicycle signals with fully protected bicycle movements, raised and/or recessed bike/pedestrian crossings, and bicycle signal indicators to alert cyclists that they have been detected by the traffic signal.

This project will transform the non-motorized environment specifically for more than 19 existing affordable housing communities in the area, and an additional 6 that are right outside the project area. This project will deliver the improvements that have been requested by the local residents for years, as shown in the number of public outreach events. The AML will serve as an active transportation backbone to serve a growing demand for non-motorized routes to key destinations.

Implementation of the AML will lead directly to safer access to schools, neighborhood parks, grocery stores, pharmacies, businesses, adjacent neighborhoods, employment centers, and regional pathways like the CV Link. The direct and physical access to the project for disadvantaged communities is critical to accomplish the goal of providing safe and convenient facilities for residents and students to walk and bicycle to destinations from their homes.

Additional design treatments placed within the AML will complement the natural beauty and culture of the desert by day – while artistically transforming areas of the desert at night. The illuminated multi-use paths will provide both safety and a visually striking corridor at night.

OUTCOME/OUTPUT: (Max of 35 Words)
This outcome/output will appear on your vote boxes when you allocate for funds with the CTC. (Example: Construct 12 curb extensions, 26 crosswalks, 33 curb ramps, 255 feet of widened sidewalk, and 2 speed humps to provide added safety for pedestrians and/or bicyclists.)
Words Remaining: 7

Construction of protected bicycle facilities (Class 1 and 4) along existing high-stress corridors and school spur connections to 11 schools to provide added safety for pedestrians and bicyclists.

FTIP PROJECT DESCRIPTION: (Max of 180 Characters) **Characters Remaining:** 1

A cycle track that incorporates innovative lighting and provides a safe active transportation route for users of all ages and abilities, including students, seniors, DAC residents

PROJECT LOCATION: (Max of 180 Characters) **Words Remaining:** 17

The project is in Coachella Valley, spanning the cities of La Quinta, Indio, and Coachella; and the County, with its route primarily along Avenue 48 and Dillon Rd.

Is this project located within 500 feet of a freeway or roadway with a traffic volume over 125,000 annual average daily traffic (AADT)? Refer to the CA State Geoportal for traffic volumes found here. ☐ Yes ☒ No

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

Attachment C - Project Location Map.pdf

CITIES:
List all cities that this project will affect. All cities must be located within the State of California.

City Code:	IND	City Name:	Indio
City Code:	COA	City Name:	Coachella
City Code:	LQNT	City Name:	La Quinta

PROJECT COORDINATES:
For stand-alone Infrastructure, NI or Plan project, only add one set of coordinates for those project types in the corresponding fields.
For Infrastructure + Non-Infrastructure (NI) project types, please add coordinates for both Infrastructure and NI.

Infrastructure Project Coordinates: (latitude/longitude in decimal format) Lat. 33.7 N / long. -116.251 W

NI or Plan Project Coordinates: (latitude/longitude in decimal format) Lat. 33.7 N / long. -116.251 W

Congressional District(s): 36

State Senate District(s): 28 **State Assembly District(s):** 42 56

Caltrans District: 8

County: Riverside

MPO: SCAG

RTPA: None

Urbanized Zone Area (UZA) Population: Project is located within one of the ten large MPOs

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? 4

Project Number	Past Project Funding	Funded Amount $	Project Type	Type of overlap/connection with past projects (select only one which matches the best)
ATPL-6164(022)	Active Transportation Program (ATP)	$10,900,000	Infrastructure (I)	Adjacent project limits with no overlapping scope or limits of work
ATPL-6164(022)	Active Transportation Program (ATP)	$5,584,000	Infrastructure (I)	Adjacent project limits with no overlapping scope or limits of work
ATPL-6164(022)	Active Transportation Program (ATP)	$5,208,000	Infrastructure (I)	Adjacent project limits with no overlapping scope or limits of work
RIV181003	Active Transportation Program (ATP)	$7,313,100	Infrastructure (I)	Adjacent project limits with no overlapping scope or limits of work

Part A3: Project Type

PROJECT TYPE: (Use the drop down menu to select.) Infrastructure + NI - Large

Will construction funds be requested for this project? ☒ Yes ☐ No
* Large Projects are not required to request construction funds

Explain when and what funds are proposed to fund the construction phase.

The construction phase is proposed to be funded, in part, by the Active Transportation Program Cycle 6 funding. These funds are to be allocated during the construction phase between February 2024 and November 2025.

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 ☐ None

☒ Other plans that include Bicycle and/or Pedestrian Improvements 2016 Transportation Project Prioritization Study

Is your project in a current Plan? ☒ Yes ☐ No

PROJECT SUB-TYPE (check all Project Sub-Types that apply)**:**

☒ **Bicycle Transportation** % of Project 90 %

☒ **Pedestrian Transportation** % of Project 10 %

☒ **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. For Safe Routes to School non-infrastructure, the program must benefit school students/parents and primarily be based at the school.

☒ **Safe Routes for Seniors**

Safe Routes for Seniors projects increase walking, biking, and safety among older adults and create routes that connect to activities that improve quality of life.

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

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

Fill out the school information only if you selected the Safe Routes to school project sub-type option above.

How many schools does the project impact/serve: 11

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

School Name: Harry S. Truman Elementary School
School Address: 78-870 Avenue 50, La Quinta, CA 92253
District Name: Desert Sands Unified School District
District Address: 47-950 Dune Palms Road, La Quinta, CA 92253
Co.-Dist.-School Code: 67058
School Type: K to 5
Project improvements maximum distance from school _____ mile

Total student enrollment: 692
Approximate # of students living along route proposed for improvement: 100
Percentage of students eligible for free or reduced meal programs** 77 %

**Refer to the California Department of Education website: https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx
NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

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.

Harry Truman Map & Letter.pdf

School Name: James Madison Elementary School
School Address: 80-845 Avenue 46, Indio, CA 92201
District Name: Desert Sands Unified School District
District Address: 47-950 Dune Palms Road, La Quinta, CA 92253
Co.-Dist.-School Code: 67058
School Type: K to 5
Project improvements maximum distance from school _____ mile

Total student enrollment: 482
Approximate # of students living along route proposed for improvement: 250
Percentage of students eligible for free or reduced meal programs** 86 %

**Refer to the California Department of Education website: https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx
NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

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.

James Madison Map & Letter.pdf

School Name: Theodore Roosevelt Elementary School
School Address: 83-200 Dr. Carreon Blvd. Indio, CA 92201
District Name: Desert Sands Unified School District
District Address: Desert Sands Unified School District
Co.-Dist.-School Code: 67058
School Type: K to 5
Project improvements maximum distance from school _____ mile

Total student enrollment: 549
Approximate # of students living along route proposed for improvement: 300
Percentage of students eligible for free or reduced meal programs** 92 %

**Refer to the California Department of Education website: https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx
NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

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.

Roosevelt Map & Letter.pdf

School Name: Martin Van Buren Elementary School
School Address: 47-733 Van Buren St. Indio, CA 92201
District Name: Desert Sands Unified School District
District Address: 47-950 Dune Palms Road, La Quinta, CA 92253
Co.-Dist.-School Code: 67058
School Type: K to 5
Project improvements maximum distance from school _____ mile

Total student enrollment: 572
Approximate # of students living along route proposed for improvement: 400
Percentage of students eligible for free or reduced meal programs** 90 %

**Refer to the California Department of Education website: https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx
NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

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.

Martin Van Buren Map & Letter.pdf

School Name: Dr. Reynaldo J. Carreon Jr. Academy
School Address: 47-368 Monroe St. Indio, CA 92201
District Name: Desert Sands Unified School District
District Address: 47-950 Dune Palms Road, La Quinta, CA 92253
Co.-Dist.-School Code: 67058
School Type: K to 5
Project improvements maximum distance from school _____ mile

Total student enrollment: 676
Approximate # of students living along route proposed for improvement: 500
Percentage of students eligible for free or reduced meal programs** 80 %

**Refer to the California Department of Education website: https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx
NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

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.

Dr. Carreon Map & Letter.pdf

School Name: La Quinta Middle School
School Address: 78-900 Avenure 50, La Quinta, CA 92253
District Name: Desert Sands Unified School District
District Address: 47-950 Dune Palms Road, La Quinta, CA 92253
Co.-Dist.-School Code: 67058
School Type: 6 to 8
Project improvements maximum distance from school _____ mile

Total student enrollment: 756
Approximate # of students living along route proposed for improvement: 650
Percentage of students eligible for free or reduced meal programs** 89 %

**Refer to the California Department of Education website: https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx
NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

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.

La Quinta Middle Map & Letter.pdf

School Name: Thomas Jefferson Middle School
School Address: 83-089 Highway 111 Indio, CA 92201
District Name: Desert Sands Unified School District
District Address: 47-950 Dune Palms Road, La Quinta, CA 92253
Co.-Dist.-School Code: 67058
School Type: 6 to 8
Project improvements maximum distance from school _____ mile

Total student enrollment: 615
Approximate # of students living along route proposed for improvement: 450
Percentage of students eligible for free or reduced meal programs** 98 %

**Refer to the California Department of Education website: https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx
NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

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.

Jefferson Middle Map & Letter.pdf

School Name: Indio High School
School Address: 81-750 Avenue 46, Indio, CA 92201
District Name: Desert Sands Unified School District
District Address: 47-950 Dune Palms Road, La Quinta, CA 92253
Co.-Dist.-School Code: 67058
School Type: 9 to 12
Project improvements maximum distance from school _____ mile

Total student enrollment: 2,034
Approximate # of students living along route proposed for improvement: 1,200
Percentage of students eligible for free or reduced meal programs** 88 %

**Refer to the California Department of Education website: https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx
NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

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.

Indio High Map & Letter.pdf

School Name: Ceasar Chavez Elementary School
School Address: 49-601 Avenida de Oro Coachella, CA 92236
District Name: Coachella Valley Unified School District
District Address: 87-225 Church Street, Thermal, CA 92274
Co.-Dist.-School Code: 73676
School Type: K to 5
Project improvements maximum distance from school _____ mile

Total student enrollment: 850
Approximate # of students living along route proposed for improvement: 500
Percentage of students eligible for free or reduced meal programs** 87 %

**Refer to the California Department of Education website: https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx
NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

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.

Ceasar Chavez Map & Letter.pdf

School Name: Indio Middle School
School Address: 81-195 Miles Avenue, Indio, CA 92201
District Name: Desert Sands Unified School District
District Address: 47-950 Dune Palms Road, La Quinta, CA 92253
Co.-Dist.-School Code: 67058
School Type: 6 to 8
Project improvements maximum distance from school 0.50 mile

Total student enrollment: 832
Approximate # of students living along route proposed for improvement: 450
Percentage of students eligible for free or reduced meal programs** 96 %

**Refer to the California Department of Education website: https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx
NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

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.

Indio Middle Map & Letter.pdf

School Name: Mountain Vista Elementary School
School Address: 49-750 Hjorth Street, Indio, CA 92201
District Name: Coachella Valley Unified School District
District Address: 87-225 Church Street, Thermal, CA 92274
Co.-Dist.-School Code: 73676
School Type: K to 6
Project improvements maximum distance from school _____ mile

Total student enrollment: 743
Approximate # of students living along route proposed for improvement: 200
Percentage of students eligible for free or reduced meal programs** 75 %

**Refer to the California Department of Education website: https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx
NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

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.

Mountain Vista Map & Letter.pdf

Part A4: Project Details

Indicate the project details included in the project/program/plan.

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? 0 %
(As opposed to cost going towards "improving" existing bicycle infrastructure: i.e. Class 2 to Class 4)

New Bike Lanes/Routes:	Class 1: 11,975 Linear Feet		Class 2: 29,720 Linear Feet	
	Class 3: 4,000 Linear Feet		Class 4: 35,100 Linear Feet	
Signalized Intersections:	New Bike Boxes: 2 Number		Timing Improvements: 13 Number	
Un-Signalized Intersections:	New RRFB/Signal: 0 Number		Crossing-Surface Improvements: 35 Number	
Mid-Block Crossing:	New RRFB/Signal: 0 Number		Crossing-Surface Improvements: 0 Number	
Lighting:	Intersection: 0 Number		Roadway Segments: 0 Linear Feet	
Bike Share Program:	New Station: 0 Number		New Bikes: 0 Number	
Bike Racks/Lockers:	New Racks: 0 Number		New Secured Lockers: 0 Number	
Other Bicycle Improvements:	#1: Bicycle Signals	#: 30	#2: Raised and Recessed Crossings	#: 5

☒ Pedestrian Improvements

What % of the PEDESTRIAN related project cost are going towards closing a "Gap" in infrastructure? 20 %
(As opposed to cost going towards "improving" existing pedestrian infrastructure.)

Sidewalks:	New (4' to 8' wide): 0 Linear Feet	New (over 8' wide): 0 Linear Feet
	Widen Existing: 0 Linear Feet	Reconstruct/Enhance Existing: 0 Linear Feet
	New Barrier Protected (Barrier, parking, functional-planter, etc.): 0 Linear Feet	
ADA Ramp Improvements:	New Ramp (none exist): 18 Number	Reconstruct Ramp to Standard: 37 Number
Signalized Intersections:	New Crosswalk: 4 Number	Enhance Existing Crosswalk: 51 Number
	Ped-Heads: 0 Number	Shorten Crossing: 0 Number
	Timing Improvements: 0 Number	
Un-Signalized Intersections:	New Traffic Signal: 0 Number	
	New RRFB/Signal: 0 Number	Crossing-Surface Improvements: 0 Number
	Shorten Crossing: 0 Number	
Mid-Block Crossing:	New RRFB/Signal: 0 Number	Crossing-Surface Improvements: 0 Number
Lighting:	Intersection: 0 Number	Roadway Segments: 0 Linear Feet
Pedestrian Amenities:	Benches: 0 Number	Trash Cans: 0 Number
	Shade Trees: 0 Number	Shade Tree Type:
Other Ped Improvements:	#1: Leading Pedestrian Intervals #: 20	#2: Raised and Recessed Crossings #: 5

☒ Multi-use Trail Improvements

Class 1 Trails:	New (8' or less wide): 0 Linear Feet		New (over 8' wide): 11,975 Linear Feet	
	Widen/Reconstruct Existing: 0 Linear Feet		Bicycle/Pedestrian Bridge: 0 Number	
Non-Class 1 Trails:	New: 0 Linear Feet		Widen/Reconstruct Existing: 0 Linear Feet	
Other Trail Improvements:	#1: Glow Path	#: 1	#2:	#: 0

☒ Vehicular-Roadway Traffic-Calming Improvements

Road Diets:	Remove Travel Lane: 13,900 Linear Feet		Remove Right-Turn Pocket: 4 Number
Speed Feedback Signs:	Speed Feedback Signs: 0 Number		
Signalized Intersections:	Timing Improvements: 0 Number		New Roundabout: 0 Number
Un-Signalized Intersections:	New Traffic Signal: 0 Number		New Roundabout: 0 Number
Other Traffic-Calming Improvements:	#1:	#: 0	#2: #: 0

☒ Non-Infrastructure Components

NI Program Type: *Indicate the NI program type. If more than one, indicate the percentage split based on cost.*

- ☒ Regional Initiative 25 %
- ☒ Community Initiative 25 %
- ☒ Safe Routes to School 25 %
- ☒ First Last Mile 25 %
- ☐ Other: _____, 0 %

Program Activities: *Insert the number of each type of activity included in the program. Do not double count.*

Regional Community Initiatives:

11	Number of walk or bike audits
2	Number of bicycle skills/safety classes
2	Number of pedestrian skills/safety classes
11	Number of community demonstration projects/pop-ups/open street events
1	Number of community encouragement (i.e. bike to work days)
1	Number of community challenges (i.e. bike to work month challenge)
7	Number of community workshops/stakeholder meetings

Safe Routes to School (SRTS):

0	Number of classroom/PE classes receiving pedestrian/bicycle safety instruction/education
0	Number of school assemblies receiving pedestrian/bicycle safety instruction/education
0	Number of afterschool programs receiving pedestrian/bicycle safety instruction/education
4	Number of bike rodeos
4	Number of pedestrian 'mock city' safety skills events
0	Number of schools with walking school bus program (defined as planned route with meeting points, a timetable and a schedule of trained volunteers)
2	Number of schools with bicycle train program (defined as a planned route with meeting points, a timetable and a schedule of trained volunteers)
1	Number of SRTS encouragement days (i.e. designated monthly bike/walk to school days X number of school months X number of school involved)
0	Number of student-led leadership initiatives (e.g., student patrols, peer-led learning)
0	Number of training sessions to implement the SRTS program (i.e training for volunteer walking school bus leaders, crossing guards, etc.)

Other:

11	Number of School based mobility assessments
	Number of

Communications: *Check the box if the program will include the communication type.*

- ☒ Traditional media (radio ads, TV ads, newspaper ads, flyers, etc.)
- ☐ Large media (bus-wraps, billboards, etc.)
- ☒ Print/electronic publications (newsletters, blogs, etc.)
- ☒ Social media (Twitter, Facebook, Instagram, etc.)
- ☒ Program website
- ☐ Other;

What languages, if any, will the selected communications be translated to:

Spanish

Collaborative Partnerships: *Check all parties that have a committed role in the project beyond submitting a letter of support.*

- ☒ Local Public Health Department
- ☒ Law Enforcement
- ☒ Non-Profit Organizations/Community Based Organizations
- ☒ Schools/School Districts
- ☒ Public Works Departments
- ☒ Other; Cities of La Quinta, Coachella, Indio, Unincorporated Riverside

☐ **Plan Type (only intended for Plans)**

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

☐ Project is 100% within the Implementing Agency's R/W and/or is within their control at the time of this application submittal. (This includes temporary construction easements)

☒ Project will likely require R/W in fee ownership, permanent easements and/or temporary construction easements from private owners and/or will require utility relocations from utility companies outside that implementing agency's governmental control.

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

What is the total number of private R/W parcels expected to be impacted? 8

What is the total number of utility companies expected to be impacted? 9

What is the total additional months needed (all project phases) for the expected R/W acquisitions and/or utility relocations? 6

Has the project schedule been developed to account for this time? Yes

☐ Project will likely encroach into Caltrans R/W requiring easements, encroachment permits and/or other approvals.

☒ Project will likely require R/W, Easements, encroachment and/or approval involving Governmental (excluding Caltrans - as Caltrans impacts are documented above), Environmental, or Railroad owner's property.

**See the application instructions for more details on the required coordination and documentation from these agencies.*

Attach a letter of support or neutrality from each separate agency. Combine all letters in one pdf attachment.

Part A4. Agency Letters of Support.pdf

The following information should be based on specific prior coordination and agreement between the agencies:

What is the total additional months needed (all project phases) for all of these agencies to complete their required oversite responsibilities and to complete any required actions that are necessary based on the expected R/W impacts? 6

Has the project schedule been developed to account for this time? Yes

☐ Program/Plan will likely have an open street/demonstration on state highway.

Part A5: 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, 2023 and June 30, 2027 to be consistent with the available ATP funds for Cycle 6.

INFRASTRUCTURE PROJECTS:

PA&ED Project Delivery Phase:

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

Expected or Past Start Date for PA&ED activities:	1/2/2020	
Time to complete the separate CEQA & NEPA studies/approvals:	14 months	*(See note #2, above)*
Expected or Past Completion Date for the PA&ED Phase:	2/25/2021	

** 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.*

Part A5. CEQA Approvals.pdf

PS&E Project Delivery Phase:

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

Expected or Past Start Date for PS&E activities:	3/1/2023	
Time to complete the final Plans, Specification & Estimate:	8 months	
Expected or Past Completion Date for the PS&E Phase:	10/27/2023	

** 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.*

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:	3/1/2023	
Time to complete the R/W Engineering, Acquisition, and Utilities:	8 months	
Expected or Past Completion Date for the R/W Phase:	10/27/2023	

** 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.*

Construction Project Delivery Phase:

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

Proposed CTC "CON Allocation" Date:	12/31/2023	
Notice to Proceed with Federally Reimbursable ATP Work:	2/29/2024	
Expected Start Date for Construction activities:	3/14/2024	
Time to complete the Construction activities:	20 months	
Expected or Past Completion Date for the CON Phase:	11/3/2025	

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

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

Expected Start Date for "NI" or "Plan" Construction activities:	10/27/2023	
Time to complete the CON-Phase activities:	36 months	
Expected Completion Date for the CON Phase:	10/11/2026	

Part A6: 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	Future Local Identified Funding
PA&ED	384	-		384	-	-	384	-
PS&E	3,331	-		3,331	-	-	3,331	-
R/W	750	-		750	-	-	750	-
CON	40,855	36,483	*23/24*	4,372	-	-	4,372	-
NI-CON/ PLAN	779	-		779	-	-	779	-
TOTAL	**46,099**	**36,483**		**9,616**	**-**	**-**	**9,616**	**-**

* *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)*

ATP FUNDING TYPE REQUESTED:

Per the CTC Guidelines, all ATP projects over $1M must be eligible to receive federal funding. 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. A request for State-Only funds does not guarantee it will be received.

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

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.

Amendment (Existing Project) Y ☐ N ☒					Date: 5/31/2022
District	**EA**	**Project ID**	**PPNO**	**MPO ID**	**Alt Project. ID/prg.**
8					ATP

County	**Route/Corridor**	**PM Bk**	**PM Ahd**	**Project Sponsor/Lead Agency**	
RIV	Avenue 48			Coachella Valley Association of Governments	
RIV	Van Buren Street			**MPO**	**Element**
RIV	Dillon Road			SCAG	Local Assistance

Project Manager/Contact	**Phone**	**E-mail Address**
Tom Kirk	(760) 346-1127	tkirk@cvag.org

Project Title

Coachella Valley Arts & Music Line

Location (Project Limits), Description (Scope of Work)

The project is in Coachella Valley, spanning the cities of La Quinta, Indio, and Coachella; and the County, with its route primarily along Avenue 48 and Dillon Rd.

Component	**Implementing Agency**
PA&ED	Coachella Valley Association of Governments
PS&E	Coachella Valley Association of Governments
Right of Way	Coachella Valley Association of Governments
Construction	Coachella Valley Association of Governments

Legislative Districts

Assembly:	42, 56	**Senate:**	28	**Congressional:**	36

Project Benefits (If more space is needed, use the Additional Information field on the next page.)

The project is expected to directly benefit the pedestrians and bicyclists in Coachella Valley by adding nearly 9-miles of protected bicycle facilities. This will reduce potential conflicts with faster traveling vehicles through the construction of median to separated bicyclists from cars, bike signals, and recessed and/or raised crosswalks. The project also creates safe routes for students as the project will directly connect to

Purpose and Need

Despite having existing bicycle lane infrastructure, few riders can be seen on these facilities due to the high-stress, high-speed environments with little to no separation between motorists and bicyclists or pedestrians. The project will construct key segments of the regional bikeway

Category	**Outputs/Outcomes**	**Unit**	**Total**
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Miles	8.9
Active Transportation	Bicyle lane-miles	Miles	6.4
Operational Improvements	Intersection / Signal improvements	Each	13
Active Transportation	# Signs, lights, greenway, safety/beautification	Miles	8.9

NHS Improvements:No	Roadway Class: No	Reversible Lane Analysis: No

Inc. Sustainable Communities Strategy Goals:Yes Reduces Greenhouse Gas Emissions: Yes

Project Milestone		**Existing**	**Proposed**
Project Study Report Approved			
Begin Environmental (PA&ED) Phase			1/2/2020
Circulate Draft Environmental Document (Document Type)	CE		12/31/2021
Draft Project Report			
End Environmental Phase (PA&ED Milestone)			2/25/2021
Begin Design (PS&E) Phase			3/1/2023
End Design Phase (Ready to List for Advertisement Milestone)			10/27/2023
Begin Right of Way Phase			3/1/2023
End Right of Way Phase (Right of Way Certification Milestone)			10/27/2023
Begin Construction Phase			3/14/2024
End Construction Phase			11/3/2025
Begin Closeout Phase			
End Closeout Phase (Closeout Report)			

Additional Information	**Date:**	5/31/2022

9 of the 11 nearby schools through more than 6 miles of new or enhanced Class 2 bike lanes and Class 3 bike routes. The project benefits cannot be overstated as the project ultimately fosters community engagement, enhances mobility, improves public health, and reduces greenhouse gases.

See Additional Attachments for the Arts & Music Line Design Elements Package

Project Programming Request (PPR)

Date: 5/31/2022

Project Information:					
Project Title:	Coachella Valley Arts & Music Line				
District	**County**	**Route**	**EA**	**Project ID**	**PPNO**
8	Riverside	Avenue 48			

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Proposed Total Project Cost ($1,000s)

Component	Prior	22/23	23/24	24/25	25/26	26/27	27/28+	Total
E&P (PA&ED)	384	0	0	0	0	0	0	**384**
PS&E	2,000	0	1,331	0	0	0	0	**3,331**
R/W	0	0	750	0	0	0	0	**750**
CON	0	0	41,634	0	0	0	0	**41,634**
TOTAL	**2,384**	**0**	**43,715**	**0**	**0**	**0**	**0**	**46,099**

Notes:
NI-CON/PLAN Leveraged Funding grouped into CON leverage funding reflect total values accurately. (no option to input NI-CON/Plan funds)

ATP Funds: Infrastructure Cycle 6

Proposed Funding Allocation ($1,000s)

Component	Prior	22/23	23/24	24/25	25/26	26/27	27/28+	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	36,483	0	0	0	0	**36,483**
TOTAL	**0**	**0**	**36,483**	**0**	**0**	**0**	**0**	**36,483**

Program Code: 20.30.720
Funding Agency: Caltrans
Notes:

ATP Funds: Non-Infrastructure Cycle 6

Proposed Funding Allocation ($1,000s)

Component	Prior	22/23	23/24	24/25	25/26	26/27	27/28+	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**
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Program Code: 20.30.720
Funding Agency: Caltrans
Notes:

ATP Funds: Plan Cycle 6

Proposed Funding Allocation ($1,000s)

Component	Prior	22/23	23/24	24/25	25/26	26/27	27/28+	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**
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Program Code: 20.30.720
Funding Agency: Caltrans
Notes:

ATP Funds: Previous Cycle

Proposed Funding Allocation ($1,000s)

Component	Prior	22/23	23/24	24/25	25/26	26/27	27/28+	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**
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Program Code:
Funding Agency: Caltrans
Notes:

Project Programming Request (PPR)

Date: 5/31/2022

Project Information:					
Project Title:	Coachella Valley Arts & Music Line				
District	**County**	**Route**	**EA**	**Project ID**	**PPNO**
8	Riverside	Avenue 48			

Summary of Non-ATP Funding

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

Fund No. 2: | **Program Code**

Proposed Funding Allocation ($1,000s)

Component	Prior	22/23	23/24	24/25	25/26	26/27	27/28+	Total
E&P (PA&ED)	384	0	0	0	0	0	0	**384**
PS&E	2,000	0	1,331	0	0	0	0	**3,331**
R/W	0	0	750	0	0	0	0	**750**
CON	0	0	5,151	0	0	0	0	**5,151**
TOTAL	**2,384**	**0**	**7,232**	**0**	**0**	**0**	**0**	**9,616**

Funding Agency: Coachella Valley Association of Governm

Notes: See Part B Question 8 for Leverage Justification Attachment.

Fund No. 3: | **Program Code**

Proposed Funding Allocation ($1,000s)

Component	Prior	22/23	23/24	24/25	25/26	26/27	27/28+	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**
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Funding Agency

Notes:

Fund No. 4: | **Program Code**

Proposed Funding Allocation ($1,000s)

Component	Prior	22/23	23/24	24/25	25/26	26/27	27/28+	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**
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Funding Agency

Notes:

Fund No. 5: | **Program Code**

Proposed Funding Allocation ($1,000s)

Component	Prior	22/23	23/24	24/25	25/26	26/27	27/28+	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**
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Funding Agency

Notes:

Fund No. 6: | **Program Code**

Proposed Funding Allocation ($1,000s)

Component	Prior	22/23	23/24	24/25	25/26	26/27	27/28+	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**
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Funding Agency

Notes:

Fund No. 7: | **Program Code**

Proposed Funding Allocation ($1,000s)

Component	Prior	22/23	23/24	24/25	25/26	26/27	27/28+	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**
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Funding Agency

Notes:

Part A7: 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

If "Yes", explain why the other project cannot fund the proposed project. (Max of 200 Words) **Words Remaining:** 73

The Art & Music Line project is directly related to other transportation investments in the region, particularly those benefiting bicyclists and pedestrians. One ATP-funded project that is adjacent to this project is the CV Link project. However, while the CV Link project provides a connection to this route, the funding for the CV Link project doesn't include infrastructure proposed along the Art & Music project limits.

Using local sales tax revenue (Measure A), CVAG launched a Bike and Pedestrian Safety Program. Funding from this program was allocated for the leveraging funds for this project. CVAG has utilized these funds to advance the CEQA and design of this project, which were both started in January 2020. The CEQA and 30% design plans were finished in February of 2021.

- **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. Consistency with an adopted regional transportation plan:

- **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

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.

Part A7. 2016 RTP SCS - Active Transportation Appendix.pdf

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

3. Is the Implementing Agency Caltrans? ☐ Yes ☒ No

Part B: Narrative Questions

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.

Part B Question 1A. Disadvantaged Community Map.pdf

B. Identification of Disadvantaged Community: (0 points)

Select one of the following 5 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.
- **Healthy Places Index**
- **Other**

Select Option: Free or Reduced Priced School Meals

At least 75% of public school students in the project area are eligible to receive free or reduced-price meals under the National School Lunch Program. Data is available at: https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx (auto filled from Part A). Applicants using this measure must demonstrate how the project benefits the school students in the project area. Project must be located within two miles of the school(s) represented by this criteria.
NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

School Name	School Enrollment	% of Students Eligible for FRPM
Harry S. Truman Elementary School	692	77 %
James Madison Elementary School	482	86 %
Theodore Roosevelt Elementary School	549	92 %
Martin Van Buren Elementary School	572	90 %
Dr. Reynaldo J. Carreon Jr. Academy	676	80 %
La Quinta Middle School	756	89 %
Thomas Jefferson Middle School	615	98 %
Indio High School	2,034	88 %
Ceasar Chavez Elementary School	850	87 %
Indio Middle School	832	96 %
Mountain Vista Elementary School	743	75 %

Highest percentage of students eligible from above (autofill): **98%** (to be used for qualifying as benefiting a DAC only)
Percentage of students eligible for the Free or Reduced Price Meals Programs: **87%**
(to be used for severity calculation only)

C. Direct Benefit: (0 - 4 points)

1. Explain how the project closes a gap, provides connections to, or addresses a deficiency in an active transportation network or meets an important community need. (Max of 500 Words)

Words Remaining: 0

In the cities of La Quinta, Indio, and Coachella, a severe deficiency in bicycle and pedestrian facilities means residents in the

disadvantaged communities perceive car travel as their only option. According to California Healthy Places Index, only 2.55% of the entire population within the project area commutes to work by transit, walking, or cycling. The Arts and Music Line will address this deficiency by creating safe pathways for walking and biking; connecting to regional and local active transportation networks; and closing gaps on segments of the project area where there are no existing biking and pedestrian facilities.

Eleven schools with 8,000 students are within the Arts and Music Line (AML) project area. Yet the existing conditions are either unsafe or perceived to be unsafe, meaning students and families are discouraged from walking or biking. A big reason is the lack of mobility options along Avenue 48 and Dillon Road. On Avenue 48 between Monroe Street and Jackson Street and on Dillon Road, there are gaps in existing bike lanes and sidewalks. In other areas, bicycle lanes are directly adjacent to travel lanes with no separation and posted speed limits of 45+ MPH. Pedestrians walking along Avenue 48 experience an extremely uncomfortable environment with many locations where the sidewalk is directly adjacent to the travel lane. Between 2012 and 2019, the project influence area recorded six pedestrian fatalities and eleven severe bicycle or pedestrian injuries. The implementation of protected bicycle facilities will create greater separation between pedestrians and vehicles, enhancing quality of life and safety.

The AML creates a safe route to these schools, all of them disadvantaged, by providing nearly nine miles of protected bikeways (Class 1 and 4) where none exist today, along with more than six miles of Class 2 and Class 3 bike lanes for spurs that connect directly to the eleven schools. These improvements will also provide significant separation for students and families walking along the project corridors.

AML will also provide multiple connections to CV Link, a regional 40-plus mile active transportation pathway that spans the Coachella Valley. By using the AML to access CV Link, students and families in disadvantaged communities will have greater access to employment, schools, grocery stores, parks, and recreational facilities across the valley.

Additionally, the AML will connect to existing local active transportation networks, creating robust alternative transportation connections to local amenities, services, and employment centers along the corridor. Employment centers include Walgreens, Rite Aid, restaurants & hotels, the Jackson Square Mall, the Indio nursing center, and three large resorts.

The partnership with local schools means residents in disadvantaged areas will be engaged in the project's artistic features, creating a new destination for people to experience art and music. The project directly connects to many venues such as Rancho Las Flores Park, Riverside County Fairgrounds and the polo fields, which host local festivals and community events that include Mexican Independence Day, Tamale Fest, Behavioral Health Arts Festival, Date Festival, the Coachella Music and Arts Festival, and many other community events.

2. Explain how the disadvantaged community residents will have physical access to the project. (Max of 500 Words)

Words Remaining: 11

The AML has multiple access points along the 9 miles to ensure equitable access for disadvantaged community residents. 19 affordable housing projects benefit from the AML, and six of them– Watercolors, Wolff Waters Place, Aventine Apartments, and Seasons at Miraflores in the City of La Quinta, Desert Gardens and Fred Young Labor Camp in the City of Indio– have direct access. In addition, the disadvantage community of Carver Tract, an unincorporated neighborhood that sits as an "island" on Avenue 48 between the Cities of Coachella and Indio, will also have direct access to the AML. Along Van Buren Street, the AML will connect to large, disadvantaged areas in the Cities of Coachella and Indio. Other access points for disadvantaged communities are at Dillon Road, Austin Drive, Calhoun Street, Cielo De Victoria/ Montego Bay Place, Jackson Street, Oasis Street and Arabia Street.

Disadvantaged community residents will have additional access points to the project through 6.4 miles of Class 2 and 3 "spurs" that connect to the surrounding schools. These school spurs will provide safe routes to eleven schools, with an average of 87% of students who are eligible for free or reduced-price meals. Each of these access points provides a safe, convenient connection to the proposed project. In some locations, the access points utilize existing facilities to connect to the project, creating a larger network of safe active transportation facilities. For instance, the spur that heads north on Madison Street connects to existing bicycle lanes at Highway 111, which extend north to Miles Avenue. This will allow disadvantaged residents access to the AML from nearly 1.5 miles away. The project also directly connects to three different regional SunLine transit routes. With 100% of SunLine's fleet bicycle equipped, the project effectively extends bicycle access throughout the entire Valley.

Implementation of the AML, and the many access points for disadvantaged community residents, will lead directly to safer access to schools, neighborhood parks, grocery stores, pharmacies, businesses, and regional multi-use paths like the CV Link, which extends valley-wide. The direct physical access to the project for disadvantaged communities is critical to accomplish the goals of increasing the proportion of trips accomplished by walking and biking, helping to reduce greenhouse gas emissions; increasing safety and mobility for non-motorized users; improving public health; and ensuring that disadvantaged communities fully share the benefits of the project. The connections to 11 schools within the project area and the 19 affordable housing communities that are within the project limits emphasizes these benefits.

To facilitate access and increase connectivity, the project will enhance safety at major signalized intersections that act as barriers to non-motorized transportation between the residential developments. Enhanced crossings for active transportation at these major intersections will significantly increase the multi-modal options for the disadvantaged community residents. These enhanced crossings will include bicycle signals with no conflicting vehicular movements allowed across the bikeway. Pedestrian crossings will also be enhanced utilizing high-visibility continental crosswalks and leading pedestrian intervals.

3. Illustrate and provide documentation for how the project was requested or supported by the disadvantaged community residents. Address any issues of displacement that may occur as a result of this project, if applicable. If displacement is not an issue, explain why it is not a concern for the community. (Max of 500 Words)

Words Remaining: 2

CVAG has heard feedback from the community, particularly disadvantaged area residents, that more needs to be done to provide active transportation facilities to its diverse neighborhoods. DAC residents have also expressed a need to add connections to local schools and the region's ATP network. The 2022 public survey results showed that 62% of residents identified schools as a key

destination they would use the AML for if constructed. Many of the residents surveyed were students, or families of students, yet only 13% said they felt very comfortable riding along Avenue 48 today.

Concerns were also raised by the DAC residents within the Cities of Indio and Coachella, and unincorporated Riverside County regarding lack of direct access to CV Link. The AML will provide two direct connections for these disadvantaged communities, helping build a larger active transportation network. CVAG worked closely with stakeholders and grassroots organizations to develop routes that address these concerns, leading to the AML placement along Avenue 48.

As part of the development of CV Link and CVAG's Active Transportation Plan (ATP), workshops were conducted to solicit input from the public, including within the disadvantaged communities in the Eastern Coachella Valley. The response from the community members during these workshops was supportive of active transportation improvements and transit access. The recent public outreach reinforced this feedback, with the community identifying AML as one of the region's highest priorities due to the strong community support.

Project outreach dates back to 2018, including pop-up booths in each city at community locations that are in or near disadvantaged areas. Given the strong support for the AML, follow-up public outreach events in 2022 were conducted specifically for the AML project. Four events took place as part of the outreach that were located within DAC's and specifically targeted towards DAC residents. These included events at the Indio Open Air and Market Swap Meet; Van Buren Elementary School, which targeted farmworker and low-income families at Desert Gardens and Fred Young Labor Camp; Rancho Las Flores Park in Coachella in collaboration with the local soccer leagues; and Wolf Waters Place in La Quinta, an affordable housing multifamily development. Out of the 123 survey respondents, 70% lived in the DAC of Indio, Coachella, Mecca, and Thermal. In addition, 19.5% of the respondents were from the Wolf Waters community, a DAC apartment complex in La Quinta. The survey showed that the top two things that would encourage these DAC residents to bike/walk more along avenue 48 were bike lanes that are separated from car traffic (63.4% of responses), and better lighting (43.9% of responses).

At no point during the extensive outreach to these communities was displacement identified as a concern. The AML will be built on existing public right-of-way on existing road infrastructure and no section of the proposed project will be built on undeveloped land. As such, there are no displacement concerns. Further, the cities' General Plans have identified Avenue 48 as a major arterial to incorporate complete streets design and support multi-modal pathways.

Attach Documentation

Part B Question 1C. Outreach Package.pdf

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. (0-38 POINTS)

Safe Routes to School projects: 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
Harry S. Truman Elementary School	692	100
James Madison Elementary School	482	250
Theodore Roosevelt Elementary School	549	300
Martin Van Buren Elementary School	572	400
Dr. Reynaldo J. Carreon Jr. Academy	676	500
La Quinta Middle School	756	650
Thomas Jefferson Middle School	615	450
Indio High School	2,034	1,200
Ceasar Chavez Elementary School	850	500
Indio Middle School	832	450
Mountain Vista Elementary School	743	200
Total	**8,801**	**5,000**

A. Statement of project need. Describe the community and the issue(s) that this project will address. How will the proposed project benefit the non-motorized users of all ages and varying abilities, including students, older adults, and persons with disabilities? What is the project's desired outcome and how will the project best deliver that outcome? **(0-19 points)**

Discuss:

- Destinations and key connectivity the project will achieve.
- How the project will increase walking and/or biking.
- The lack of mobility - if applicable - Does the population have limited access to cars, bikes, and transit?
  - Does the project have an unserved or underserved demand?
- The **local** health concerns responses should focus on:
  - Specific local public health concerns, health disparity, and/or conditions in the built and social environment that affect the project community and can be addressed through the proposed project. Please provide detailed and locally relevant answers instead of general descriptions of the health benefits of walking and biking (i.e. "walking and biking increase physical activity").
  - Local public health data demonstrating the above public health concern or health disparity. Data should be at the smallest geography available (state or national data is not sufficient). One potential source is the Healthy Places Index (HPI) (http://healthyplacesindex.org)
- For combined I/NI projects: Discuss need for an encouragement and education program.

(Max of 900 Words) **Words Remaining:** 3

The Arts & Music Line will be a key segment of the valley's bikeway network, providing critical bike and pedestrian infrastructure for 19 affordable housing communities and 11 schools. A recent survey of residents shows that more than 83% travel along Avenue 48 at least a few times a week, and over half of those surveyed use it daily. Yet only 13% of those residents said they felt very comfortable biking along Avenue 48, a signed 50 mph roadway. Investment in the AML is an opportunity to increase non-motorized use. This project will replace the existing Class II bike lane infrastructure, which is limited along the route, with nearly nine miles of Class 1 and Class 4 facilities, creating much-needed connections to neighborhoods, schools, transit, and major local and regional destinations. In fact, more than 63% of residents surveyed in a 2022 public outreach event said that they would bike or walk along Avenue 48 more if separated bike lanes were built.

The need for safe routes in the eastern Coachella Valley cannot be overstated. The valley's historical growth has led to an auto-dependent development patterns of high-speed, high-volume streets, disconnected neighborhoods and a lack of safe and efficient active

transportation. Avenue 48, and the communities along the Arts and Music Line route, is a prime example. This is an economically diverse area with some of those most disadvantaged neighborhoods in the desert, including the Carver Track. This means residents cannot afford a vehicle, and it is often unsafe to walk or bike to work or attend events, which are held year-round. The AML project will provide direct access points to these locations, thereby increasing the number of residents walking and biking.

In addition to schools, the project corridor includes important destinations and employment centers such as pharmacies (Walgreens and Rite Aid); three regional bus routes; various restaurants; Jackson Square Mall; medical centers such as Coachella Valley Volunteers in Medicine, which provide free services, and the Indio nursing center; Rancho Las Flores Soccer Park and Event Venue, Empire Polo Fields; and three large resorts. There is a clear need for safe facilities here. In fact, 60% of residents said they would commute more by bike or walking if there were protected bike lanes and walkways; 43% expressed better lighting would get them to bike or walk more; and 38% said more connections were needed. As a result, the project will help increased trips made by walking and biking. Also, because the Coachella Valley is in serious non-attainment area for PM10, reduced vehicle miles traveled will contribute towards better air quality and public health.

The project provides regional connectivity. This includes two access points to CV Link, a 40-plus mile active transportation corridor that stretches across the Coachella Valley. This connection will give residents access as far northwest as the City of Palm Springs and as far southeast as the unincorporated community of Thermal, significantly enhancing the non-motorized network in the valley. There are currently no separated facilities in La Quinta, Indio, or Coachella that directly connect to CV Link.

Regional planning efforts, including the Desert Recreation District Master Plan Survey, demonstrate that paved pedestrian and biking paths are a regional priority. The project survey found that 59% of residents identified schools as one of the top destinations they would commute to more, and almost 1 in 5 residents surveyed were younger than 18 years. This demonstrates a clear need for connectivity and mobility to schools and other destinations along Avenue 48, especially since so many non-motorized residents are in disadvantaged and severely disadvantaged communities.

The health scores of the students and residents of Coachella Valley and Indio are disproportionately low compared to most areas in the state. The majority of the AML project is located on tracts that score from 24 all the way to 14 percentiles for their HPI rating. This means over 75% of tracts in the state score better, and in some areas over 85% score better. Students particularly show a need for supportive measures to improve their health. The California Department of Education states that more than a third of the students attending schools along the AML land in the “Health Risk" or “Needs Improvement” category for both aerobic capacity and BMI. According the HPI, the pooled census tracts have a higher percentage of adults with obesity than 84.8% of other CA census tracts. The pooled tracts also have a higher percentage of people who do not exercise or participate in physical activities than 77% of other tracts (HPI).

Providing a safe, low-stress environment that encourages kids to walk and cycle to school and visit with friends will help address this health disparity. According to the survey conducted at the public outreach, 49% of students and residents said that not enough designated walking/biking paths was preventing them from walking or biking to school and other destinations. Respondents also identified schools as one of the top destinations they would use the AML for if constructed.

The community has also voiced strong support and desire for many non-infrastructure components for the AML project. Bike to school incentives, bike trains, bicycle rodeos, and bike safety education were all identified by the community as resources that would make them “very likely” to increase their willingness to bike and walk along Avenue 48. Because of this public outreach, the AML project has added all of these non-infrastructure components.

B. Describe how the proposed project will address the active transportation need: (0-19 points)

1. Closes a gap? ☒ Yes ☐ No

No. of gaps: 8 Total length of gap(s) (feet): 53,325

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.

Part B Question 2B. CVAG - Gap Map.pdf

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 destinations must be identified*. (Max of 150 Words)

Words Remaining: 3

No protected facilities exist within the project limits, and there are several gaps within the Class II bicycle facilities. The project proposes to close these gaps and upgrade existing facilities to be separated from fast-moving vehicular traffic, providing much-needed safety improvements. The project implements nearly 9 miles of Class I and Class 4 bicycle facilities, including innovative intersection enhancements.

Closing these gaps creates new direct connections through separated facilities to key destinations including affordable housing developments, three SunLine bus routes (all bicycle equipped), Hjorth Park, Rite Aid, Indio Community Health Center, Jackson Square Shopping Center, John F. Kennedy Hospital, employment centers, Rancho Las Flores Park, Riverside County Fairgrounds, and the Empire Polo Grounds. The 6.4 miles of Class 2 and 3 school connection spurs will significantly enhance access to 11 schools.

The gap between Avenue 48 and the regional CV Link pathway will be closed as well.

2. Creates 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.

Part B Question 2B. CVAG - New Route Map.pdf

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 150 Words)

Words Remaining: 0

No complete active transportation facility exists along Avenue 48. The existing bicycle facilities are sparse, directly adjacent to 45+ MPH traffic, and contain gaps where bicyclists are led into traffic lanes. For roadways with posted speeds of 45+ MPH, separated bikeways or multi-use trails are the only bicycle facilities that provide a safe and favorable level of protection for pedestrians and bicyclists, according to FHWA Bikeway Selection Guide. Over half of residents travel along Avenue 48 daily, yet only 13% feel very comfortable doing so on bike.

During outreach events, the residents in the disadvantaged communities identified the lack of protected walking/biking facilities the top item preventing them from walking/biking on Avenue 48. 60% of residents identified schools and parks as destinations they would travel to the most using the AML. This project creates nearly 9 miles of separated bicycle and walking routes, as clearly requested by the DAC community.

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 150 Words)

Words Remaining: 0

The project will be much-needed connection to existing routes in the eastern Coachella Valley, including CV Link and an ATP-funded path on Van Buren Street in Coachella. When asked in a project survey about the types of routes they would use, the vast majority (62%) of the respondents selected “A route that connects to neighborhood destinations such as parks, schools, places of worship, and nearby residential communities.” The project will provide connections to the YMCA, Grace Chapel, Stater Brothers Market, Shields Park, South Jackson Park, Rancho Las Flores Park, Gateway Center, Coachella Valley Volunteers in Medicine and other key locations with Class 1 and Class 4 routes along Avenue 48. In addition to these protected facilities, 6.4 miles of school spurs will be constructed to provide direct connections to 11 schools along the AML. DAC families will be able to safely send their children to school via walking or bicycling.

3. Removes barrier to mobility? ☒ Yes ☐ No

a. Type of barrier: Safety

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

Part B Question 2B. CVAG - Barrier Map.pdf

c. Describe the existing negative effects of the barrier to be removed and how the project addresses the existing barrier. (Max of 150 Words)

Words Remaining: 1

Avenue 48’s high traffic volume and wide lanes create safety concerns for active transportation, as they encourage high speeds and make cyclists and pedestrians fearful. The negative effects of this are clear. According to the California Healthy Places Index (HPI), only 2.7% of workers in the project area commute to work by transit, walking, or cycling. From the same source, nearly 30% of people do not have any physical activity and struggle with obesity. The lack of protected facilities for bicyclists and pedestrians has created adverse effects on non-motorized transportation and the health of these communities.

The project provides nearly 9 miles of protected bicycle facilities. By providing physical separation, non-motorized users will feel safer. Innovative intersection improvements provide additional safety features. NACTO states that ridership increases by 2.5 times when protected bikeways are implemented, making the removal of this barrier through protected bikeway improvements vital to the community.

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 150 Words)

Words Remaining: 0

By removing safety barriers through the implementation of protected bikeways in the project area, residents who walk and ride bicycles will have significant separation from vehicles along Avenue 48, Hjorth Street, Van Buren Street, and Dillon Road. The project will encourage the use of existing routes to access community identified destinations. With enhanced safety, residents will feel comfortable and be able to reach the western city limits of La Quinta and as far east as the eastern city limits of Coachella. With safety barriers removed for more than 15 miles, including 6.4 miles of direct access to schools and nearly 9 miles of protected facilities, the AML project provides a safe route to schools, employment, shopping, and more. The project will safely connect people to all three cities and places such as CV Link, local parks, Walgreens drugstore, Walmart, Costco, 7 elementary schools, 3 middle schools, and Indio High School.

4. Other improvements to existing routes? ☒ Yes ☐ No

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

Part B Question 2B. CVAG - Improvement Map.pdf

b. Explain the improvement. (Max of 150 Words)

Words Remaining: 5

The proposed improvements include road diets, bicycle paths, school connections, and protected bikeways. On Avenue 48, existing Class 2 bicycle lanes without buffer between Washington Street and Jefferson Street, and between Jackson Street and Van Buren Street, will be replaced with 3.4 miles of Class 4 protected bikeways. This will improve overall comfort, making the route more desirable for residents.

The project aims to be contextually aligned with the local community and land uses. The design integrates into the existing aesthetic values of the area while amplifying the themes of Art and Music in relationship to the local community and its rich culture. The consistent use of colorful LED and solar lighting bring forth a unique visual transformation at night, illuminating sections of the AML for both safety and an immersive artistic environment with high visibility that residents will feel comfortable and excited to use.

c. Describe how the project links or connects, or encourages use of existing routes to important or 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 destinations must be identified.* (Max of 150 Words)

Words Remaining: 3

During the public outreach events in 2022, DAC residents identified parks, schools, places of worship, nearby residential communities, and CV link as the top locations they would commute to once the AML is built. Furthermore, over 63% of residents surveyed said that they would bike or walk more if separated bike facilities are constructed. Disadvantaged community residents are more commonly the residents that need to use transit and active modes of transportation to access key destinations. In addition to the DAC residents, the project also provides affordable housing communities with much-needed opportunities to travel via transit and active transportation. The project links these affordable housing communities directly to the SunLine Transit Agency bus stops on: Avenue 48 at Van Buren, Chaparrosa, Calhoun, and Jackson; Madison at Highway 111; Jackson at Dr. Carreon and Date; Dr. Carreon at Bristol and Calhoun; and Van Buren at Rancho Las Flores.

5. Implements a non-infrastructure program? ☒ Yes ☐ No

a. Provide a map identifying the NI Program's Boundaries. If it's a SRTS NI program, identify the school locations.

Part B Question 2B. CVAG - NI Map.pdf

b. Describe the NI program, the population it will serve, and how the program will use NI components (i.e., encouragement and education) to address the need(s) identified in above with the goal of increasing walking and/or biking to community identified destinations within the program area. (Max of 500 words)

Words Remaining: 20

The AML will not just be a way to get from point A to point B; it will be a destination that provides a free, public place that people want to experience. CVAG has worked with the two local school districts – Desert Sands Unified and Coachella Valley Unified – and secured their commitment to develop the non-infrastructure program in collaboration with the 11 schools. This creates an opportunity to integrate the Arts and Music Line into the schools' own arts and music education, which could include career and technical education services and the after-school programs. The community engagement will be further inspired by the opportunities to display the students' own artistic works along route. This makes the ATP investment in infrastructure double as a learning opportunity for Coachella Valley students.

During the public outreach events held in 2022, 89.5% of the respondents were from the DAC communities in Coachella, Indio, Thermal, and La Quinta. The results of the survey demonstrated a great need for education and bicycle safety programs to help the residents feel more comfortable traveling to school, work, places of worship, and other key locations in their community. More than half of the residents surveyed said that bike to school incentives and community events such as bike trains, bicycle rodeos, and safety education presentations would encourage them to bike or walk more. To best encourage active transportation and support the DAC residents, all of the most requested non-infrastructure programs have been incorporated into the AML project. Additionally, three more new programs components will be created to help foster even more active transportation.

The bike to school program will consist of 2 days per school year where students are encouraged to bike or walk to school. A bike/walk train program will be started, encouraging students to walk or bike together to school. A walking/biking route map – accessible by paper or smartphone, via a QR code -- will be created so that students and families alike can easily access the safest and quickest route to school. In addition to these programs, AML will support a bicycle rodeo program that promotes an

Part B: Narrative Questions

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. (0-20 POINTS)

A. Describe the project location's history of pedestrian and bicycle collisions resulting in fatalities and injuries to non-motorized users, which this project will mitigate. (10 points max)

Applicants are encouraged to use the UC Berkeley SafeTREC TIMS tool, which was specifically designed for the ATP to produce these documents in an efficient manner. Applicants with access to alternative collision data tools and training can utilize their choice of methods/tools. Applicants must respond to question 1 or 2, and have the option to respond to both.

1. For applications using the TIMS ATP tool, attach the following:
   a. **Collision Heat-map of the area surrounding the project limits - demonstrating the relative collision history of the project limits in relation to the overall jurisdiction/community's collision history**
   b. **Project Area Collision Map - identifying the past crash locations within the project limits**
   c. **Collision Summaries and collision lists/reports - demonstrating collision trends, collision types, and collision details**
   d. **For a Combined I/NI project - If the NI project area is different than the infrastructure portion, the applicant may attach NI related heat-maps, etc. in Attachment J**

   Combine the various maps/summaries into one PDF file and attach it in the field below.

   Part B Question 3A. Pedestrian and Bicycle Collisions 2012 2019.pdf

2. Applications that do not have the collision data above OR that prefer to provide additional collision data and/or safety in a different format can provide this data below. (Examples include: Collision Rates, Community Observations, surveys, Street Story (https://streetstory.berkeley.edu/), Crowd Source, etc.)

   The data and corresponding methodologies can be included in written/text form and/or via a separate attachment in the field below.

   (Max of 200 Words) (optional) **Words Remaining:** 195

   N/A (no additional methodologies necessary)

   Data and methodologies Attachment (optional)

3. From the project-area collision summaries/data provided in questions 1 and/or 2, enter the total reported pedestrian and/or bicycle collisions using the most recent 5 to 11 years of available data:

   How many years of collision data were used in the Heat Maps and collision summaries: 8

# of Crashes	Pedestrian	Bicycle	Total	Average Per Year
Fatalities	6	0	6	0.75
Injuries	27	16	43	5.38
Total	**33**	**16**	**49**	6.13

4. Referencing the project-area collision summaries/data provided in questions 1 and/or 2, discuss the extent to which the proposed project limits represents one of the agency's top priorities for addressing ongoing safety and discuss how the proposed safety improvements correspond to the types and locations of the past collisions. Consider the safety concerns of students, older adults, and persons with disabilities in your response.

For Projects with Non-Infrastructure elements (Combined I/NI projects):
As appropriate, describe how the NI program elements:
- educates bicyclists, pedestrians, and/or drivers about safety hazards for pedestrians and bicyclists; and
- encourages safe behavior

(Max of 900 Words) **Words Remaining:** 2

Consistent with the 2016 CVAG Active Transportation Plan (ATP), CVAG's goal is to improve the safety for bicyclists and pedestrians along Avenue 48 and Dillon Road. Vulnerable and underserved groups, such as disadvantaged students, and low-income families and seniors living in the project influence area would significantly benefit from the proposed safety improvements and access to a regional active transportation network.

Avenue 48 and Dillon Road lack mobility options for non-motorized users. On Avenue 48 between Monroe Street and Jackson Street and on Dillon Road, there are no existing bicycle facilities or sidewalks. In other areas, bicycle lanes are directly adjacent to travel lanes with posted speed limits of 45+ MPH and no separation. These conditions are uncomfortable and pose a barrier to increasing trips made by bicycle, as only highly confident cyclists use the corridors.

As shown in the attached crash history, the project area collisions represent nearly 13% of all collisions from the three city heat maps, making the project area a high priority for safety enhancements. Of note are the high number of bicycle and pedestrian collisions that occur near intersections. 31 of the 50 total crashes involving bicycles and pedestrians within the project limits occurred at intersections. This represents more than 60% of the crashes and clearly displays that pedestrians and bicyclist face high conflict locations and need improvements to enhance safety. The collision history indicates an over-representation of both pedestrians and cyclists at fault for their respective collisions. Typical actions include riding the wrong direction, crossing mid-block between traffic signals, and other non-compliance behaviors. The project proposes to implement bike signals at all signalized intersections along the corridor. Per the California Manual on Uniform Traffic Control Devices (MUTCD), bike signals can only be used if the bike movement is fully protected. This will be achieved through a combination of left and right turn restrictions and signal phasing. Pedestrians will also benefit as they will be able to begin their crossing during the bike signal green and yellow phases.

The influence area has recorded six pedestrian fatalities, four severe pedestrian injuries, one severe bicycle injury, nine visible pedestrian injuries, and ten visible bicycle injuries. These collisions represent more than 12% of the three cities' visible injury, severe injury, and fatal bicycle / pedestrian collisions. To address current safety deficiencies and mitigate future collisions, the project will create a physical separation between bicyclists and motorists, expanding the buffers between pedestrians and vehicles, repurpose and narrow existing travel lanes, which decreases vehicular speeds, and increase visibility at intersections and driveways for both pedestrians and bicyclists. The protected bikeway elements will significantly decrease safety threats to pedestrians and bicycles. They will reduce conflict points along these high-speed corridors and serve as traffic calming features. Statistics published by the FHWA indicate for every one mile per hour reduction in the 85th percentile speed, a 5 percent reduction in overall crashes can be achieved. It is anticipated that, after construction of the project, speed limits will be lowered by 5 to 10 miles per hour on the main project corridor.

Running parallel to Avenue 48, Highway 111 also contains inadequate facilities with no existing bicycle facilities, requiring bicycles to ride on the street, mixing with high-speed vehicular travel. These important corridors lead to schools, job centers, medical care facilities and shopping centers. As such, it can be reasonably assumed that the majority of active transportation trips occurring on Highway 111 will shift to Avenue 48 after the proposed improvements are implemented. Therefore, the application includes connections from Highway 111 to Avenue 48 on Jackson Street and Madison Street and builds on existing connections on Adams Street, Dune Palms Road and Calhoun Street that will help shift bicycles and pedestrians to Avenue 48.

The project area includes 11 schools with nearly 8,000 students, and 19 affordable housing developments – six of which are directly on Avenue 48, that stand to benefit tremendously if these improvements are implemented. The project's proposed lighting enhancements will enhance safety, use and visibility between dusk and dawn for students, older adults and people with disabilities that use the area for their routine activities.

Throughout the public engagement meetings, most disadvantaged community members indicated that high speed traffic volumes, lack of lighting, and no physical separation between vehicles are the primary deterrents keeping them from walking or bicycling along the corridors. The proposed improvements will transform this area into an innovative active transportation project that will greatly enhance the safety and mobility for users of all ages and abilities and encourage more people to reduce single occupant vehicle trips. Without these improvements, collisions involving pedestrians, bicycles, and students will continue.

The project will be augmented with an extensive Bicyclist and Pedestrian Safety and Education Awareness Campaign. During the course of the project, there will be several events to promote safety, including a Bicycle Rodeo, an organized Bike Train, and Walking School Bus at all of the schools in the project influence area, 4 quarterly bicycle skill rides with League Certified Instructors (LCI), and

an extensive media safety campaign to educate all road users about safety hazards for bicycles and pedestrians. Educational safety materials developed will be used as a long-term tool to continue safety education beyond the grant period. An art component with the local school districts will also be implemented to showcase student art on the path and to encourage pathway use and safety education.

B. Safety Countermeasures (10 points max)

Describe how the project improvements will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities. Referencing the information you provided in Part A, demonstrate how the proposed countermeasures directly address the underlying factors that are contributing to the occurrence of pedestrian and/or bicyclist collisions. Combined I/NI projects should address both infrastructure and non-infrastructure elements.

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 200 Words) **Words Remaining:** 132

The posted speeds and existing ADTs are:
• Avenue 48 - 50MPH with a daily volume of 19,000 vehicles
• Hjorth Street – 40MPH with a daily volume of 1,800 vehicles
• Avenue 49 - 40MPH with a daily volume of 2,600 vehicles
• Van Buren Street - 45MPH with a daily volume of 9,600 vehicles
• Dillon Road - 45MPH with a daily volume of 10,800 vehicles

b. Anticipated speed and/or volume after project completion : (Max of 200 Words) **Words Remaining:** 74

The AML will reduce vehicular speeds and volumes. The project proposes a road diet and the repurposing of existing travel lanes on both Avenue 48 and Dillon Road. Many studies have demonstrated that elimination of lanes and repurposing roadway width leads to reduced vehicle speeds and an overall increase in public safety. The project also will reduce the width of the existing travel lanes. Per FHWA, narrowing lanes can reduce speeds up to 6.6MPH. Statistics published by the FHWA indicate for every one mile per hour reduction in the 85th percentile speed, a 5 percent reduction in overall crashes can be achieved. It is anticipated that, with the lane eliminations and narrowing, the existing speed limits will go down by 5 to 10 miles per hour.

2. Improves sight distance and visibility between motorized and non-motorized users? ☒ Yes ☐ No

a. Current sight distance and/or visibility issue: (Max of 200 Words) **Words Remaining:** 9

31 of the 50 total crashes involving bicycles and pedestrians within the project limits occurred at intersections or driveways. This represents more than 60% of the crashes and demonstrates that drivers are not visibly aware of pedestrians and cyclists at these high conflict locations, especially during evening hours. In the existing condition, there are no high visibility crosswalks and limited lighting, which diminishes the ability of drivers to recognize pedestrians and cyclists at night. Additionally, along Avenue 48, there are currently 29 uncontrolled left-turn movements that cross oncoming traffic to access a side street or driveway. Uncontrolled left-turns generate particular safety deficiencies for pedestrians and people on bicycles as motorists have to find gaps in approaching high speed traffic and monitor their movements. Approaching bicyclists in a traditional bike lane are often obscured by passing traffic and are extremely vulnerable to left-crossing vehicles. This issue is heightened during the evening hours, as demonstrated by the 16 crashes that occurred between dusk and dawn. Low visibility crosswalks, insufficient lighting, and the prevalence of uncontrolled left-turn movements on high-speed roadways represent three vital visibility issues that are mitigated with the proposed improvements.

b. Anticipated sight distance and/or visibility issue resolution: (Max of 200 Words) **Words Remaining:** 3

The project addresses conflict points by implementing high visibility crosswalks and crossbikes at controlled (signal or stop) pedestrian and bicycle crossings within the project limits and enhanced pedestrian and bicycle crossings at intersections with uncontrolled left turn movements. The Crash Modification Factors Clearinghouse reports that high visibility crosswalks reduce collisions by 40%. The project also proposes a number of innovative lighting enhancements and colored concrete treatments for the protected bikeways at intersection approaches to further enhance the visibility and presence of pedestrians and cyclists. Through roadway space repurposing (road diet), the project constructs a two-way cycle track on the north side of Avenue 48 between Dune Palms Road and Dillon Road. At eastbound to northbound uncontrolled lefts within this approximate 5-mile segment of the project, the cycle track will be shifted away from the roadway at these intersections (Bend Outs), and raised crossings will be implemented, wherever feasible. The Bend Outs require that vehicles cross the path of both cyclists and pedestrians at a perpendicular angle. All of these features serve to address current safety deficiencies by reducing speeds, removing one lane of high-speed traffic, and maximizing visibility between motorists, pedestrians, and bicyclists at key conflict points.

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 200 Words) **Words Remaining:** 22

With the existing conditions, the conflict points between motorized and non-motorized users are extensive. Large portions of the proposed project have no existing bicycle facilities. On Dillon Road and for large stretches of Avenue 48 there are segments with no existing bicycle facilities and no existing on-street parking – forcing cyclists to share the roadway with vehicles traveling at 50 miles per hour and greater. This creates an extremely high-stress environment that encourages only the most highly confident cyclists to use the corridor. Where bicycle facilities do exist within the project limits, they offer little to no separation or buffers that contribute to enhanced safety and comfort for cyclists. Pedestrians walking along Avenue 48 experience a similar, uncomfortable

environment with vehicles traveling at high speeds. In many locations, the sidewalk is directly adjacent to the travel lane, offering very little separation. Signalized intersections do not include current best practice features, such as leading pedestrian intervals, bicycle detection, or exclusive bicycle signals with protected movements that could enhance safety, especially for the nearly 8,000 students within the project area.

b. Improvement that addresses conflict point: (Max of 200 Words) **Words Remaining:** 0

The proposed project constructs nine miles of separated bikeways and multi-use paths along Avenue 48, Van Buren Street, Dillon Road, and along an existing Flood Control channel. These facility types are consistent with recommendations contained within the FHWA Bikeway Selection Guide given the current roadway conditions. The project also will install bikeways that provide a direct connection to schools within the project area. There will be a minimum 3-foot physical separation between motorized and non-motorized users on these roadways, removing conflicts while drawing cyclists from parallel corridors. The proposed separated bikeways also benefit pedestrians by expanding the buffer distance to adjacent vehicle traffic. At signalized intersections, the project provides bicycle detection and signals with fully protected bicycle movements thereby removing vehicle/bicycle conflicting movements, and provides for leading pedestrian intervals. At controlled (signal or stop) pedestrian crossings within the project limits, high visibility crosswalks and bicycle crossings will be implemented along with green conflict markings at all driveways. The project constructs raised crossings for both pedestrians and bicycles and Bend Outs to reduce and improve conflicts at the uncontrolled left turn movements along Avenue 48. These innovative best practice features combined greatly enhance safety at conflict points throughout the project limits.

4. Improves compliance with local traffic laws for both motorized and non-motorized users? ☒ Yes ☐ No

a. Which Law: Failure to Yield

b. How will the project improve compliance: (Max of 200 Words) **Words Remaining:** 1

The collision history indicates an over-representation of both pedestrians and cyclists at fault for their respective collisions. Typical actions include riding the wrong direction, crossing mid-block between traffic signals, and other non-compliance behaviors.
The project implements high visibility crosswalks and bicycle crossings at more than 55 locations to enhance driver awareness of pedestrians and bicyclists. Further, existing signalized intersections along Avenue 48 and Dillon Road will be modified to include exclusive bicycle signals and detection. At these locations, pedestrians will get a “walk” indication at the same time as the bicycles get a “green” indication. This will effectively give pedestrians a leading pedestrian interval (LPI). There will also be LED illuminated “No Right Turn on Red” signs to prohibit all conflicting vehicular movements when the bicycles have a “green” indication.
To further address non-compliance behaviors, the project includes an extensive Bicyclist and Pedestrian Safety and Education Awareness Campaign. There will be several events to promote the project including Bicycle Rodeos, an organized Bike Train, Walking School Buses at schools in the project area, 4 quarterly bicycle skill rides with League Certified Instructors (LCI), and an extensive media safety campaign. Evaluative counts and compliance behavior observations will also be conducted.

5. Addresses inadequate vehicular traffic control devices? ☒ Yes ☐ No

a. List traffic controls that are inadequate: (Max of 200 Words) **Words Remaining:** 160

• Along Avenue 48, there are currently 29 uncontrolled left-turn movements that cross oncoming traffic to access a side street or driveway.
• There are no high visibility crosswalks within the project limits.
• No exclusive bicycle signals / detection

b. How are they inadequate? (Max of 200 Words) **Words Remaining:** 0

The uncontrolled left turns along Avenue 48 generate challenging movements across two or three lanes of oncoming traffic with a 50 MPH posted speed. Drivers making these movements are focused on finding a gap in oncoming traffic and not looking for / or recognizing bicycles and pedestrians approaching the intersection. This issue is heightened during the evening hours when lighting levels are low and pedestrians and bicycles can be less visible, as demonstrated by the 16 crashes that occurred between dusk and dawn. The prevalence of uncontrolled left-turn movements on high-speed roadways represents an inadequate traffic control that is improved with the project.

The existing crosswalks are inadequate because they consist of 12” painted stripes at signalized intersections and no markings at stop-controlled intersections, greatly diminishing the ability of motorists to recognize the crossings while approaching the intersections, especially at dusk and low-visibility conditions.

Existing traffic signals provide no detection for bicycles. This means the traffic signals cannot recognize the presence of bicycles at the intersections. This can lead to inadequate crossing times provided for cyclists when given a green movement or requiring cyclists to run red lights from the side streets or left-turns when no other vehicles are present.

c. How does the project address the inadequacies? (Max of 200 Words) **Words Remaining:** 3

The project constructs a separated two-way cycle track on the north side of Avenue 48 between Dune Palms Road and Dillon Road. This proposed facility is of the type as recommended in the FHWA Bikeway Selection Guide, considering the existing roadway context and conditions. For eastbound to northbound uncontrolled lefts within this approximate 5-mile segment of the project, raised bike/ped crossings and Bend Outs will be constructed where feasible. Additional access management strategies will also be employed. Raised crossings reduce speeds of vehicles at the conflict point with bicycles and pedestrians. The Bend Outs allow vehicles turning toward the bike/ped crossing to have space to stop in advance of the crossing and maximize the visibility of approaching pedestrians / cyclists by crossing at a perpendicular angle. The project also installs a number of innovative lighting enhancements and colored concrete treatments for the protected bikeways at intersection approaches to increase drivers’ recognition of the presence of pedestrians and cyclists. Further, the project installs high visibility crosswalks and bicycle crossings

throughout the project limits. These will be installed at both signalized and stop controlled intersections. These best practice project features greatly enhance safety and mobility for all non-motorized users.

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 200 Words) **Words Remaining:** 41

Bicycle facilities – All of the existing bicycle facilities within the nearly 10 miles of the proposed AML are inadequate. For roadways with posted speeds of 45+ MPH, separated bikeways or multi-use paths are the only bicycle facilities that should be considered adequate. This is based on best practice and recommendations contained in the FHWA Bikeway Selection Guide.
Crosswalks – All existing crosswalks within the project limits are inadequate. There are no high visibility crosswalks that exists within the project limits. Crosswalks are painted with 12" stripes and no advance stop bars.

Sidewalks – Pedestrians walking along Avenue 48 experience an extremely uncomfortable environment with vehicles traveling at high speeds and many locations where the sidewalk is directly adjacent to the roadway. In these areas pedestrians have no buffer from vehicles, including trucks, to reduce exposure from vehicles traveling at 50+ MPH.

The existing nonmotorized facilities are considered inadequate based on best practices given the roadway context and conditions.

b. How are they inadequate? (Max of 200 Words) **Words Remaining:** 4

Many of the roadway segments within the project limits have no existing bicycle facilities. The existing bicycle facilities on Avenue 48 are discontinuous and do not connect to major employment centers, or surrounding residential communities. The existing Class II bicycle lanes often end abruptly approaching major intersections. The posted speed limits are 45-50 MPH and there are numerous conflict zones at right turn lanes. These are extremely high stress roadways for people on bicycles.
All of the existing crosswalks consist only of 12" wide lines. There are no high visibility crosswalks or advance stop bars within the project limits. Painted lines have minimal visibility for approaching vehicles in all weather and lighting conditions and diminish the ability for motorists to recognize crossing locations.

Along Avenue 48 between Monroe and Jackson Streets, there are no existing bicycle lanes or painted shoulders and numerous locations there is no buffer between the curb and the sidewalk. In these locations, walking leads to an extremely stressful condition with high-speed vehicles, including trucks, passing by just a few feet away.

Based on input from the surrounding communities, the conditions are considered highly unfavorable and greatly deter people from walking and cycling.

c. How does the project address the inadequacies? (Max of 200 Words) **Words Remaining:** 7

Bicycle facilities – The AML constructs 9 miles of separated bikeways and multi-use paths along Avenue 48, Van Buren Street, and Dillon Road. At signalized intersections along these roadways, the project will install exclusive bicycle phases with fully protected movements and detection, removing vehicle/bike conflicting movements at these locations. The project installs Class 2 and Class 3 bicycle facilities to connect the separated bikeways and multi-use paths to eleven schools that serve thousands of students within the project area.

Crosswalks – At controlled (signal or stop) pedestrian crossings the project installs high visibility continental style crosswalks and advance stop bars throughout the project limits.

Sidewalks – The proposed two-way separated bikeway will benefit people walking along Avenue 48 between Jefferson and Jackson Streets. Along these three miles of Avenue 48, the separation distance for pedestrians from westbound vehicles will increase by fifteen feet with the project. Similarly, the other separated bikeways and multi-use trails will increase separation between vehicles and pedestrians. The multi-use trails proposed adjacent to the Coachella Valley stormwater channel and along Dillon Road provide gap closures in the walking and biking network, thereby enhancing safety and mobility for all users.

7. Eliminates or reduces behaviors that lead to collisions involving non-motorized users? ☒ Yes ☐ No

a. List of behaviors: (Max of 200 Words) **Words Remaining:** 100

One behavior that has been shown to lead to collisions involving non-motorized users is vehicles making a right turn into a side street or driveway. This movement, known as a right hook, it primarily caused by drivers misjudging the speed of people on bicycles and abruptly turning in front of them. Also, drivers routinely speed up to cross in front of bicyclists as they are unwilling to turn behind them. Another common poor behavior is people on bicycles riding the wrong direction against traffic. The existing collision history reveals that these types of crashes are frequent in the project area.

b. How will the project eliminate or reduce these behaviors? (Max of 200 Words) **Words Remaining:** 60

The AML constructs improvements to directly eliminate these behaviors. The proposed raised crossings and Bend Outs at the stop-controlled side streets on the north side of Avenue 48 between Dune Palms Road and Dillon Road (5 miles) directly addresses the behaviors detailed above. The raised crossings will slow vehicles leading to less frequent and lower severity crashes and the Bend Outs will require the drivers to cross the Cycletrack at a perpendicular angle and yield to approaching cyclists. The cycletrack will be completely separated from adjacent traffic and people on bicycles will not feel the need to ride against traffic to improve their visibility.

To further address non-compliance behaviors, the project includes an extensive bicyclist and pedestrian safety and education awareness campaign and partnership with the two local school districts. Evaluative counts and compliance behavior observations

will also be conducted.

Part B: Narrative Questions

Question #4

QUESTION #4
PUBLIC PARTICIPATION and PLANNING (0-10 POINTS)

Describe the community based public participation process that culminated in the project. Combined I/NI projects should address both infrastructure and non-infrastructure elements.

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 400 words)

Words Remaining: 6

The Arts & Music Line (AML) is critical to CVAG's broader vision to create a complete active transportation network across the valley, particularly as it pertains to creating equitable access for the disadvantaged neighborhoods. The AML was developed through community outreach and technical analysis completed for CVAG's Active Transportation Plan. The route connects to CV Link, which evaluated connector routes through the project's master planning process, hundreds of community events, bilingual community workshops, and a social engagement campaign. Community feedback indicated a desire for safe connections to local destinations such as schools, neighborhoods, businesses, and regional trails.

Planners also considered assessments done for Indio's Safe Routes to School project, which included five schools located within a half-mile of the project. Feedback was gathered from students and parents about the environments they find unsafe for walking and biking, and what kind of investments in active transportation they preferred.

City Traffic Engineers collaborated to ensure a safe and effective approach. The team also considered the feedback from ATP Cycles 4 and 5, where the project scored high enough to be considered for a partial funding award during the MPO round.

Alternative routes were considered, but the AML route was ultimately selected as the best option to meet community needs, particularly safety and connections to schools and neighborhoods. A community survey with 150 responses indicated support for the AML and the second survey with 127 responses indicated preferences for safety and community programs. An ad hoc committee was created, and the route was further vetted during public engagement events.

The team has been evaluating features to enhance safety along the AML to the greatest extent. Much of the evaluation focus is at intersections where walkers and bikers are most vulnerable. At signalized intersections, the project proposes fully protected bicycle movements. This will be achieved using bicycle signals and not allowing vehicular turning movements across the bikeway during the bicycle green phase. Illuminated no right turn blank out signs and protected turn lanes will be utilized to achieve these fully protected bicycle movements.

The team evaluated safety enhancements at unsignalized intersections. Solutions currently being discussed include adding new traffic signals and implementing recessed and raised crosswalks. A recessed crosswalk allows a vehicle to stop before the crosswalk and not block through traffic and a raised crosswalk serves as a traffic calming measure. Combined they can significantly enhance safety.

B. Who: Describe who was/will be engaged in the identification and development of this project and how they were engaged. Describe and provide documentation of the type, extent, and duration of outreach and engagement conducted with relevant stakeholders. Describe the strategies used to address engagement challenges that arose due to the COVID-19 pandemic and any unique engagement challenges that the community faced. (3 points max) (Max of 600 words)

Words Remaining: 1

A variety of stakeholders are engaged in this project including community-based organizations, businesses, cycling groups, school districts, students, and residents of affordable housing and low-income communities in Coachella, Indio, La Quinta, and unincorporated Riverside County. Agency staff from all jurisdictions have been actively engaged through presentations at City Council meetings and key stakeholder briefings. Presentations were made to the SunLine Transit Agency's Access Committee, which represents physically and developmentally disabled stakeholders. CVAG also coordinated with two supportive local school districts and conducted an email and telephone outreach campaign to explain the project to local community-based organizations and businesses to expand outreach to their stakeholders.

An Ad Hoc Committee was formed including the Sunline, Greater Coachella Valley Chamber of Commerce, Friends of CV Link nonprofit, and cycling advocates. The Committee provided a sounding board for initial concepts as they were developed.

Building on school-level engagement that was done by county public health, CVAG led three pop-up booths in July 2018. They were held in each city at a popular swap meet, a park, and in a downtown business district. Project members answered questions, shared maps, and gathered feedback. A second engagement campaign was conducted in 2020 and included focus groups / charettes, an online survey, social media, a project website, and a bus tour that engaged staff from corridor cities, Riverside County, and the Riverside University Health System – Public Health Department.

The onset of COVID-19 prompted CVAG to focus on online efforts. Surveys and engagement opportunities were shared on social media accounts run by CVAG, the three cities, and local school districts. More than 107,000 residents and stakeholders were reached.

The third round of public outreach was conducted in 2022 when the County declared it was safe to meet in-person. All engagement efforts for this round were targeted to the underserved, disadvantaged neighborhoods. To notify residents about the events, flyers were distributed door-to-door to over 1,900 low-income and affordable housing units along the corridor. CVAG utilized Spanish language radio to encourage attendance at pop up events. Flyers were also distributed to cars in the parking lots of three community grocery shopping centers located within disadvantaged communities. The team coordinated with three affordable housing neighborhoods to distribute flyers to over 700 units. Calls to community-based organizations and schools were conducted to increase awareness of the events and survey. Stakeholder groups and schools received an outreach toolkit, with shareable copy and graphics they could use to post to social media, websites, and newsletters.

Engagement events were outdoors to minimize lingering public health risks and to welcome stakeholders who weren't yet comfortable meeting indoors. These efforts also sought to meet residents where they were, such as, three affordable housing complexes and a local park during soccer games. The team also hosted an event at a local swap meet, known to attract lower-income residents. In total, the community was engaged for over 12 hours at 4 events. The events presented display boards as a visual reference to show the AML route, connections, and landmarks near the project corridor. A second board featured images of potential infrastructure and programmatic elements to increase understanding of active transportation. Feedback was collected through a community survey, offered in Spanish and English and was available in print, on tablets, and could be accessed on phones using a QR code. In total, 84% of survey respondents reside in Indio, Coachella or La Quinta, each containing a high concentration of disadvantaged communities. To further encourage participation, each survey participant was entered into a bike raffle. Free ice cream and water bottles were also available at each event to welcome stakeholders.

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. (2 points max)
(Max of 400 words)

Words Remaining: 1

CVAG has been working for years on building an active transportation network, and community members have frequently expressed hope for a more direct east-west route through the eastern valley. Avenue 48 was identified because of its connection to destinations such as schools, parks, residential communities, and local businesses.

Participants in Indio's Walking Safety Assessments expressed concerns about biking in their neighborhood due to high traffic volumes and high speeds on routes adjacent to schools, especially Avenue 48. Comments received from stakeholders influenced the plan by incorporating safety elements and programming including bike-to-school incentives and community bike rides.

The project theme and involvement of students was well received during public meetings and community events. The 2018 survey asked respondents' specific questions about the kinds of amenities that should be provided along the route, as well as the interactive features that they would enjoy. For example, 76% of respondents said they wanted a bicycle lane with a protective buffer, and there was a high level of interest in lighting features.

The 2020 online survey reinforced these findings with 81% of the 48 stakeholders who participated responding that protected bicycle lanes are the type of infrastructure improvements that would encourage them to bicycle more. And 96% of participants responded that they feel it is important for the Coachella Valley to prioritize active transpiration improvements.

The 2022 online survey, targeted to the underserved and disadvantaged residents who live along the route, also supported past feedback. Stakeholders were asked questions on walking and biking motivations and their preferences in design elements, amenities, and programs. 63% percent of respondents indicated they would be more encouraged to walk or bike in the community if they were physically separated from car traffic. 62% percent preferred a route that connects to neighborhood destinations such as parks, schools, and residential communities. Half of the respondents said lack of designated walking and biking paths prevented them from biking more. Over 50% of respondents said community biking events, safety education initiatives, and bike-to-school incentives would increase their willingness to walk or bike. Anecdotally, stakeholders also noted differences in how cultural groups utilize bicycles and noted that ethnic minorities are more likely to bike out of necessity rather than recreation, supporting the need for connections to schools, businesses, and retail facilities. Stakeholders also indicated their preference for programs and a non-infrastructure component has been added into the project to incorporate programmatic elements.

D. Describe how stakeholders will continue to be engaged in the implementation of the project. (1 point max)
(Max of 400 words)

Words Remaining: 32

CVAG will continue to work with the cities, local businesses, affordable housing managers, lower-income communities, and community groups as the route is designed and finalized. The Ad Hoc Committee created for this project will be reengaged during the future project development process which will include the non-infrastructure programming.

The Walking Safety Assessments conducted at five Indio schools resulted in the collection of contact information such as email addresses and phone numbers that will be used to send updates to WSA participants. CVAG is currently collaborating with these schools and others in the Desert Sands Unified and Coachella Valley Unified School Districts to feature art from students along the pathway in addition to other design elements.

Desert Sands and Coachella Valley Unified School Districts continue their support by posting project requests on their social media and through direct flyer distribution. The districts will continue to be a primary communication channel that reaches more than 30,000 students in the Coachella Valley.

CVAG will continue to engage the Coachella Valley Housing Coalition and other affordable housing builders who have communication with residents living in affordable housing or low-income communities along Avenue 48. CVAG will also continue to build or form relationships with community-based organizations and tribal groups. These groups, along with housing coalitions and local property managers, provide a direct connection to residents from historically underrepresented communities. Continuous engagement with these groups ensures the project will have access to members of the disadvantaged community and will serve those who may not typically engage in public processes.

The 127 survey respondents were opted-in during the third round of outreach. These stakeholders will grow the master database and will receive future updates as the project. All 270 stakeholders included in the project database will be notified at key project milestones such as grant award notification, the launch of non-infrastructure components and programs, construction, and section opening. To increase the likelihood of these stakeholders utilizing the bike lane, they will be actively and intentionally recruited to participate in programmatic elements of the plan.

To further engage the community, the non-infrastructure components will include a safety and education awareness campaign, community events such as bicycle rodeos, an organized bike train, and continued social media presence.

E. Is this project specifically listed in an approved Active Transportation Plan or similar plan? Provide a brief description of the plan and the public engagement process used to develop the plan.(1 point max)
(Max of 300 words)

Words Remaining: 3

The CV Link Master Plan (March 2015) identified the proposed alignment on Avenue 48 as a “Potential Connector” to CV Link. To engage and receive public input on identification of routes and project design elements, CVAG established a Citizens Advisory Group. The CAG was comprised of a diverse set of community members representing various segments of the community throughout the Coachella Valley, including College of the Desert, Coachella Valley Economic Partnership and active transportation bike clubs, such as the Friends of CV Link. Additionally, there were hundreds of events and meetings that CVAG participated in order to engage the public. These included local community events, such as Day of the Young Child in the City of Coachella, the Tamale Festival in the City of Indio, and meetings with local jurisdictions, school districts and public safety organizations.

The Coachella Valley Association of Governments Active Transportation Plan, approved as part of the Transportation Project Prioritization Study in June 2016, specifically listed all segments of the proposed project as high priority bikeway projects. The ATP plan was developed to include all active transportation plans in the region and to increase recreational opportunities and improve pedestrian access to transportation hubs throughout the Coachella Valley. CVAG worked with all nine valley cities and local tribes to coordinate plans and solicit input. Extensive public workshops were conducted to engage and solicit input from the public regarding the plan. As part of this outreach, Avenue 48 was identified as a key active transportation route by the Cities of Indio, Coachella and La Quinta.

Additionally, the Indio Safe Routes to School and Complete Streets Plans identified the CV Link and parts of the AML as a major connection to the schools and community. The city worked with local school districts to identify needs and routes.

Attach the applicable plan page with the project highlight:

Part B Question 4E. CVAG 2016 ATP - 2016 TPPS - Regional Plans.pdf

Attach any applicable Public Participation & Planning documents:

Part B Question 4E. Outreach Package.pdf

Part B: Narrative Questions

Question #5

CONTEXT SENSITIVE BIKEWAYS/WALKWAYS and INNOVATIVE PROJECT ELEMENTS (0-5 POINTS)

A. How are the "recognized best" solutions employed in this project appropriate to maximize user comfort and for the local community context?

As you address this question, consider the following:
- The posted speed limits and actual speed;
- The existing and future motorized and non-motorized traffic volume;
- The widths for each facility;
- The adjacent land use; and
- How the project is advancing a low(er) stress environment on each facility or a low stress network:
    - What is the current stress level? (low, medium, or high?)
    - If the stress level is medium or high, is the project going beyond minimum design standards to maximize comfort for all ages and abilities?
    - What features are included to promote low-stress, comfortable, and safe walking and/or biking conditions?
    - Does the project expand on or create a low-stress network?

(Max of 700 words) **Words Remaining:** 202

The Coachella Valley is changing, and how residents and visitors travel is changing with it. In designing the Arts and Music Line (AML), CVAG and the cities will create the best solutions that will consider both the existing environment and the community's future needs. The eastern Coachella Valley is projected to experience a dramatic boom in terms of residential and commercial growth, and the active transportation network must be transformed to accommodate the valley's future needs in a safe and comfortable way. With the increased growth, cost of fuel, and need to reduce greenhouse emissions, the AML will ensure vulnerable populations – particularly the seniors and low-income families who live and work in the area – are provided access to safe non-vehicular transportation modes.

The AML is mainly located along the east-west corridor of Avenue 48 and Dillon Road. The project connects three cities, cutting through the urban fabric of each. The AML connects destinations including schools, affordable housing, commercial developments, employment centers, trails, and residential neighborhoods. On each of these corridors, high volumes of vehicular traffic are traveling faster than the posted speed limits of 45+ MPH. This results in the highest level of traffic stress for cyclists, LTS 4, per the Mineta Transportation Institute traffic stress model.

The AML design goes well beyond minimum design standards to create a safe, state of the art facility for users of all ages and abilities. The AML achieves this through the implementation of Class I shared-use paths and Class IV separated bicycle lanes, resulting in LTS I for the major corridors. But the project goes much further. At signalized intersections, the project will implement bicycle signals with fully protected bicycle movements, innovative bicycle conflict striping, high-visibility continental crosswalks, leading pedestrian intervals, and right turn on red restrictions. At side street stop-controlled intersections and driveways along the five miles of two-way separated bicycle lanes on Avenue 48, the project will construct raised and/or recessed crossings for bicycles and pedestrians. These improvements will create a safe, comfortable, low stress facility for all users. Buffered Class II bicycle lanes will also be implemented to connect 11 schools to the AML, as well as regional active transportation routes like CV Link.

The one-way separated bicycle lanes will be 8 feet wide to accommodate neighborhood electric vehicles and allow for passing. All two-way facilities will be a minimum 12' wide.

The project aims to be contextually aligned with the local community and land uses. To this end, the project team includes environmental artist Cristopher Cichocki. The design integrates into the existing aesthetic values of the area while amplifying the themes of art and music in relationship to the rich culture and diversity of each city. The consistent use of colorful LED and solar lighting bring forth a unique visual transformation at night, illuminating sections of the AML into immersive artistic environments with high visibility and elevated safety. The use of colored concrete provides further innovation as well as increases the visibility of the pathway.

B. Innovative Project Elements

Does this project propose any solutions that are new to the region? Were any innovative elements considered, but not selected? Explain why they were not selected. Combined I/NI projects should address both infrastructure and non-infrastructure elements.
(Max of 500 words) **Words Remaining:** 3

The project's Class IV bicycle facilities are relatively new to the region, and AML will be the first use in the cities of La Quinta, Indio and

Coachella. The project takes the active transportation elements one step further by creating an experience for pedestrians and bicyclists as they get to their destinations. This project achieves the ATP goals through additional use of light, color, art, and music, which will draw people to the use of active transportation facilities.

AML will set a new standard for the region. The following innovative elements are included in the project design:

BICYCLE SIGNALS: Per CA-MUTCD, bicycle signals can only be implemented if there are no conflicting vehicular movements when the bicycles have a 'green' signal indication. These are needed at signalized intersections where two-way separated bicycle lanes are proposed, but the project will seek to implement bicycle signals at all signalized intersection (more than 15 in total) along the AML. There are no existing bicycle signals in the Coachella Valley, and this project design can help set a new standard for other projects valley wide.

BICYCLE SIGNAL INDICATORS: These indicators inform bicycles that they have been detected by the video detection equipment. These will be installed at all signalized intersection along the AML. These will be the first bicycle signal indicators in the region.

RAISED AND/OR RECESSED CROSSINGS: The project proposes a two-way cycle track on the north side of Avenue 48 between Dune Palms Road and Dillon Road. At eastbound to northbound uncontrolled lefts within this approximate five-mile segment of the project, raised and/or recessed bike/ped crossings will be implemented, wherever practical. This approach to enhancing safety for non-motorized users has not been implemented previously in the region.

In considering ways to safely protect AML users from vehicular traffic, CVAG considered more traditional options such as landscaped medians. However, medians with innovative lighting proved to be a more effective and efficient solution to safety because they have the added benefit of helping incorporate the route's programmatic elements. They expand upon the festival experience and arts and music themes that are embraced by the region.

The design treatments placed within the AML compliment the natural beauty of the desert by day – while artistically transforming areas of the desert at night. Color and movement combined with curated music, boldly patterned shadows, and glow-in-the-dark elements, culminate in an aesthetic synergy that will leave an iconic mark on the region. The greatest virtue of the path is for all ages to enjoy, exercise and safely connect with our desert community on year-round basis. The AML utilizes sustainable solar-powered lighting elements designed to shine far into the future of the Coachella Valley. The AML has the potential of evolving into an expanded platform showcasing new acquisitions of art and music generated in partnership with the local arts commissions, schools, and the numerous local community events.. In this regard, the AML is an entirely new approach to how we can experience travel, exercise, and art.

C. NI Evaluation and Sustainability

For projects with non-infrastructure elements, describe how effectiveness of the program will be measured and how the program will be sustained after completion. (Max of 500 words)

Words Remaining: 97

CVAG is committed to ensuring lasting program success for all the non-infrastructure components by collecting and evaluating data before and after program implementation. The purpose of these programs is to create lasting value to the community and ensure their effectiveness in a sustainable manner. This was a driving force behind CVAG's decision to create a unique partnership with the two local school districts – Desert Sands and Coachella Valley Unified – in order to fully engage the community.

There are multiple aspects to the non-infrastructure programming, which will immediately inspire interest in the project and sustain the enthusiasm for the long term. The AML will use public right-of-way as artistic opportunities for local students, allowing their work to be showcased along the route. The partnership will encourage students, their families and school faculty to use the route.

Additionally, CVAG will implement a bike to school incentive program, a biking/walking train group, bicycle rodeos, bike safety education presentations and a social media campaign. All these components of the non-infrastructure program for the AML will be tracked through data survey data, classroom travel tallies that assess active transportation mode shifts as well as bike counts and helmet observation counts. The counts and surveys will both take place on a similar schedule to ensure CVAG collects valuable data before and after project implementation, particularly the safety education presentations. This data collection is easy to replicate and a sustainable way to evaluate program effectiveness.

In order to ensure these new programs are sustainable, CVAG will work with the local schools. The biggest hurdle for new educational programs is often getting them off the ground in a sustainable manner. That's why CVAG has committed to strategically implementing them with the vision of sustainability and longevity at their core. CVAG will work with the school districts to implement all the incentive programs, bicycle rodeos, bike counts, and other key aspects of the programs. Industry professionals will provide guidance to the schools for 2 years after initial program implementation.

Social media campaigns will also be implemented for the AML non-infrastructure program. These campaigns will focus on program awareness, participation, and long-lasting program success. CVAG will create a web page specifically for the non-infrastructure programs to help maintain participation and store valuable information that can be accessed by students, school staff, and residents of the area. This

information will provide invaluable for future projects, areas of success, and opportunities for improvement.

Part B: Narrative Questions

Question #6

TRANSFORMATIVE PROJECTS (0-5 POINTS)

A. Describe how your project will transform the non-motorized environment. Address the potential for this project to support existing and planned housing, especially affordable housing. Applicants are encouraged to apply for the California Department of Housing and Community Development's (HCD) **Prohousing Designation Program** and to describe how local policies align with prohousing criteria. If housing is not an issue for the community, explain why it is not a concern. If applicable, include discussion of the transformative nature of the non-infrastructure component. (Max of 750 words)

Words Remaining: 2

The Arts and Music Line will change the physical environment and the collective community attitude toward active transportation. It will demonstrate that cycling and walking are viable, safe, and enjoyable transportation options for users of all ages and abilities, especially for the low-income families and individuals living in one of the 19 affordable housing communities in the project benefit area. The affordable housing along the project route includes senior and farmworker housing, diversifying access to the Arts and Music Line. As such, the AML will become an active transportation corridor that will transform the non-motorized environment for a disadvantage population area and the community at-large. Whether it is a local resident, a student, or a senior, the positive experiences from AML users will set a new standard for active transportation.

Although CVAG does not have land use authority, the cities of Coachella, Indio and La Quinta have strongly supported policies that increase access to housing. This is demonstrated by the existing affordable housing stock and planned affordable housing. For instance, Arroyo Crossing is currently being built in the City of Indio on Jefferson Street, 1,000 feet north of Avenue 48. When built, the project will add 400 units of affordable housing that will have access to the AML. Additionally, the City of Indio's Housing Elements has been approved by HCD and the city council gave staff direction to apply to the HCD Prohousing designation at their study session on June 1. The City La Quinta has also taken formal action to direct staff to apply to HCD's Prohousing designation. The City of Coachella recently received a $14 million grant from the state's Affordable Housing and Sustainable Communities Program for Pubelo Viejo Villas, adding 105 affordable units to the city. The AML will help to seamlessly weave the three cities and the county together, strengthening community connections and ties and facilitating much needed access to alternate transportation modes. This is critical for disadvantaged community members who cannot afford a vehicle or the increased fuel prices to reach essential destinations.

The AML will provide convenient alternative transportation connections for disadvantaged community residents to destinations they use such as the CV Link trail, eleven schools, several parks and open spaces, pharmacies, places of worship, grocery stores, adjacent neighborhoods, and employment centers along the corridor. The AML will provide these key connections that DAC residents have asked for and are excited to use. During the public outreach it was made very clear by the DAC residents that because so many of them are non-motorized, a project like this would completely transform the way they travel in their community. When it comes to route destinations that the DAC residents need and would use the most, the top responses were schools, employment centers (local stores / hotels), places of worship, parks, and residential communities. When a single project is able to deliver routes to all of the highest sought-after destinations by the DAC members, it will have a transformative effect on the community.

As a regional project, the AML benefits multiple communities, providing new opportunities for transportation and recreation. It blends with the community-led initiatives to build separated bicycle lanes and pedestrian paths. And it bolsters the region's public health goals of creating free access to an outdoor facility that promotes increased physical activity. The project connects directly to three different regional SunLine transit routes. With 100% of SunLine's fleet bicycle equipped, the project effectively extends bicycle access to the entire Valley. This is increasingly important for the non-motorized DAC residents.

The project has support from a number of low-income housing communities along the project corridor and both Desert Sands Unified and Coachella Valley Unified School Districts. Students from these schools, and residents from these low-income housing communities will be able to safely navigate to key destinations using the AML. It will encourage and promote the use of active transportation, as students and their families will be able to walk or cycle safely and stress-free.

Through the non-infrastructure component CVAG will coordinate efforts with the school districts to ensure the community is well educated on how to use the path safely and within the law. CVAG will work with the schools to teach the community how to maneuver through path, crosswalks and how to ride a bike safely. This will help increase understanding of the rules, riding abilities, and use of the AML that will help transform the area into an active transportation community. Educating the community will help comprehensively transform the non-motorized environment.

B. Describe how other new or proposed funded projects or policies in the vicinity of this project will attribute to the transformative nature of this project.

As you address this question consider items like the following:

- Transit

- The overall non-motorized network
- Land Use
- Local policies and/or ordinances

Please attach documentation that supports the transformative nature of the project. This could include:
- The meeting minutes voting to fund the project, or
- The approved environmental document, or
- An HCD Prohousing Designation certification or a copy of the submitted application form, or
- A local Housing Element that is in compliance with the State Housing Element Law, or
- Other important documentation demonstrating the transformation

(Max of 600 words) **Words Remaining:** 100

Since 1989, CVAG has been responsible for regional transportation planning in the Coachella Valley. The agency's policies and investments increasingly aim to create complete street infrastructure and improve active transportation throughout the region. This is evident through the regional Transportation Project Prioritization Study and its associated Active Transportation Plan (ATP). CVAG also is heavily committing local, state, and federal funding sources to complete streets projects; the 2018 State Transportation Improvement Program funding allocated 73% of Coachella Valley's share towards active transportation improvements. And, utilizing its own regional funding from the countywide sales tax revenue, CVAG developed a Bicycle and Pedestrian Safety Program to improve non-motorized transportation projects in the region.

This level of effort in policy and investment directly demonstrates CVAG's commitment to transformative active transportation projects in the region. But as the safety data and community feedback demonstrates, more investments are needed. The Arts and Music Line will reinvent how people view active transportation and further the transformative mode-shift now underway.

The AML project was developed through extensive community outreach and technical analysis done for the CVAG's ATP and the cities' general plans. The land use policies seen in these plans may vary along the project corridor, but all put a focus on creating safe bicycle and pedestrian networks, promoting connectivity and healthier lifestyles, and improving air quality by reducing vehicle miles traveled. CVAG has worked closely with the cities to ensure that their policies could have the AML built into their urban environments. The project provides a safe and alternative route that connects DAC residents to all land uses including schools, commercial developments, parks and a range of residential developments such as the 19 affordable and farmworker housing developments along the route.

The AML also helps complete a network for making a regional trip. It seamlessly connects with other biking and walking projects, including CV Link and other ATP-funded projects, including in Coachella. This makes the project available for both local and regional trips.

Through policy development, CVAG identified how regional projects such as the AML might interconnect, which then improves overall access to destinations, improves safety for all users, and increases mobility options and access for all, including the low-income transit dependent population. This project will be a signature feature of the region's long-range plan, which creates a full network of bikeways serving nearly every neighborhood. The AML was identified by the region among the top connection projects to CV Link. These connections are designed like "lines" on a public transit map; they are color-coded and interconnected for improved access.

SunLine Transit Agency has three bus routes (all Bicycle-equipped) that run along or connect with Avenue 48. This project will be able to support all modes of travel by first and last mile options for riders.

The AML exemplifies the region's commitment to creating public art that is accessible to everyone. The pavement comes to life with a playful design, which not only makes the pathway inviting but also increases its visibility in order to improve safety.

Part B Question 6B. Art & Music Line Design.pdf

Part B: Narrative Questions

Question #7

QUESTION #7
SCOPE AND PLAN LAYOUT CONSISTENCY AND COST EFFECTIVENESS (0 - 7 points)

A. The evaluators will consider the following: (7 points max)

- Consistency between the Layouts/maps, Engineer's estimate and Proposed scope
- Compliance with the Engineer’s Checklist and cost effectiveness
- Complete project schedule

B. For combination I/NI projects, the 25-R will be evaluated for:

- How well it reflects the applicant's responses throughout this application
- How well the overall scope meets the Purpose and Goals for the ATP, as defined by the CTC Guidelines
- Compliance with the ATP Non-Infrastructure Program Guidance

Part B: Narrative Questions

Question #8

LEVERAGING FUNDS (0-5 POINTS)

Projects submitted by Tribal Governments and/or that are on Tribal Lands will get the full Leveraging points for both Medium and Large Infrastructure Applications.

☐ This project is being submitted by a Tribal Government and/or is on Tribal Lands

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 (Part 6: Project Funding), the following Leveraging amounts are designated for this project. These amounts should match the amounts shown in Part A6: Project Funding.

Non-ATP funding can only be considered "Leveraging" funding if it goes towards ATP eligible costs. If the project includes ineligible costs, the application must confirm the leveraging funding shown below does not include the non-ATP funds for ineligible items.

PA&ED Phase Project Delivery Costs:
Leveraging Funding: $384 Designate the Funding Type: Local agency funds

PS&E Phase Project Delivery Costs:
Leveraging Funding: $3,331 Designate the Funding Type: Local agency funds

Right of Way Phase Project Delivery Costs:
Leveraging Funding: $750 Designate the Funding Type: Local agency funds

Construction Phase Project Delivery Costs:
Leveraging Funding: $4,372 Designate the Funding Type: Local agency funds

Projects with NON-INFRASTRUCTURE (NI) elements:
Leveraging Funding: $779 Designate the Funding Type: Local agency funds

OVERALL TOTALS FOR PROJECT/APPLICATION:
Total Project Costs: $46,099
Leveraging Funding: $9,616
% of Total Project 20.86 %

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

1 Point	At least 1% to 5% of total project cost
2 Points	More than 5% to less than 10% of total project cost
3 Points	At least 10% to 15% of total project cost
4 Points	More than 15% to 20% of the project cost
5 Points	More than 20% of the total project cost

Applicants must attach a signed letter of commitment indicating the amounts and sources of leveraged funds. Applicants may also include other documentation to substantiate leveraging, including meeting minutes from a governing body, a budget sheet, a board or council resolution, etc.

Leverage Justification Attachment
Based on the project funding information provided earlier in the application (Part 6: Project Funding), the following Leveraging amounts are designated for this project. These amounts should match the amounts shown in Part A6: Project Funding

Part B Question 8. Leverage Justification.pdf

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: 12

CVAG is a joint powers authority responsible for the regional arterial network. Its transportation funding comes from a variety of sources, including Riverside County Measure A. As part of its Bike and Pedestrians Safety Program, CVAG allocated more than $10 million for safety projects valleywide, funding to other project's along Avenue 48; investments on this road were prioritized as part of the Transportation Project Prioritization Study. But it is prioritizing this project because there can be greater benefits by building one larger project and connecting the entire region.

Part B: Narrative Questions

Question #9

USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR CERTIFIED LOCAL COMMUNITY CONSERVATION CORPS (CALCC) (-5 to 0 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)

☐ Applicant is not requesting Construction funds (0 points)

Step 1: The applicant must submit the ATP Corps Consultation Form to both the CCC and CALCC at least ten (10) business days prior to the application submittal to Caltrans. The CCC and CALCC will respond within ten (10) business days from receipt of the information. Links to the ATP Corps Consultation Form, instructions and contact information for submission or questions can be found at:

California Conservation Corps ATP webpage

Or

Certified Local Conservation Corps ATP webpage

The applicant must also attach any email correspondence from the CCC and CALCC 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:

Part B Question 9. CCC Coordination.pdf

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

Part B Question 9. CALCC Coordination.pdf

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

Step 2: The applicant has coordinated with the CCC AND with the CALCC, or the Tribal Corps and determined the following: (check appropriate box)

☒ Applicant intends to utilize the CCC, CALCC, or the Tribal Corps on the following items listed below. (0 points) (Max of 100 Words)

Words Remaining: 67

The CCC and the CALCC have both determined it feasible to assist with this project. They can support and assist with the following items:

- Clearing & Grubbing
- Lighting Installation
- Landscaping

☐ 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 CALCC ☐ the Tribal Corps (if applicable)

Part B: Narrative Questions

Question #10

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

For CTC 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.

Application Signature Page (Required for all applications) **Attachment A**

Attachment A - Signature Page.pdf

Engineer's Checklist (Required for Infrastructure & Combo Projects) **Attachment B**

Attachment-B-Engr-Checklist.pdf

Project Location Map (Required for all applications) **Attachment C**

Attachment C - Project Location Map.pdf

Project Layout/Plans showing existing and proposed conditions **Attachment D**
(Required for all Infrastructure Projects)

Part C Attachment D - Arts & Music Line Plan Set.pdf

Photos of Existing Conditions (Required for all applications) **Attachment E**

Part C Attachment E - Existing Conditions Photos.pdf

Project Estimate (Required for all Infrastructure Projects) **Attachment F**

Attachment-F-Project-Estimate.pdf

Non-Infrastructure Work Plan (Exhibit 25-R) **Attachment G**
(Required for all projects with Non-Infrastructure Elements)

Attachment-G-Exhibit-25-R-NI-Work-Plan.xlsx

Plan Scope of Work (Exhibit 25-Plan) **Attachment H**
(Required for all Plan Projects)

Letters of Support (10 maximum) and Support Documentation **Attachment I**
(Required or recommended for all projects as designated in the instructions) (All letters must be scanned into one document.)

Attachment I - Letters of Support.pdf

Exhibit 25-F State Funding **Attachment J**

Additional Attachments **Attachment K**
(Additional attachments may be included. They should be organized in a way that allows application reviewers easy identification and review of the information.) (All additional attachments must be scanned into one document.)

Part C Attachment K - Art & Music Line Design.pdf