Title

City of Salinas

2025 ATP Medium Infrastructure/Non-Infrastructure Combination Application

ACTION REQUIRED: ATP Cycle 7 Project Application- 5-Salinas, City of-1 (Non-Infrastructure)

Score	n/a

ATP: Previously Submitted Applications

09/03/2024

Score	n/a
Has this project been submitted in a previous ATP cycle?	No
If there are any changes in the scope of work from the previous cycle, please provide a brief description.	

ACTION REQUIRED: ATP Cycle 7 Project Application- 5-Salinas, City of-1 (combination project):

11/21/20

Score	n/a

Application Issues:

Application_issues.pdf

Deliverability Issues:

Deliverability_issues.pdf

PPR issues:

PPR_Issues.pdf

Inconsistencies within the application and attachments:

Inconsistencies_within_the_application_and_attachments.pdf

Original Submission

06/21/2024

Score	n/a
	Part A: General Application Questions
	Part A1: Applicant Information
Implementing Agency Name	City of Salinas
Implementing Agency's LOCODE	5045, Salinas
Implementing Agency's Address	200 Lincoln Avenue Salinas California 93901 US 36.67468 -121.65723
Implementing Agency's Primary Contact Person	Adriana Robles
Primary Contact Person's Title	City Engineer
Primary Contact Person's Phone Number	+18317587194
Primary Contact Person's Email Address	adrianar@ci.salinas.ca.us
Implementing Agency's Secondary Contact Person	Grant Leonard
Secondary Contact Person's Title	Planning Manager, Community Development Department
Secondary Contact Person's Phone Number	+18317587975
Secondary Contact Person's Email Address	grantl@ci.salinas.ca.us

Does the implementing agency currently have a Master Agreement with Caltrans?	Yes
Implementing Agency's Federal Caltrans Master Agreement Number	05-5045R
Implementing Agency's State Caltrans Master Agreement Number	00256S
Does this project have a Project Partnering Agency?	Yes
Project Partnering Agency Name	The Transportation Agency for Monterey County
Project Partnering Agency's Contact Person	Ariana Green
Contact Person's Title	Principal Planner
Contact Person's Phone Number	+18317754403
Contact Person's Email Address	ariana@tamcmonterey.org

Attach a letter of intent or other documentation:

TAMC_LOS_ATPC7_JohnSt_-_signed.pdf

	Part A2: General Project Information
Project Name:	John Street/Williams Road Safe Routes to Schools Project and Programming

Summary of Project Scope:	The John Street and Williams Road Safe Routes to Schools Project and Programming includes the installation of pedestrian and bicycle facilities along a 1.9-mile stretch of the John Street / Williams Road corridor between S. Wood Street and Bardin Road. The project will transform the Williams Road portion to include a pedestrian and bicycle paseo along the center median between E. Alisal Street and Bardin Road, the community's preferred alternative. The paseo median will connect to the future-planned roundabouts on Williams Road at E. Alisal Street and E. Market Street. The John Street portion will include Class II buffered bike lanes, a one-way Class IV bikeway, bicycle conflict striping, parking lane striping, narrowed lanes, and pedestrian improvements; including curb extensions, crosswalk enhancements, curb ramp enhancements, and a rectangular rapid flashing beacon system. The project provides a safe connection for bicyclists and pedestrians to schools, parks, retail, transit stops, a fire station, a recreation center, an animal hospital, and a library. The project also provides a safe, direct, and comfortable route to school for students at three Elementary Schools (Sherwood, Los Padres, and Fremont) and El Sausal Middle School. The project will provide significant improvements to the area's overall active transportation network and meaningful connections to four other local schools. The project includes robust education and encouragement programming, including traffic safety education for 2nd – 5th grade students at Los Padres and Sherwood Elementary Schools, and El Sausal Middle School. The safe routes to school and community programming will be provided through a partnership between the City of Salinas, Transportation Agency for Monterey County, Monterey County Health Department and Blue Zones of Monterey County. The project partners are organizations committed to teaching traffic safety and encouraging healthy and active lifestyles to people of all ages in Salinas.
Summary of Outcomes/Outputs:	Construct 11 new crosswalks, 15 new Rectangular Rapid Flashing Beacons, 13 new curb ramps, and install 0.9-mile Class I multi-use path, 1.0-mile Class II buffered bike lane, and 0.23-mile one-way Class IV bikeway.
Federal Transportation Improvement Program (FTIP) Project Description:	1 mile Class II, 0.2 mile one-way Class IV; 1 mile Class I paseo with landscaping; Install RRFBs, curb bulbouts, high-visibility crosswalks, and ADA-compliant curb ramps.
Project Location:	John St from S Wood St to E Alisal St and Williams Rd from E Alisal St to E Bardin Rd.

Attach a project location map

AttachmentC_ProjectLocation.pdf

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

Cities.xlsx

Infrastructure Project Coordinates - Latitude	36.6693
Infrastructure Project Coordinates – Longitude	-121.6277
Non-Infrastructure Project Coordinates - Latitude	36.6693
Non-Infrastructure Project Coordinates - Longitude	-121.6277
Is this project located within 500 feet of a freeway or roadway with a traffic volume over 125,000 annual average daily traffic (AADT)?	No

Enter the 2010 Census 11-digit census tract Geographic Identifier (i.e., 06XXXXXXXXX) for each census tract that the project benefits.

2010 Census Tracts.xlsx

Enter the 2020 Census 11-digit census tract Geographic Identifier (i.e., 06XXXXXXXXX) for each census tract that the project benefits.

2020 Census Tracts.xlsx

Caltrans District:	5
Congressional Districts (Select all that apply):	20
State Senate Districts (Select all that apply):	12
State Assembly Districts (Select all that apply):	30
County	Monterey
Metropolitan Planning Organization (MPO)	AMBAG

Regional Transportation Planning Agency (RTPA)	TAMC
Urbanized Zone Area (UZA) Population:	Project is located outside of one of the large MPOs in UZA with pop >50,000 & <=200,000
Within the last ten years, have 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 the project scope of this application?	Yes

Please list the projects below:

Previous Projects.xlsx

	Part A3: Project Type
Select the plans your agency currently has (select all that apply):	Safe Routes to School Plan Active Transportation Plan Bicycle Plan Pedestrian Plan Other Vision Zero
List other plans that include bicycle and/or pedestrian improvements:	2017 Salinas Neighborhood Vibrancy Urban Greening Plan; 2018 Monterey County Active Transportation Plan; 2020 Salinas Vision Zero Action Plan. These plans are included in Attachment K Appendix L.
Is the proposed project in a current plan?	Yes
Select project sub-types (select all that apply):	Safe Routes to School Trails (Multi-Use and Recreational) Bicycle Transportation Pedestrian Transportation
Bicycle Transportation - % of Project	60

Pedestrian Transportation - % of Project	40
Do you feel a portion of your project is eligible for federal Recreational Trail funding?	No

Please complete the table below for all schools that the project benefits:

SRTS List.xlsx

Attach school documentation here. See below for requirements.

A3_School_Documentation.pdf

	Part A4: Project Details
Indicate the project improvement types included in the project/program/plan:	Non-Infrastructure Components Vehicular-Roadway Traffic-Calming Improvements Pedestrian Improvements Bicycle Improvements Crossing & Intersection Improvements Multi-Use Trail Improvements (including bridges and undercrossings)
	Note: When quantifying the active transportation improvements proposed by the project, do not double-count improvements — list each planned improvement in only one category. For example, please do not list a new Class I trail as both a Bicycle and Multi-Use Improvement. Please use the optional “Other Improvements” fields to provide specific details for improvements already listed in existing categories. For example, if constructing 10,000’ of Class II bike lanes — of which 2,000’ is buffered and the rest is standard — input 10,000 in the New Bike Lanes/Routes Class II field, and enter “Class II buffered bike lane: 2000 linear feet” in the Other Bike Improvements field.
	Bicycle Improvements
What percentage of the bicycle-related project costs are going towards closing a gap in infrastructure?	50

Please complete the table below:

Bicycle Improvements.xlsx

	Pedestrian Improvements

What percentage of pedestrian-related project costs are going towards closing a gap in infrastructure?	20

Please complete the table below:

Pedestrian Improvements.xlsx

	Multi-Use Trail Improvements

Please complete the table below:

MU Improvements.xlsx

	Crossing and Intersection Improvements

Please complete the table below:

Crossing Improvements.xlsx

	Vehicular-Roadway Traffic-Calming Improvements

Please complete the table below:

Traffic Calming.xlsx

	Non-Infrastructure Components
Indicate the NI program type.	Safe Routes to School Community Initiative
Did you select more than one program type above?	Yes

Please indicate the percentage split based on cost.

NI Percentages.xlsx

	Program Activities: List the number of each type of activity included in the program for Regional Community Initiatives. Do not double count.
Number of walk or bike audits:	0
Number of bicycle skills/safety classes:	0
Number of pedestrian skills/safety classes:	12

Number of community demonstration projects/pop-ups/open street events:	0
Number of community encouragement (e.g., bike to work days) :	0
Number of community challenges (e.g., bike to work month challenge):	0
Number of community workshops/stakeholder meetings:	0
	List the number of each type of activity included in the program for Safe Routes to School (SRTS). Do not double count.
Number of classroom/PE classes receiving pedestrian/bicycle safety instruction/education:	90
Number of school assemblies receiving pedestrian/bicycle safety instruction/education	24
Number of after school programs receiving pedestrian/bicycle safety instruction/education :	0
Number of bike rodeos:	17
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)	0
Number of SRTS encouragement days (e.g., designated monthly bike/walk to school days X number of school months X number of school involved)	6
Number of student-led leadership initiatives (e.g., student patrols, peer-led learning)	0
Number of training sessions to implement the SRTS program (e.g., training for volunteer walking school bus leaders, crossing guards, etc.)	12
Did you want to list other SRTS programs not listed here?	Yes
List other SRTS programs here, including the quantity of each:	3 family bike ride events
	Communications:

Communication types included in the NI program (select all that apply):	Traditional media (radio ads, TV ads, flyers) Social Media (Twitter, Facebook, Instagram) Print/electronic publications (Newsletter, blogs)
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.	Public Works Departments Law Enforcement Schools/School Districts Local Public Health Department Non-Profit Organizations/Community Based Oranizations Other
Please list other collaborative partnerships here:	Transportation Agency for Monterey County (Countywide Safe Routes to School Program)
	Right-of-Way (R/W) Impacts
Is 100% of the project within the Implementing Agency's R/W and/or is within their control at the time of application?	No
Select all that apply:	Project will likely encroach into Caltrans R/W, requiring easements, encroachment permits, and/or other approvals. 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.
	Project will require private property R/W acquisitions or utility relocations: Note: 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.
Total number of private R/W parcels expected to be impacted:	0
Total number of utility companies expected to be impacted:	3

Total additional months needed (all project phases) for the expected R/W acquisitions and/or utility relocations:	5
Has the project schedule been developed to account for this time?	Yes
	Project will encroach Caltrans R/W:
Is Caltrans the implementing agency?	No

The applicant must attach the approved and signed State Highway Project Impact Assessment Form for ATP projects impacting Caltrans R/W:

A4_State_Highway_Project_impact_Assessment_Form.pdf

Percentage of the project (by area) within Caltrans R/W:	50
Total construction costs within Caltrans R/W:	100000
Level of Caltrans project development oversite has been determined to be needed by Caltrans:	Encroachment Permit
Is the project expected to be tracked by Caltrans as a "Local Assistance" or "Capital" project?	Local Assistance
Has the project schedule been developed to account for the additional time needed for Caltrans to complete its required oversight responsibilities?	Yes

	Part A5: Project Schedule 1. Per the 2025 ATP Guidelines, all project applications must be submitted with the expectation of receiving federal funding. Therefore, the schedule below must account for the extra time needed for federal project delivery requirements and approvals, including NEPA environmental clearance. Each CTC allocation must also have a Notice to Proceed with Federally Reimbursable Work. 2. Prior to estimating the duration 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, 2025 and June 30, 2029 to be consistent with the available ATP funds for Cycle 7. 4. PS&E and R/W phases can be allocated at the same CTC meeting.
	Project Approval & Environmental Document (PA&ED) Project Delivery Phase:
Will ATP funds be used in the PA&ED phase of the project?	Yes
Proposed CTC PA&ED allocation date:	7/3/2025
Notice to Proceed with Federally Reimbursable ATP Work:	9/1/2025
Expected or past start date for PA&ED activities:	9/4/2025
Number of months to complete CEQA and NEPA studies and approval:	9
Expected or past completion date for the PA&ED phase:	6/1/2026
Applications showing the PA&ED phase as complete must attach the signature pages for the CEQA and NEPA documents, including project descriptions covering the full scope:	
	Plans, Specifications, and Estimates (PS&E) Project Delivery Phase:

Will ATP funds be used in the PS&E phase of the project?	Yes
Proposed CTC PS&E allocation date:	6/2/2026
Notice to Proceed with Federally Reimbursable ATP Work:	8/2/2026
Expected or Past Start Date for PS&E Activities:	8/9/2026
Number of months to complete PS&E:	15
Expected or past completion date for the PS&E phase:	11/2/2027
	Right-of-Way (R/W) Project Delivery Phase:
Will ATP funds be used in the R/W phase of the project?	Yes
Proposed CTC R/W allocation date:	6/1/2026
Notice to Proceed with Federally Reimbursable ATP Work:	9/1/2026
Expected or past start date for R/W activities:	9/8/2026
Number of months to complete the R/W engineering, acquisition, and utilities:	12
Expected or past completion date for the R/W phase:	9/3/2027

Applications showing the R/W phase as complete must attach the Caltrans approved R/W Certification:	
	Construction (CON) Project Delivery Phase:
Will ATP funds be used in the CON phase of the project?	Yes
Proposed CTC CON allocation date:	11/9/2027
Notice to Proceed with Federally Reimbursable ATP Work:	1/3/2028
Expected start date for construction activities:	1/5/2028
Number of months needed to complete construction activities:	12.5
Expected completion date for the CON phase:	1/28/2029
	Non-Infrastructure (CON-NI) Project Delivery Phase:
Will ATP funds be used in the CON-NI phase of the project?	Yes
Proposed CTC CON-NI allocation date:	7/1/2025
Notice to Proceed with Federally Reimbursable ATP Work:	9/1/2025
Expected start date for CON-NI activities:	6/1/2026
Number of months needed to complete non-infrastructure activities:	36

Expected completion date for the CON-NI phase:	6/30/2029
	Part A6: Project Funding
Total Project Cost	9955
Total ATP Request	7954

Please complete the table below in thousands:

Funding Table.xlsx

	ATP Funding Type Requested Per the 2025 ATP Guidelines, all ATP projects with construction capital values of $1 million or more must be eligible to receive federal funding. Agencies with projects under this threshold, especially ones being implemented by agencies who are not familiar with the federal funding process, are encouraged to request State-Only funding. A request for state-Only funds does not guarantee it will be granted.
Do you believe your project warrants receiving state-only funding?	No
	ATP Project Programming Request (PPR)

Attach the completed Exhibit 25-I - Project Programming Request (PPR) here:

A6_Exhibit25I_PPR_updated.pdf

	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.
Is all or part of the project currently (or has it ever been) formally programmed in an RTPA, MPO, and/or Caltrans funding program?	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

Why can the other project not fund the proposed project?	The City received partial funding for the Williams Road Safe Street Corridor Project through the Cycle 2 Safe Streets for All federal grant program; the funding included PA&ED, PS&E, and partial construction funds. Through the Draft Active Transportation Plan (ATP) outreach effort, the local community voiced their concerns about a lack of greenery in the project area and a desire for bike and pedestrian infrastructure to be removed from the existing sidewalk and numerous driveways. The preferred alternative for the Williams Road corridor is for a "paseo" or central multi-use path median with street trees. This ATP funding request will close the funding gap for the Williams Road Project preferred alternative, as well as the John Street bikeways. There is no opportunity to ask for additional funds through the Safe Streets for All program. There are no future developments planned along Williams Road or John Street.
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?	No
Is the project consistent with the relevant adopted regional transportation plan that has been developed and updated pursuant to Government Code Section 65080?	Yes

Provide relevant pages of the Regional Transportation Plan showing that the proposed project is consistent.

A7_RTP_Consistency.pdf

Is the implementing agency Caltrans?	No
	Part B: Narrative Questions
	QUESTION #1: DISADVANTAGED COMMUNITIES (0-10 POINTS)

Does this project qualify as benefitting a Disadvantaged Community?	Yes

A. Disadvantaged Community Map (0 points)

Attach a map of the project boundaries, disadvantaged community access points, and destinations:

B1A_DAC_and_Destinations.pdf

B. Identification of Disadvantaged Community (0 points)

Select one of the following tools to identify the disadvantaged community:	Healthy Places Index (HPI) 3.0

Healthy Places Index: The Healthy Places Index includes a composite score for each census tract in the State. The higher the score, the healthier the community conditions based on 25 community characteristics. The scores are then converted to a percentile to compare it to other tracts in the State. A census tract must be in the 25th percentile or less to qualify as a disadvantaged community. The live map and the direct data can both be found on the California Healthy Places Index website.

Healthy Places Index 3.0

HPI.xlsx

Lowest HPI Percentile from table above:	2.02
HPI percentile for the census tract(s) that the project benefits (cell B38 in table above):	6.08509008277877

Attach a copy of the HPI page for each census tract listed above.

B1B_HPI.pdf

C. Direct Benefit (0-4 Points)

C1. Explain how the project closes a gap, provides connections to, and/or addresses a deficiency in an active transportation network and how the improvements meet an important need of the disadvantaged community.	Williams Road does not currently provide bicycle facilities within the 1.0-mile extent between E. Alisal Street and Bardin Road. This project will close bicycle network gap on Williams Road by implementing a Class I median paseo, connecting to existing (and proposed enhanced) Class II bike lanes on John Street and to the proposed Class IV bikeway further east on Williams Road (part of the Williams Road SS4A project). The existing crossings on Williams Road are: long, requiring pedestrians to cross 5 lanes of traffic; infrequent, causing pedestrians to navigate long distances before finding a crosswalk; and often uncontrolled. This leaves residents on the south side of Williams Road with no safe, direct path of travel to destinations on the north side, including many schools, parks, and critical resources. The project proposes the addition of new crossings across Williams Road with high-visibility crosswalks and signing at multiple locations to increase pedestrian permeability across Williams Road and create a more comfortable environment for pedestrians. Mid-block crossings will also include RRFBs for increased visibility. The existing Class II bike lanes along both sides of the John Street segment lack conflict striping at minor intersections and drop off to Class III sharrow markings at major intersection approaches to S. Sanborn Road E. Alisal Street. Along John Street, the project will add conflict striping across intersections, add a buffer to the existing Class II bike lanes (and vertical protection along the school and park on the south side of John Street), and ensure the proposed Class II buffered bike lanes and Class IV one-way bikeway are provided through the intersection rather than leaving bicyclists stranded at the intersection. The project will address deficiencies in safe bicycle and pedestrian connections along and across John Street and Williams Road. Based on community outreach efforts conducted during the Salinas ATP for the John Street portion of the project, residents shared that they did not feel safe using the existing bike and pedestrian facilities due to the lack of protected crossings at intersections, crime, and high speeds on John Street. Based on a community survey for citywide feedback. Community members identified the following barriers to biking throughout the City: the amount and speed of traffic, debris and potholes in the bike lanes, the lack of bike parking at destinations, and violence and crime; and the following barriers to walking throughout the City: narrow, damaged, and/or unsafe sidewalks, amount and speed of traffic, unsafe intersections/street crossings, and violence and crime. The proposed improvements will provide safe pedestrian and bicycle connections for residents on either side of John Street and Williams Road to commonly used essential community destinations. This includes grocery stores such as Cardenas Market, Foods Co Grocery, and El Mercado, and other destinations such Firehouse Recreation Center, Gene Robertson Park, Salinas Fairways Gold Course, Salinas Fire Department Station 4, and Cesar Chavez Library. The project will also provide a safe path of travel for vulnerable-age students to Sherwood Elementary, Los Padres Elementary, El Sausal Middle School, and Fremont Elementary.

C2. Explain how disadvantaged community residents will have physical access to the project.	The project is located in area considered disadvantaged. The area currently lacks active transportation facilities that provide greater comfort and safety for users of all ages and abilities. The project will make the John Street / Williams Road corridor physically convenient and safe for multiple disadvantaged communities to access critical community destinations, particularly because the project is located within census tracts that are considered disadvantaged by multiple definitions. The average median household income (MHI) for the census tracts adjacent to the project are $59,717 for tract 900 which is 35% lower than the statewide MHI of $91,905, $68,433 for tract 800 which is 25% lower, $67,477 for tract 702 which is 27% lower, and $57,525 for tract 600 which is 37% lower. Additionally, 10.3% of households in Census Tract 900 do not have access to a vehicle, making active transportation facilities essential for access to everyday destinations in this area. This project will provide a safe, convenient, and logical route to and between transit stops for routes 41, 42, and 45, the First Assembly of God of Salinas Food Distribution Center, Rite Aid pharmacy, grocery stores such as May Fair Market, Foods, Anaya Produce, Ay Market, Prime Time Nutrition, and Everyone's Harvest Alisal Certified Farmers' Market, places of worship such as the Spanish American Baptist Church, Community Life Apostolic Church, Salinas River Community Church, and The Encounter Church, and Day Care Guarderia. The project provides first- and last-mile connections to these 3 transit routes for people from disadvantaged communities to access major employment areas, schools, and places of entertainment. These transit routes are high-frequency routes and provide more viable ways for people to access key everyday destinations. This is especially important for households that do not have access to a vehicle. The project will increase safety for active transportation users in this area through dedicated facilities, intersection enhancements and traffic calming to reduce vehicle speeds. The project will create a low-speed, low-volume corridor that is a friendly space for active transportation users. Removing a lane in each direction, and narrowing travel lanes will reduce speeds, and divert cut-through traffic to other roadways, encouraging only residents and visitors of the community destinations on the corridor to be using the roadway. By creating a neighborhood atmosphere, people will be more encouraged to walk and bike to key destinations rather than traveling by vehicle.
C3. Illustrate and provide documentation for how the project was requested or supported by 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	Members of the disadvantaged community were active participants in the project development and had numerous opportunities to provide input on community needs through outreach efforts from the Salinas Active Transportation Plan (ATP), Salinas Safe Routes to School Plan (SRTS), and Williams Road Corridor Improvement Project. The ATP project team hosted a project workshop at the Police Department in November 2023 which allowed the approximately 40 community members in attendance to provide input on alternative cross-sections for the John Street corridor. Additionally, the project team hosted a Walk-and-Talk on John Street in front of Los Padres Elementary School allowing the approximately 25 attendees to identify challenges, review and discuss tradeoffs on alternatives, and select a preferred alternative. The feedback gathered from this event was factored into the development of conceptual designs for the John Street corridor.

it is not a concern for the community.	The Alisal District Streetscape Master Plan project hosted a joint public workshop with the ATP project team at the Firehouse Recreation Center in February 2024. This event was focused on the disadvantaged community due to its location on E. Alisal Street just 327' from the project corridor. The draft John Street concept plans were provided at the workshop and feedback was solicited and incorporated. The Master Plan project provided cross-section alternatives for Williams Road, including bike facilities on the outside of the roadway, or along the center of the roadway. The Williams Road project has since incorporated the median paseo alternative into the design as a direct result of the positive feedback received at this workshop. Photos of the cross-section alternatives at the public workshop are provided in Attachment K Appendix A. Another portion of the citywide outreach efforts for the Salinas ATP were 19 pop-up events held at various locations throughout the City, including farmers markets, school festivals, community centers, and senior centers. These events provided additional opportunities for community members to provide comments and for the project team to promote upcoming events. The final outreach effort was a survey through the ATP project website. Results revealed the biggest barriers for residents include narrow, damaged, or missing sidewalks; amount and speed of traffic; and unsafe intersections and crossings. Responses related to John Street and Williams Road are included in Attachment K Appendix B. For the Salinas SRTS plan, the City held walk audits, parent meetings, and parent and student surveys for each school in the City. The surveys received a total of 1,282 responses including 125 parents of students (10%) at El Sausal MS, Fremont ES, Los Padres ES, and Sherwood ES. All outreach included multilingual materials and the workshops included childcare services to encourage attendance and participation, and cater to the non-English speaking community and working families and to encourage their participation. The English and Spanish flyer used to advertise the November 2023 workshop is included in Attachment K Appendix B. Displacement of disadvantaged communities is not anticipated to result from the project. All improvements will be made within the existing road right-of-way and will not require right-of-way acquisition.

Attach documentation to show disadvantaged community support:

C3_DAC_Support.pdf

C4. Describe how non-infrastructure events and programs will be targeted towards the disadvantaged community whom the project benefits.	All programming will serve the disadvantaged community. Bicycle and pedestrian safety and encouragement programming will be delivered to all students grades K – 8 and Sherwood Elementary, Los Padres Elementary and El Sausal Middle School. A high percentage of students at all three schools (83%, 92% and 96% respectively) are eligible to receive free and reduced-priced meals, an indicator of a disadvantaged community. Free and reduced-price meal data for each school is included in Attachment K Appendix C. Linguistic isolation presents a challenge to provide information and resources to transportation disadvantaged populations in the project area. According to the California State Ed Data site, included in Attachment K Appendix G, 71% of students at Los Padres Elementary and 76% of students at Sherwood Elementary are considered English Language Learners. To adequately engage this population, the education, encouragement and community engagement will largely be conducted in Spanish and use visuals to accommodate all literacy levels. All communication materials will be graphic-heavy and minimize text to accommodate all reading levels. All text will be provided in Spanish and English.
	D. Project Location (0-2 Points)
Select the option that best describes the project location:	Project is fully in a disadvantaged community
	D. Severity (0-4 Points) Severity is calculated by the CTC , based on the information provided in B. Identification of Disadvantaged Community.
	QUESTION #2: POTENTIAL FOR INCREASED WALKING AND BIKING (0-40 POINTS) 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 nonmotorized users.
Safe Routes to School Data: **SRTS Summary.xlsx**	
	A. Statement of Project Need (0-20 points)
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	The project is proposed in response to requests from the community to address the serious and growing safety problems in the East Side and East Alisal neighborhoods in the City of Salinas. The primary community concerns this project address is lack of safe, comfortable, and accessible pedestrian and bicycle facilities along and across John Street and Williams Road. According to a 2021 citywide Safe Routes to Schools survey, included in Attachment K Appendix D, major parent concerns at all four schools included intersection safety and traffic speeds. Additional concerns identified at multiple schools included the amount of traffic along the route, student travel distance to school, and crime. Based on the community outreach survey results for the Salinas ATP, included in Attachment K Appendix B, many Alisal High students use Williams Road to walk to and from school, and a

with disabilities? What is the project's desired outcome and how will the project best deliver that outcome?

significant number of parents and students do not feel safe walking or biking on Williams Road. During the Salinas ATP Walk and Talk held at Los Padres Elementary for the John Street corridor, included in Attachment K Appendix E, parents expressed similar concerns of high speeds as a deterrent for biking to school. These concerns indicate a need for bicyclist and pedestrian safety education, adult supervision while walking to school, and crossing guards in front of schools.

Currently, marked crossings only exist at signalized intersections that are spaced 1,500’ to 2,800’ apart, causing pedestrians to cross at unmarked locations across seven lanes. There are also locations where curb ramps and sidewalks do not meet ADA standards, crosswalks are missing or faded, and advance stop bars are not present. For bicyclists, John Street includes narrow bike lanes with no buffers, and the bike lanes drop in advance of the major intersections, while Williams Road does not include any bike facilities.

In combination with several other streets, like E. Alisal Street and E. Market Street, John Street and Williams Road provide the main routes for students and residents of the disadvantaged Eastside neighborhood to access several schools, Firehouse Recreation Center, and Alisal Family Resource Center.

Speed surveys showed 85th percentile speeds of 38 mph on John Street and 42 mph on Williams Road, where vulnerable, school-aged children are actively traveling to Sherwood Elementary School, Los Padres Elementary School, El Sausal Middle School, and Fremont Elementary School from residences north and south of the corridor. The speed surveys for John Street and Williams Road can be found in Attachment K Appendix F. The proposed project addresses these issues by creating new or improved protected bicycle and pedestrian routes, removing one travel lane per direction on Williams Road, narrowing travel lanes on John Street, and frequent RRFB crossings across Williams Road, all which lower vehicular speeds, creating a low-stress environment for pedestrians and bicyclists. This project aims to provide an active transportation system where vulnerable school-aged parents and children are comfortable walking and bicycling to their necessary destinations and access to safe outdoor spaces that are not currently available in the area. Additionally, the corridor-wide effort to add ADA-compliant curb ramps and shortened crosswalks will encourage more activity and create a more walkable, enjoyable space to create a neighborhood atmosphere.

According to data from the Environmental Protection Agency’s (EPA) Environmental Justice Screening and Mapping Tool, the community within a 0.5-mile buffer zone around the project corridor lacks health insurance at least double the rate of the national and state averages, and low life expectancy and asthma exceed state averages. Childhood obesity is of great concern in Salinas. On average, 54% of 5th graders in Salinas are overweight or obese, well above the State average of 40%. To address this serious health issue, the residents of all ages need more places in the city where they can feel safe and comfortable walking and bicycling. By providing these spaces, the project can help shift the community’s preferred method of transportation, reduce VMT and emissions, and thus reduce the high rate of asthma and promote healthy living for the disadvantaged community. The

	education and encouragement programing included in this project will help ensure that all students and parents are provided with the opportunity to learn and practice safe walking and biking skills, increase the number of residents civically engaged around active transportation, increase the number of students walking and biking to school, and improve the health of the general Eastside neighborhood. Linguistic isolation presents a challenge to provide information and resources to disadvantaged populations in Salinas. According to the California State Ed Data site, included in Attachment K Appendix G, 71% of students at Los Padres Elementary and 76% of students at Sherwood Elementary are considered English Language Learners. This means a significant portion of the community surrounding the project corridor intended to benefit from the project are English Language Learners. To adequately engage this population, a large portion of the non-programming will be conducted in Spanish and use visuals to accommodate all English literacy levels. According to 2018-19 California Department of Education physical fitness exam data, 1 out of every 3 5th graders at Los Padres Elementary and 1 out of every 4 5th graders at Sherwood Elementary has a body composition that is considered a "health risk". Encouragement programming is needed to see a change in behavior from driving to walking or bicycling. Behavior change is more likely if the desired activity (biking and walking) is not only convenient and safe, but fun and social.
	B. Describe how the proposed project will address the active transportation need: (0-20 points)
Select all options that apply:	The project closes a gap The project removes a barrier to mobility The project implements other improvements to existing routes The project creates new routes
Number of Gaps:	1
Total length of gap in feet:	4580
Type of barrier(s) (select all that apply):	Safety
List other types of improvements here:	Accessibility/ADA-Compliance
Describe how the project links, connects to, or encourages the use of existing routes to transportation-related and community-identified destinations where an increase in active	The proposed project transforms John Street, an existing two-lane roadway with two-way left-turn lane and painted medians to include Class II buffered bike lanes between S. Wood Street and Los Padres Elementary School, Class IV bike lanes between Los Padres Elementary School and John Circle, conflict striping, parking lane striping, and pedestrian improvements; including curb extensions, crosswalk enhancements, curb ramp enhancements, and a rectangular rapid flashing beacon. Additionally, the project will construct the preferred community alternative—a pedestrian and bicycle paseo along the centerline of Williams Road between E. Alisal Street and Bardin Road—that was identified during public outreach. The pedestrian

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 systems, recreational and visitor destinations or other community-identified destinations. Specific destinations must be identified.

and bicycle paseo median connects to the future-planned roundabout installation at the intersections of E. Ailsal Street and John Street/Williams Road and Williams Road and E. Market Street.

The project enhances the existing pedestrian and bicycle facilities along both sides of John Street, connecting the residential areas north and south of John Street to Sherwood Elementary School, Los Padres Elementary School, El Sausal Middle School, Firehouse Recreation Center, and Williams Road. The curb bulbouts at John Street and S. Wood Street and at John Street make pedestrians more visible to vehicles, shorten the crossing distance of pedestrians, and act as a traffic calming measure for vehicular traffic. The proposed improvements will provide safe pedestrian and bicycle connections for residents on either side of John Street and Williams Road to essential retail such as Cardenas Market, Foods Co Grocery, and El Mercado and destinations including Firehouse Recreation Center, Gene Robertson Park, Salinas Fairways Gold Course, Salinas Fire Department Station 4, and Cesar Chavez Library. The project will also provide a safe path of travel for vulnerable-age students to Sherwood Elementary, Los Padres Elementary, El Sausal Middle School, and Fremont Elementary. The proposed enhancements will provide a safe connection between John Street and the center-running paseo median proposed on Williams Road, encouraging the use of cycling and walking on both corridors.

The proposed improvements on Williams Road create a new route for pedestrians and bicyclists of all ages and abilities to comfortably travel to their destinations without high-stress conflicts with vehicular traffic, as there are currently no bicycle facilities within the project extents on Williams Road and existing pedestrian facilities are reported to feel unsafe by community members. The project also connects to existing pedestrian and bicycle routes on Williams Road east of Bardin Road, E. Market Street, E. Alisal Street, and Garner Avenue. The roundabout proposed as part of the greater Williams Road project will connect this project's improvements on WIlliams Road and John Street. Thus, the proposed project will be linked to larger efforts to improve safety for all road users, creating an environment where community members feel welcome to use active transportation.

The non-infrastructure portion of this project was designed to address concerns raised by the school community that cannot be addressed by infrastructure improvements alone, including the need for adult supervision while walking to school and parents feeling their children are too young or small to travel to school through busy intersections.

A walking school bus will be programmed at Los Padres Elementary and Sherwood Elementary schools to address concerns around children walking alone. Trained adults will walk a group of participating students to school every week. This program is a fun, social and convenient way to change behavior from driving to walking, and over time will improve student lifestyles and reduce traffic in front of the school.

All K-8 students at participating schools will receive traffic safety education through assemblies, in-class presentations, bicycle repair workshops, walk around the block field trips, and bike rodeos using traffic gardens installed within the elementary schools. Students will receive programming for three

years, reinforcing their knowledge and confidence about safe walking and bicycling. Students will learn how to ride bikes through the bike rodeos. They will also learn about the proposed street treatments, including roundabouts, protected bike lanes, and RRFBs . An estimated 3,277 students will learn to safely walk and bicycle in their community due to the safe routes to schools programming. Walk & Roll to School Days, held once a year, will be a festive parade to school in the morning, featuring police escort, characters, safety prizes, and healthy snacks upon their arrival at school.

Multiple crossing guard and traffic garden trainings will be provided to school staff and volunteers to address the need for more crossing guards in front of the schools and sustain safe routes to school education and engagement programming into the future.

Please provide a map of each gap closure, new route location, barrier, and/or new improvement:

B2B_Gap_and_Barrier_Map.pdf

Describe the non-infrastructure program, the population it will serve, and how the program will use education and encouragement to address the needs identified in Part A.	The non-infrastructure portion of this project was designed to address some of the major concerns raised by the school community that cannot be addressed by infrastructure improvements alone. Those issues include the need for adult supervision while walking to school, learning how to walk and bicycle safely and assistance crossing the street in front of the school. Direct quotes from parents of Los Padres Elementary and Sherwood Elementary Schools: “It is too far for him to walk by himself. There are major intersections that I also believe can be dangerous if he was to bike to school.”; “There should be an officer at the crosswalk so that cars will respect the crosswalk when children are crossing”; “Concerned with my child crossing the street at the crosswalk in front of school."; and “My son is to small to walk alone”. A walking school bus will be programmed at Los Padres and Sherwood Elementary schools to address concerns around children walking alone. Students participating in the program will get to walk to school with a group of friends and trained adults every week. This program is fun, social and convenient and can change behavior from driving to walking. Increasing the number of students who walk to school will improve student health and reduce traffic in front of the school. At school all K-8 students will receive a traffic safety education including assemblies, in-class presentations, bike repair workshops, walk around the block field trips and bike rodeos using traffic gardens installed on the elementary school blacktops. Students will receive programming for three years reinforcing their knowledge and confidence to safely bike and walk in the project area. Students who have never ridden a bike will learn how to through the bike rodeos. They will also learn about new street treatments such as roundabouts, protected bike lanes and Rapid Flashing Beacons as well as existing features such as crosswalks, stop signs and traffic signals. An estimated 3,277 students will learn to safely walk and bicycle in their community due to the safe routes to schools programming. All students will be encouraged to participate in Walk and Roll to School Days held every year. Walk & Roll to School Days will be a festive parade to school in the morning complete with a police escort and fun colorful characters. Children will receive safety prizes and healthy snacks upon their arrival at school. Multiple crossing guard and traffic garden trainings will be provided to school staff and volunteers to address the need for more crossing guards in front of the schools and sustain safe routes to school education and engagement programming into the future.

Please provide a map identifying the NI program's boundaries. If it's a SRTS NI program, identify the school locations.

B2B_NI_Locations.pdf

QUESTION #3: POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-25 POINTS)

A. Describe the project location's history of pedestrian and bicycle collisions resulting in fatalities and injuries to non-motorized users, which this project will mitigate. (0-12 points) Applicants are encouraged to use the UC Berkeley SafeTREC TIMS tool as the safety data source, which was specifically designed for the ATP to produce these documents in an efficient manner. Applicants with access to alternative collision data tools 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 applicants using the TIMS ATP tool, attach the items listed below:

B3A_TIMS.pdf

2a. For applicants using another data source, attach relevant documents below:

2b. Data and corresponding methodologies in written form can be included here (optional):

Collision data was collected for 2017-2021. Collision records indicate that there have been 9 pedestrian-involved and 3 bicycle-involved collisions. Furthermore, community observations are noted in the Safe Routes to School Plan, which demonstrate parents are concerned about their child's safety at intersections and crossings. Therefore, community members may be avoiding this route due to safety concerns.

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:

Collision Summary.xlsx

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,

Bicyclists and pedestrians are disproportionately involved in collisions in the project area. John Street has the 5th highest bicycle collisions and Williams Road has the 6th highest pedestrian collisions in Salinas. Though collision rates for active transportation users are similar on these corridors compared to Citywide, this project is one of the City's top priorities because of the increased potential for reducing the rate of fatalities and injuries in a disadvantaged community involving vulnerable users.

Between 2017 and 2021, walking and biking accounted for ~1% of trips to work in Salinas, and bicyclists and pedestrians were involved in ~11% of the collisions within the project area, demonstrating that current conditions along John St and Williams Rd present a significant safety threat. Youths are disproportionately involved in bicycle and pedestrian collisions in the project area. As shown in the attached Victim Gender and Age graph, ~21% of victims in bicycle and pedestrian collisions in the project area are 19 or younger, and 7% are 14 or younger.

Sherwood Elementary and Los Padres Elementary are located directly on the project corridor. Parents at both schools expressed concerns over letting their children bike and walk to school due to the safety of intersections and crossings, and the amount and speed of the traffic along

older adults, and persons with disabilities in your response.	the route. 465 students live within half a mile of the corridor, meaning increasing safety along the corridor could lead to more students walking and biking to school, and a decreased injury rate. About half of the 899 students living within half a mile of Sherwood Elementary could utilize the corridor to get to and from school, further reducing the injury rate. 25% of the crashes occurred between 6 and 9am, when children are commuting to school. 92% and 83% of students from Sherwood and Los Padres Elementary qualify for FRPM, respectively, making these students especially disadvantaged and vulnerable. The average median household income (MHI) for the census tracts adjacent to the project is $63,068, 31% lower than the statewide MHI of $91,905. In census tract 900, 10.3% of households do not have access to a vehicle. This project will help children from disadvantaged households with limited resources get to school more safely. Colonial Manor, a home for seniors, is located 0.1-miles north of the project limit. This project will increase safety for these vulnerable road users who are more likely to have mobility issues, while they access destinations to the south such as Spanish American Baptist Church, Salinas River Community Church, and Firehouse Recreation Center. The three most common crash types in the project area are broadside, sideswipe, and vehicle/pedestrian. A broadside collision means a pedestrian or bicyclist was hit from the side while traveling straight. This can be due to failure to yield or distracted driving. A sideswipe occurs when a vehicle makes contact with the pedestrian or bicyclists while moving parallel to them, which can occur when a vehicle drifts out of its lane or fails to give enough space to the user. The primary crash factor violation for ~42% of the crashes in the project area was a violation of pedestrian right-of-way, indicating a trend of lack of awareness for active transportation users along this corridor that will continue unless appropriate action is taken. This is a safety concern because many children use this corridor to get to school, and they can be even more difficult for vehicles to see due to their smaller size. Speed, another issue parents cited, increases the force in a collision and leads to more severe injuries. The Project can help save lives by addressing the lack of visibility for active transportation users. Lowering speeds, implementing more high-visibility crosswalks with RRFBs, reducing non-localized vehicle trips, and increasing the number of pedestrians and bicyclists using the corridor will make motorists more aware of their presence, and feel like they are second priority users of the corridor. The FHWA's Proven Safety Countermeasures indicates high-visibility crosswalks can reduce pedestrian injury crashes up to 40% and advance yield/stop markings and signs can reduce pedestrian crashes up to 25%. RRFBs, another FHWA Countermeasure, can reduce pedestrian crashes by up to 47% and increase motorist yielding rates up to 98%. The location of these improvements can be seen in Attachment D. Reducing travel lane widths help reduce vehicles speeds and increase driver attentiveness. This can reduce the number and severity of crashes by giving drivers and active transportation users more time to react, and reducing the impact of the collision due to the lower velocity of the vehicle. It also provides more space for active transportation facilities, which can reduce conflict points and reduce the exposure of vulnerable users to crashes. Buffered bicycle facilities reduce the risk of broadside and sideswipe collisions by creating a visible cue to drivers that they should expect to see bicyclists on the road and providing more space for bicyclists to maneuver away from vehicles. They also preserve site-lines so that pedestrians are

	more visible when crossing the street. Separated bike facilities further increase these safety benefits by providing vertical protection from vehicles. Curb extensions reduce crossing distance, improve pedestrian visibility, and slow vehicle speeds by reducing the turning radii, thereby significantly reducing the risk of severe injury or death if a pedestrian or bicyclist is struck. Pedestrian refuge islands allow pedestrians to cross traffic one direction at a time, increasing their visibility, and offering protection within the intersection.
	B. Safety Countermeasures (0-13 points)
1. 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.	The top safety hazards noted by parents of children attending school along the corridor include vehicle speed and volume as well as intersection and crossing safety. Safety hazards associated with vehicle speed and volume can be remedied through traffic calming and lane reconfiguration. Currently, Williams Rd is a 4-Lane Major Arterial with a TWLTL and no bike facilities. Speed data collected January 7, 2021 and shown in Attachment K Appendix F revealed an 85th percentile speed of 42 mph while the posted speed is 35 mph, indicating that incidents of excessive speeding are a common occurrence in the corridor. This project will transform Williams Rd into an active transportation corridor with lower speeds and traffic volumes. One 11’ travel lane will remain in each direction, and the remaining travel way will be dedicated to a center median paseo with a Class I shared-use path. Narrowing and reducing the number of travel lanes helps reduce vehicle speeds, as drivers tend to feel more confined and cautious in narrower lanes and a narrower curb-to-curb width. This cautiousness can reduce behaviors that lead to collisions involving non-motorized users, such as distracted driving and speeding, and increase awareness of active transportation users, which are collision issues described in Part A. The reduced speed combined with the reduction in travel lanes will reduce volumes. These changes will dissuade drivers from using this corridor as a cut-through route, further reducing speeds and volumes and increasing safety. Reduced speeds and volumes are also expected on John Street, which is currently a 2-Lane Major Arterial with a TWLTL. Speed data collected August 10, 2021, revealed an 85th percentile speed of 38 mph, as shown in Attachment K Appendix F. Travel and turn lanes will be reduced to 10’ along much of the corridor which will reduce travel speeds and incorporate the benefits of reduced lane width described above. The project will also connect to the roundabouts proposed as part of the greater Williams Road Project, which will reduce conflicts between vehicles and pedestrians and bicyclists, as well as reduce speeds. At lower speeds, drivers have an expanded field of vision, improving their visibility and identification of vulnerable road users. Improving visibility through these traffic calming measures could reduce the crashes due to pedestrian right-of-way violations described in Part A, improving compliance with California Vehicle Code section 21950 VC, which gives pedestrians the right-of-way while crossing the street at an intersection. The paseo creates physical separation between motorized and non-motorized users and reduces conflict points, while also minimizing side friction from turning vehicles and buses. Without bike facilities, there is potential for conflict between bikes and vehicles traveling the same direction, as indicated by the sideswipe collisions described in Part A. The

paseo closes the gap between existing (and proposed enhanced) Class II bike lanes on John Street, and Williams Road, northeast of Bardin Road. A 5-10' buffer of landscaping and truck aprons will be provided on each side of the shared use path, essentially eliminating the risk of sideswipe collisions along this portion of the corridor. The paseo will also prevent left-turns in and out of driveways, which reduces conflict points and the potential for broadside collisions described in Part A.

The paseo acts as a pedestrian refuge island and bike box at all intersections, which addresses a need for safe intersections and crosswalks. According to FHWA's Proven Safety Countermeasures, pedestrian refuge islands can reduce pedestrian crashes by 56%. A bike box is a designated area at an intersection that allows bicyclists to position themselves in front of motor vehicles. Bike boxes enhance the visibility of bicyclists, which was an issue identified in Part A. By positioning bicyclists in front of vehicles, they are more easily seen by drivers, reducing the risk of collisions. This enhancement also helps reduce conflicts between bicyclists and turning vehicles by providing a dedicated space for bicyclists to safely navigate through the intersection without being in the blind spot of turning vehicles.

Inadequate and unsafe crossings will be addressed through the installation of RRFB systems at seven crossings along Williams Rd in conjunction with high visibility crosswalks. These crossings do not adequately alert drivers of the presence of active transportation users under existing conditions, as shown by the pedestrian right of way violations in Part A. RRFBs can reduce pedestrian crashes by up to 47% and increase motorist yielding rates up to 98% while high visibility crosswalks can reduce pedestrian injury crashes up to 40%, according to FHWA's Proven Safety Countermeasures. High visibility crosswalks promote greater awareness and adherence to pedestrian right-of-way laws. Drivers are more likely to notice vulnerable active transportation users in high visibility crosswalks, reducing the risk of crashes and enhancing overall safety.

High-visibility crosswalks will also be installed on John Street intersections with S Wood St, Meadow Dr, S Hebbron Ave, S Sanborn Rd, and at a mid-block crossing in front of Los Padres Elementary School. This mid-block crossing is currently striped without any enhancements and there is a need for increased visibility per the community. The addition of an RRFB system, advance yield markings, and a pedestrian refuge island in front of the school will increase driver awareness and make the mid-block crossing safer for children, who are vulnerable active transportation users.

Curb extensions reduce crossing distances, improve pedestrian visibility, and slow vehicle speeds by reducing the turning radii, thereby significantly reducing the risk of severe injury or death if a pedestrian or bicyclist is struck. Curb extensions will be provided at the following mid-block crossing: S Hebbron Ave, Meadow Dr, and S Wood St, and the signalized intersection of John Street and Wood Street.

The existing bike facilities on John Street are unsafe and inadequate due to the lack of separation between motorized and non-motorized users. To eliminate the risk for sideswipe collisions described in Part A, the existing Class II bike facilities from S Wood St to John Circle will be upgraded with striped buffers to create more space for bicyclists. The addition of bicycle conflict striping at intersections will alert drivers of the presence of bicycles, reduce broadside conflicts, and increase bicyclist safety. The buffered bike facilities will continue at the approaches to the Sanborn Street and Alisal

	Street intersections, replacing existing sharrows. This will reduce conflicts between vehicles and bicyclists and allow bicyclists to navigate safely through the intersection. A Class IV one-way facilities will also be installed from the driveway of Los Padres Elementary School to John Circle, providing vertical and horizontal separation between vehicles and children biking to school. Physical improvements alone will not be enough to fix the safety issues in the project area, which is why the project includes robust safety education programming geared toward students, families and seniors to meet the City of Salinas' goal to eliminate severe injuries and fatal collisions for bicyclists and pedestrians. Programming will include traffic safety education for 2nd – 5th grade at Los Padres and Sherwood Elementary Schools and students at El Sausal Middle School. Education will include in-class presentations and hands-on experience practicing safe walking and bicycling. The project will also include piloting a balance bike workshop with Kindergartners and a walking school bus at both elementary schools which will include school and parent engagement and volunteer training. Blue Zones of Monterey County will support the launch of a walking school bus at the Elementary Schools and encourage other community members including seniors to join one of their organized walking groups. In addition to safe routes to schools programming, the Monterey County Health Department will provide walking safety and encouragement programming to low-income seniors in the project area. Employing a diverse range of infrastructure improvements to increase the safety of the roadway while working with the community to increase safety through behavior will fully mitigate the potential for future non-motorized crashes in the project area by increasing driver awareness, the safety of intersections, and the visibility of active transportation users while reducing speeds.
2. Does this project propose new or improved bike facilities?	Yes

2a. Describe the issues that were considered when evaluating and selecting the project's bikeway facility type (i.e., Class I, II, III, and/or IV).	To design bikeways that best fit the needs of the community while fully mitigating the potential for future non-motorized crashes in the project area Class I, II, and IV facilities are incorporated into this project. A Class III facility does not offer enough separation between motorized and non-motorized users to fully mitigate the safety concerns outlined in Part A, particularly for children biking on roads with posted speed limits of 35 miles per hour (mph) and 85th percentile speeds that are even higher. During the development of the Alisal District Streetscape Master Plan, the community provided feedback for pedestrian and bicycle improvements along Williams Road during a public workshop. The workshop featured corridor boards with Spanish translations where community members were encouraged to provide their opinions on alternative cross sections along Williams Road, including a base design, multi-modal street design, and programmable street design. The community members at the workshop selected an alternative which included a center-running paseo median functioning as a Class I path for pedestrians and bicyclists to have a separated travel-way along Williams Road. The conceptual design included in this application for Williams Road directly reflects the design alternative chosen by the community during the workshop. With current posted speed limits of 35 mph and 85th percentile speeds of 42 mph on a major arterial in a suburban setting with over 15,000 Average Daily Traffic (ADT), this section of Williams Road requires physical separation between motorized and non-motorized users to mitigate the collisions described in Part A, especially near schools. The existing curb-to-curb-width on Williams Road allowed for the creation of a paseo with buffers and ample traffic calming measures through lane reconfiguration. The existing John Street cross-section is much more narrow than Williams Road, leaving limited space to dedicate to active transportation users. This portion of the project corridor is much more residential and community-driven, so Class II bike lanes are still an appropriate facility type given the travel speeds and volumes. Therefore, travel lane widths will be reduced to calm traffic and the space will be dedicated to buffers for the Class II bike lanes. Enhanced conflict striping will also be introduced. Additionally, the closely spaced residential driveways on a majority of John Street prevent implementation of Class IV bikeways without removing a significant amount of on-street parking to meet sight distance requirements. Since maintaining residential parking is a top priority of the community, a Class IV one-way bikeway is only feasible on the portion of John Street from the Los Padres Elementary Driveway to John Circle. This is possible because the driveway density along the school is much lower than the neighboring residential properties. John Street deficiencies were identified through an initial online survey conducted by the Salinas ATP, targeting communities surrounding John Street and attending Sherwood Elementary School and Los Padres Elementary School. The Salinas ATP developed alternatives based on survey responses, and other feedback received during stakeholder advisory committee meetings, walk and talk events, pop-up events, and community workshops.

3. How will the non-infrastructure encouragement and education programs address the safety issues identified in Part A?	As shown in the attached Victim Gender and Age graph, ~21% of victims in bicycle and pedestrian collisions in the project area are 19 or younger, and 7% are 14 or younger. Safe routes to school programming will include traffic safety education for 2nd – 5th grade at Los Padres and Sherwood Elementary Schools and students at El Sausal Middle School, where parents expressed concerns over letting their children bike and walk to school due to the safety of intersections and crossings as well as the amount and speed of the traffic along the route. Education will include in-class presentations and hands-on experience practicing safe walking and bicycling. This encouragement of safe behaviors and education on safety hazards is especially important given the primary crash factor violation for ~42% of the crashes in the project area was pedestrian right of way. With a trend of lack of awareness for active transportation users along this corridor, children need to be taught how to cross the street safely in this area. Drivers will also be involved in this program through family participation to promote safer driving with more awareness of the presence and vulnerability of active transportation users. A walking school bus at both elementary schools will incorporate school and parent engagement and volunteer training. Other community members, including seniors, will be encouraged to join one of the organized walking groups. In addition, children can talk to their family members about what they learned at school to encourage safe driving behaviors. Monterey County Health Department will provide walking safety and encouragement programming to low-income seniors in the project area.
	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 designs to prepare for future needs of users of this project? How did the applicant analyze the alternatives and impacts on the transportation system to influence beneficial outcomes? (0-6 points)	This project builds off previous efforts of the Salinas Active Transportation Project (ATP), the Alisal District Streetscape Master Plan, and the Salinas Safe Routes to School Plan. For the Salinas ATP, the project team developed recommended pedestrian and bicycle networks for all roadways in the City, then prioritized all projects based on criteria that align with the City's goals as well as the vision of the ATP. The criteria were developed by the project team and refined by stakeholders and community members. The criteria were presented at the first public workshops for the ATP for participants to weigh in on the importance of each metric. Final criteria included proximity to schools, parks, and transit, access for disadvantaged communities, and collision history, among others. John Street was identified as a priority corridor #12 and Williams Road was identified as a priority corridor #2 based on the following highly weighted criteria: provides access for disadvantaged communities; closes a bicycle or sidewalk gap; above average bicycle and pedestrian collision density; located along a transit route; proximity to parks, schools, and several commercial destinations. John Street deficiencies were identified through an initial online survey conducted by the Salinas ATP, included in Attachment K Appendix B. The prioritization map and corridor recommendations from the Salinas ATP are included in Attachment K Appendix H. The Salinas ATP developed two cross-section alternatives based on feedback regarding existing deficiencies and future needs identified through survey responses, stakeholder advisory committee meetings, pop-up events, and community workshops. The cross-section alternatives were discussed at a community Walk-and-Talk held at Los Padres Elementary, with approximately 25 community members (mostly parents of school students or residents on John Street). The alternatives and tradeoffs were presented, and the members of the community agreed on the preferred alternative which was used to develop the project. Walk and Talk photos and notes are included in Attachment K Appendix E. There was desire to maintain the two-way left-turn lane to allow vehicles to safely back out of their driveways, and provide ample queue space for vehicles turning into the school. The alternatives were also presented to the stakeholder advisory committee along with the preferred community alternative, and the advisory committee agreed to move forward with the same preferred alternative. Lastly, the John Street concept was presented at the second community workshop, and members of the public provided feedback on the project's design components. All materials were provided with Spanish translations. A feasibility study was conducted during the ATP to ensure beneficial outcomes from the proposed improvements. During development of the Alisal District Streetscape Master Plan, a public workshop featured corridor boards with Spanish translations where community members were encouraged to provide their opinions on three alternative cross-sections for Williams Road. During this workshop and continuous plan development, community members identified that their desired design was for Williams Road to provide a median that functioned as a pedestrian and bicycle travel-way, separated from vehicular traffic, and featured landscaping, as is proposed in this application.
B. Describe who was/will be engaged in the identification and development of	A stakeholder advisory committee, established during the development of the Safe Routes to School Plan, continues to be consulted in the development of the Active Transportation Plan and Alisal District Streetscape Master Plan. The advisory committee—includes

this project. Describe how stakeholders will continue to be engaged in the implementation of the project. Describe the feedback received during the stakeholder engagement process. If applicable, describe any unique engagement challenges that the community faced and how they were addressed. For combined I/NI projects, describe any public input on the development of the encouragement and education programming. (0-4 points)

representatives from Caltrans, the City of Salinas, the Transportation Agency for Monterey County, Monterey County Public Health, County Housing Authority, developers, community organizations, school faculty, employers, social service providers, and seniors. During Salinas ATP outreach efforts, stakeholders provided feedback on the outreach plan, recommended project networks, the prioritization process, prioritized projects list, cross-section alternatives, and design concepts. Notes from the committee meetings are included in Attachment K Appendix I.

Members of the public were also actively engaged throughout the development of all three plans. During the Salinas ATP outreach efforts, participants discussed their current active transportation habits, barriers in using active transportation facilities, and discussed their future desire to use such facilities. Responses to the ATP survey are included in Attachment K Appendix B. During the two public workshops held in November 2023 and February 2024. Community members were provided an opportunity to learn about the planning process, provide input on the network recommendations, select corridors and areas for further design and analysis, and discuss goals and priorities. The project team presented revised draft network maps and 30% concepts for two key corridors (including John Street) and received input on the recommendations. The project team then hosted a Walk-and-Talk along John Street where the community identified challenges and were presented with project alternatives. Community members identified John Street and S. Wood Street and John Street and E. Alisal Street/Williams Road as unsafe for pedestrians and bicycles due to poor sidewalk quality, limited lighting, and high traffic volumes and speeds. This project directly addresses these concerns by adding curb bulb-outs and high-visibility crosswalks at John Street and S. Wood Street to reduce vehicle approach speeds and enhance pedestrians' visibility. This project further addresses concerns about vehicle speeds by adding conflict striping, parking lane striping, and reducing travel lane widths.

The Salinas SRTS Plan engaged parents and students from Sherwood Elementary, Los Padres Elementary, El Sausal Middle, and Fremont Elementary Schools with a survey to gather additional concerns. Survey responses are included in Attachment K Appendix D. Major parent concerns were drivers not obeying all-way stop controls at John Street and S. Wood Street and specific requests included implementation of high-visibility crosswalks and curb bulb-outs along both project corridors and at the John Street intersections with Williams Road, Alisal Street, S. Sanborn Road, and S. Wood Street. Community members indicated that inadequate sidewalks along Williams Road made it difficult for pedestrians with strollers, wheelchairs, and able bodies to use due to the lifted sidewalk, and that bicyclists use the sidewalk to separate themselves from traffic, leaving less space for pedestrians on the sidewalk. Requests included enhanced pedestrian crossings, pedestrian facilities, and addition of bicycle facilities on the corridor.

The Alisal District Streetscape Master Plan workshop received input from community members on alternative cross-sections for Williams Road, which resulted in the proposed center-running paseo median for pedestrians and bicyclists to have a separated travel-way. The project addresses community concerns on Williams Road by removing one travel lane per direction,

installing a Class I center-running paseo median, implementing several mid-block crosswalks, and using high-visibility crosswalks and medians to shorten pedestrian crossing distances. These improvements will act as traffic-calming measures to reduce vehicular speeds and provide access to safe active transportation modes.

Linguistic isolation presents a challenge to provide information and resources to transportation disadvantaged populations in the project area. Based on the data from the Department of Education, included in Attachment K Appendix G, 71% of students at Los Padres Elementary and 76% of students at Sherwood Elementary are English learners. According to data from the Environmental Protection Agency's (EPA) Environmental Justice Screening and Mapping Tool, included in Attachment K Appendix J, within a 0.5-mile buffer zone around the project corridor 90% of homes speak Spanish at home, and only 9% speak English at home. To adequately engage this population during the SRTS planning process, the education and encouragement programming will largely be conducted in Spanish and use visuals to accommodate all English literacy levels.

Attach any applicable public participation & planning documents:

B4B_Outreach_Materials.pdf

	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?	Currently, John Street contains narrow bike lanes with no buffer between parking or the vehicular travel lane, a high-stress biking environment. The project will modify the cross-section to allocate more space to bikes by narrowing the travel and parking lanes and providing a buffer area between the bike lane and travel lane. This will increase comfort levels for bicyclists, as they will have more dedicated space in the roadway. It is understood the bike lanes without buffers do not create a comfortable ride for bicyclists of all ages and abilities. While Class IV bikeways would be even more comfortable, incorporating Class IV bikeways would require significant parking loss on a majority of the corridor since the residential driveways are very closely spaced and putting the bike facility on the inside edge of the parking lane requires larger sight triangles at the driveways. Maintaining parking and the two-way left-turn lane were very important to the community when considering the possible tradeoffs for a new cross-section design. For the section of roadway in front of the park and Los Padres Elementary School, driveways are very limited on the south side of the roadway. Therefore, the project design includes a one-way Class IV bikeway that offers even greater levels of protection and comfort for bicyclists. John Street is a residential street that provides connections to parks, schools. Grocery stores, a recreation center, and other key destinations that should be accessible by families and people of all ages and abilities. This new cross-section will create a more bike-friendly low-stress neighborhood environment with lower vehicular travel speeds. Currently, Williams Road is a 5-lane cross-section with high vehicle speeds, long-pedestrian crossing distances, and no bicycle facilities, a high-stress walking and biking environment that causes bicyclists to use the sidewalk. The project will transform the corridor to allocate a significant amount of

roadway space to bicyclists and pedestrians by removing a travel lane in each direction, and creating a 20’ to 30’ wide center median paseo with a Class I multi-use path and placemaking. The City of Salinas Alisal District Identity Master Plan identifies and illustrates this improvement on Williams Road, and provides examples or crosswalks, buffers, paving, seating, bike racks, landscaping and lighting that can be used to create placemaking. The pages from Plan are included in Attachment K Appendix K. The paseo path will create a low-stress walking and biking experience for pedestrians and bicyclists of all ages and abilities by limiting side friction and conflicts with vehicles and buses, and providing ample protection and buffer space between vulnerable users and vehicles. The median will limit the number of turning vehicles on the corridor, but will increase the number of locations where pedestrian permeability (increase the number of marked crossings for pedestrians to cross Williams Road). Pedestrians will only have to cross one lane of vehicular travel at a time before reaching the center refuge island, versus crossing five lanes of travel today. The road diet will decrease the number of vehicles using the corridor in general, reducing cut-through traffic, and encouraging use of the corridor by only local traffic with destinations on the corridor. It will also lower travel speeds by narrowing the curb-to-curb roadway width from a drivers perspective. Today, the roadway width is very wide, appearing as a highway, encouraging high speeds; with the median, landscaping, and reduced travel lanes, drivers will be encouraged to travel at more appropriate, lower speeds. This corridor transformation is appropriate for Williams Road as there are numerous schools, places of recreation, and critical destinations for this neighborhood, it will increase walking and biking activity and create a neighborhood experience.

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. Are any elements of the non-infrastructure program innovative or new to the region?	The John Street and Williams Road Safe Routes to Schools Project and Programming project will construct the preferred community alternative—a pedestrian and bicycle paseo along the centerline of Williams Road between E. Alisal Street and Bardin Road—that was identified during public outreach. The paseo will incorporate placemaking such as landscaping and street furniture, to create a destination for people to enjoy rather than just a place for people to pass through. Providing center-running space for bicyclists and pedestrians removes conflicts with transit and on-street parking, which creates a low-stress environment for vulnerable road users. The project will accommodate the paseo median by removing one vehicular lane in each direction, which will result in lower vehicle speeds and volumes along Williams Road. The vehicle speeds and volumes were one of the main concerns the community identified during outreach conducted by the Salinas Safe Routes to School (SRTS) Plan. The paseo median creates a safe and efficient system for pedestrians and bicycles to travel along Williams Road and incorporates placemaking by creating a protected space with landscaping where vulnerable pedestrians and bicyclists can access destinations along Williams Road and connect to surrounding major routes, including John Street, E. Alisal Street, and Market Street, without excessive conflicts with vehicles. Placemaking in transportation can create more livable, accessible, and enjoyable communities by prioritizing the needs and experiences of all users, especially users with disabilities and vulnerable school-aged children accessing schools along John Street and Williams Road. The John Street and Williams Road Safe Routes to Schools Project and Programming project will tie into two roundabouts proposed as part of the Williams Road project at the intersections of John Street/Williams Road and E. Alisal Street, and Williams Road and E. Market Street; there are also existing roundabouts at E. Alisal Street and Skyway Boulevard, E. Alisal Street and Bardin Road and Bardin Road and Sconberg Parkway. While roundabouts are not new to the region, this triangular grouping of roundabouts replacing signalized intersections will create a network that provides both efficient traffic flow for vehicles and; and a Class 1 multi-use path on the south side of E. Alisal Street, low-stress facilities for vulnerable users, bringing together the various neighborhoods in East Salinas and the Alisal District. Attachment K Appendix M illustrates innovative infrastructure elements of the project. Another innovative aspect of the project will be the community engagement leading up to and during construction. To maximize the increase in levels of bicycling and walking along the corridor and throughout Salinas, the City will take strategic programming-based approach in cognitive psychology research. Long-lasting behavior change is the holy grail of active transportation projects but is difficult to achieve. The non-infrastructure component of this project will capitalize on the travel disruption brought by the nature of roadway construction as an opportunity to promote and support walking and bicycling as alternatives to driving to school. Family-focused programming in partnership with the school community will help to establish community support networks for safe routes to school programming.

C. NI Evaluation & 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.	The program effectiveness will be measured in several different ways, through surveys before and after programming, level of community participation in organized walking and bicycling events and Safe Routes to School meetings, and testimonials from community members who have been served. The programming will be sustained through the local Safe Routes to School partnership between the City of Salinas, Transportation Agency, School Districts, Health Department, Blue Zones and community-based advocacy groups. The Transportation Agency manages a countywide Safe Routes to School Program with access to local sales tax funding (Measure X) which can be used to sustain the programming that is piloted through this project.
	QUESTION #6: LEVERAGING FUNDS (0-5 POINTS)
A. Is this project being submitted by a federally-recognized Tribal Government and/or is it on federally-recognized Tribal Lands?	No
B. Does the applicant have any leveraging funds?	Yes
C. Based on the project funding information provided earlier in the application (Part A6: Project Funding), the following Leveraging amounts are designated for this project. These amounts should match the amounts shown in Part A6: Project Funding: **Leveraging 3.xlsx**	
D. Please complete the table below: **Leveraging 2.xlsx**	
Leveraging Letter of Commitment **Leveraging_Commitment_City_of_Salinas_ATP_Cycle_7.pdf**	
Other leveraging documentation (optional)	
Optional: If desired, clarifications can be added to explain the leveraging funding and its intended use on the ATP project.	The City of Salinas was awarded Cycle 2 SS4A grant funding for the Williams Road Safe Street Corridor project. During the public outreach of the Salinas ATP project, the community voted for a paseo in the center median of the corridor, creating a funding gap between the SS4A funding and the desired project. The leveraging funding will utilize SB 1 funding.
	QUESTION #7: SCOPE AND PLAN LAYOUT CONSISTENCY (0-5 POINTS)

	A. The evaluators will consider the following elements for the infrastructure components of the project: Consistency between the layouts/maps, Engineer's Estimate, and proposed scope Compliance with the Engineer's Checklist Complete project schedule B. Evaluators will evaluate the non-infrastructure elements of the project using the Exhibit 25-R. 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 2025 ATP Guidelines Compliance with the ATP Non-Infrastructure Program Guidance
	QUESTION #8: USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR CERTIFIED LOCAL COMMUNITY CONSERVATION CORPS (CALCC) (0 OR -5 POINTS) Under statute, applicants are required to seek CCC and CALCC (or Tribal Corps, if applicable) participation in their ATP project. Points will be deducted if an applicant does not seek Corps participation or if an applicant intends not to utilize a Corps in a project in which the Corps can participate. Applicants who are not requesting construction (or non-infrastructure) funds are not required to consult with the Corps. Applicants must consult with the Corps every ATP cycle and for each application submitted. Applicants may not use Corps consultation from previous ATP cycles or from other ATP applications to satisfy this requirement.
	Step 1: Corps Consultation The applicant must submit the ATP Corps Consultation Form to both the CCC and CALCC at least ten (10) business days prior to application submittal. The CCC and CALCC will respond within ten (10) business days from receipt of the form. The ATP Corps Consultation Form and additional instructions can be found at: California Conservation Corps ATP website Certified Local Conservation Corps ATP website
Please select one of the following:	Applicant has consulted with the CCC and CALCC (or Tribal Corps, if applicable). Provide documentation below. (0 points)

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

B8_CCC_Submittal.pdf

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

B8_CCC_Submittal.pdf

Attach submittal email, response email, and any attachment(s) from the Tribal Corps (If applicable):	
	Step 2: Use of Corps

The applicant has coordinated with the CCC AND CALCC, or Tribal Corps if applicable, and determined the following:	No corps can participate in the project (0 points)
	QUESTION #9: APPLICANT'S PERFORMANCE ON PAST ATP FUNDED PROJECTS (0 TO -10 POINTS) Points may be deducted for poor past performance on an ATP project. Poor past performance includes, but is not limited to, the non-use of the Corps as committed to in a past ATP award or adverse audit findings on a past ATP project that is the fault of the applicant. The Commission will assess the need to deduct points for the failure to deliver any phases of an ATP project programmed in a prior cycle.
	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. Depending on project type, some attachment fields will not be available to the applicant.

Attachment A: Application Signature Page

Attachment_A_-_City_Signed.pdf

Attachment B: Engineer's Checklist

Attachment_B_Engineers_Checklist.pdf

Attachment C: Project Location Map

AttachmentC_ProjectLocation.pdf

Attachment D: Project Layouts/Plans Showing Existing and Proposed Conditions

AttachmentD_Plans.pdf

Attachment E: Photos of Existing Conditions

AttachmentE_ExistingConditionsPhotos_reduced.pdf

Attachment F: Project Estimate

AttachmentF_ProjectEstimate.pdf

Attachment G: Non-Infrastructure Work Plan (Exhibit 25-R)

AttachmentG_NI.pdf

Attachment H: Plan Scope of Work	Not applicable to this application type.

Attachment I: Letters of Support (10 maximum) and Support Documentation

_Attachment_I_Compiled_LOS_Final.pdf

Attachment J: State-Only Funding Request (if applicable)

Attachment K: Additional Attachments

Attachment_K_Final.pdf

Internal Form

Score	n/a
CTC Application ID	5-Salinas, City of-1