

RESOLUTION NO. 5053

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SOLEDAD
APPROVING SUBMITTAL TO THE CALIFORNIA FEDERAL LANDS ACCESS
PROGRAM AN APPLICATION FOR ACCESS PROGRAM FUNDING OF THE
CONSTRUCTION OF THE PINNACLES PARKWAY ROAD PROJECT IN THE
AMOUNT OF \$7,144,000**

WHEREAS, in order to increase safety and relieve traffic congestion, an alternate arterial roadway is needed between the Highway 101 interchanges and the Business Park on the south end of Soledad to SR-146 just outside of the City Limits on Metz Road; and

WHEREAS, The California Federal Lands Access Program has a Call for Projects which will program approximately \$50 - \$75 million from 2015-2019 for projects such as Soledad's Pinnacles Parkway Road project; and

WHEREAS, Yamabe and Horn Engineering, the City's on-call Traffic Engineering consultant, has prepared the California Access Program Project Application; and

WHEREAS, Staff recommends that Council approve submittal of the attached California Access Program Project Application; and

NOW THEREFORE, BE IT HEREBY RESOLVED by the City Council of the City of Soledad, that the City Manager is Authorized and Directed to Execute and Submit a California Access Program Project Application in the Amount of \$7,144,000, a copy of which is attached hereto as Exhibit "A" and by reference incorporated herein, to the Central Federal Lands Highway Division.

PASSED AND ADOPTED by the City Council of the City of Soledad at a special meeting duly held on the 21st of January, 2015, by the following vote:

AYES, and in favor thereof, Councilmembers: Christopher K. Bourke, Richard J. Perez, Patricia D. Stephens, Mayor Pro Tem Alejandro Chavez and Mayor Fred J. Ledesma

NOES, Councilmembers: None.

ABSTAIN, Councilmembers: None.

ABSENT, Councilmembers: None.


FRED J. LEDESMA, Mayor

ATTEST:


ADELA P. GONZALEZ, City Clerk

California Access Program Project Application

Project endorsement can be signed electronically or be printed, signed and submitted electronically.

Applicant Project Endorsement Form - Agency with Title or Maintenance Funding Responsibility

By signing this endorsement form, the signatory certifies:

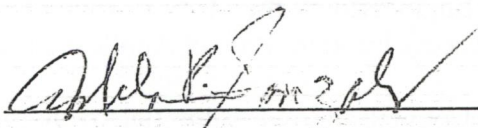
- A) The project provides access to, is adjacent to, or is located within a Federal recreation site or Federal economic generator.
- B) Sufficient maintenance funds will be provided for a period of 20 years or the life of constructed facility, whichever is greater
- C) Funding commitments are, or will be, made available as detailed on page 11 of the California Access Program Project Application
- D) Reimbursable Agreement will be executed with the Applicant within 15 days of project short-list notification

The * denotes a required field.

1. Agency submitting application (must be the transportation facility owner or provides funds for maintenance of existing transportation facility)*: CITY OF SOLEDAD

2. Name of authorized agency official*: ADELA GONZALEZ

3. Title*: CITY MANAGER

4. Signature:  5. Date (MM/DD/YYYY)*: 01/23/2015

6. E-mail*: Adela.Gonzalez@cityofsoledad.com 7. Telephone*: (831) 223-5014 ext. _____

8. Identify any tribal, state, regional, or local plans that have included this project (e.g., Regional Transportation Plan, Capital Improvement Plan, etc.):

Regional Transportation Plan, Soledad General Plan

9. Describe how or why this project is consistent with each approved FLMA plans as applicable (e.g. Forest Land Management Plan, US Fish and Wildlife Regional Transportation plan, etc)*:

This proposed Project is consistent with the current Draft Pinnacles National Monument General Management Plan and Environmental Assessment (GMP/AE), dated October 2012, prepared by National Park Service, US Department of Interior. As stated in the Plan, access to the Park is limited by the amount of available parking. Current parking and facilities cannot accommodate peak levels of visitation. Alternatives for parking and access need to be considered and the appropriate balance between visitor access and the protection of resources needs to be determined. This proposed project will mitigate a significant portion of the current access and parking challenges.

10. Applicant Point-of-Contact (POC) Name*: DONALD T. WILCOX

11. POC Telephone*: (831) 223-5173 ext. _____ 12. POC e-mail*: DWilcox@cityofsoledad.com

Morgan Malley, Transportation Planner
Central Federal Lands Highway Division
12300 West Dakota Ave, Ste 380B, Lakewood, CO 80228
Phone: 720-963-3605 | morgan.malley@dot.gov
Additional information on the Access Program is located at:
www.cflhd.gov/programs/flap/ca

California Access Program Project Application

General Information:

The Programming Decisions Committee (PDC) of the California Federal Lands Access Program will review project applications and rank them based on weighted selection criteria developed by the PDC. The selection criteria are reflective of needs in the state of California and Federal Lands Access Program Implementation Guidance.

It is important to note that the top ranked project is not guaranteed funding and the approved list of projects will be agreed upon by the PDC. Project approval resides with the PDC. The PDC will select a balanced program made up of some large projects with smaller projects used to maximize funding and address critical needs. Access Program funds are eligible for construction, rehabilitation, or reconstruction and are not intended for maintenance (chip seal, potholes, etc.) projects. This Call for Projects will program approximately \$50 - \$75 million from 2015 - 2019 depending on program needs.

California Access Program projects require a minimum non-federal match of 11.47%. For Applicants of proposed projects located within non-MPO Rural Regional Transportation Planning Agency (RTPA) Areas, as identified in the [2013 CA MPO RTPA Areas Map](#), the project is eligible for the use of toll credits in lieu of minimum match. Additionally, for non-State Agency Applicants an *Access Program Resolution* is required from the applicant's Governing Body that must include:

- a) Certification that governing body will provide sufficient maintenance funding for a period of 20 years or the life of constructed facility, whichever is greater.
- b) Commitment that governing body will endorse that funds are or will be made available, and identify timing of availability
- c) Delegated authority to Applicant to authorize execution of maximum \$10,000 Reimbursable Agreement within 15 days of project short-list notification
- d) For Non-MPO Rural RTPA Area Applicants utilizing toll credits in lieu of minimum match, please indicate amount of toll credits requested.

By submission of an application the Applicant is acknowledging the match requirement and indicating that these non-federal funds are available (Project Endorsement Form-page 11). If the project is short-listed, the Applicant will be expected to enter into a maximum \$10,000 Reimbursable Agreement within 15 days for the completion of project scoping by Central Federal Lands that will result in more accurate project scope, schedule and budget. If the PDC and the applicant agree with the project scope and cost, then a subsequent project Reimbursable Agreement will be required within 90 days from approval of funding.

Instructions:

Applications must be received by **January 30, 2015** to be considered.

1. All project applications must be submitted using the California Access Program Project Application form. Complete the project application to the best of your ability. It is the responsibility of the entity proposing a project to supply the necessary information to complete the project application. It is understood that data may not be available for all of the project application questions, but the agency may use anecdotal information as a substitute. If possible, please keep this form as a writable PDF form, this makes it easier to review your application -this can be done by saving your your form as a PDF and attaching it within an e-mail along with all additional attachments. Additional supplemental materials including alternative transportation, endorsement, resolution and support forms can be printed and scanned then attached if necessary. **NOTE: The total of all attachments must not exceed 15MB.** This includes all photos, PDF forms, and other attachments. Using a zip application may help reduce file sizes but it is the responsibility of the sending party to ensure their file has successfully transmitted (not getting stuck in the e-mail "outbox"). A confirmation e-mail regarding receipt of the application will be sent within 3 business days.

2. Complete Project Application, Signature Forms and obtain Letters of Support (FLMA) and Resolution (Governing Body)
3. E-mail your completed application package to cfl.planning@dot.gov

If you are considering this application for your project and would like assistance in completing this form, contact:

Morgan Malley , Transportation Planner
Central Federal Lands Highway Division
12300 West Dakota Ave, Ste 380B, Lakewood, CO 80228
Phone: 720-963-3605 | morgan.malley@dot.gov

Additional information on the Access Program is located at www.cflhd.gov/programs/flap/ca

Project Application Evaluation Checklist:

- The facility title or maintenance responsibility is vested in a State, county, city, tribal, or local government
- Acknowledgement that the project has minimum non-federal required match
- Acknowledgement that facility is located on, is adjacent to, or provides direct access to Federal land(s)
- Signed [Applicant Project Endorsement Form](#)
- Signed [Support Form](#) from applicable Federal Land Management Agency
- Signed Access Program Resolution (non-State Agencies) - Governing body endorses project and delegates authority for use of Reimbursable Agreement

California Access Program Project Application

Project Application Supplemental Material Checklist (check all that apply)

- Project maps included (Site map identifying project termini, Vicinity map identifying regional context) - **attach file at submission**
- Project photos included - **attach 4 - 6 photos in jpeg, gif or png format at submission.**
- Link to a video tour of project limits (optional but strongly encouraged) Video Link Here:
- Supplemental Alternative Transportation Worksheet (alternative projects only) - **attach scanned and completed file at submission**

General Information: Project Identification (fill out all that applies)

Project Name:	<input type="text" value="PINNACLES PARKWAY BY-PASS CONSTRUCTION"/>				
Facility Name:	<input type="text" value="PINNACLES NATIONAL PARK"/>	Local Route #:	<input type="text" value="CA SR-146"/>		
Other (local) Facility Names/Designator (if any):	<input type="text"/>				
Agency with Jurisdiction (authority to control traffic):	<input type="text" value="City of Soledad, California Department of Transportation (Caltrans)"/>				
Government agency that pays the majority of maintenance for the transportation facility:	<input type="text" value="City of Soledad"/>				
Functional Classification:	<input type="text" value="Major Collector"/>	Project is designed to following standard:	<input type="text" value="Local Government"/>		
Termini (mileposts or landmarks) Begin:	<input type="text" value="End of Los Coches Road"/>	Termini (mileposts or landmarks) End:	<input type="text" value="SR-146 / Metz Road"/>		
Termini (latitude / longitude) Begin:	<input type="text" value="36.416482,-121.314577"/>	Termini (latitude / longitude) End:	<input type="text" value="36.425081,-121.306531"/>		
Project Length (miles - ex: 12.34):	<input type="text" value="0.85"/>	Road Width, Existing (feet)	<input type="text" value="0"/>	Road Width, Proposed (feet)	<input type="text" value="48"/>
Posted speed limit of facility:	<input type="text" value="0"/>	Proposed speed limit:	<input type="text" value="4"/>	<input type="text" value="5"/>	

1. Provide a brief summary of the project (stay within space provided):

The proposed project is to extend existing Los Coches Road to SR-146/Metz Road, which will improve the access to the Pinnacles National Park from Soledad as the Western Gateway to the Pinnacles. The existing SR-146 cuts through Soledad downtown area and residential neighborhoods, including two elementary schools and playgrounds. The new road will increase safety and promote wayfinding for the Pinnacles National Park's visitors.

2. Description of project need: summarize the need for this project, what purpose does this project serve (List physical and functional deficiencies, anticipated changes in road use, or known safety problems. Describe consequences and actions that will be taken if Access Program funding is not received.)

Pinnacles National Monument status was recently upgraded to National Park status by legislation signed by President Obama in January 2013. This positive change is anticipated to expose this natural gem to a broader spectrum of visitors on a national and international level. It will likely increase visitation traffic to the Park. SR-146 commences from SR-101 off-ramp within the City of Soledad's city limit as the main access to the western side of Pinnacles National Park. The current alignment of SR-146 routes through the downtown Soledad area, residential neighborhoods, two elementary schools, parks and playgrounds. In addition, many residences have driveways off of this highway. Some of the intersections on this route have been identified as high crash rate sites and the future higher traffic volume will increase the number of accidents along this route. If Access Program funding is not received, severe deterioration to the transportation network will impact the neighborhoods along this route directly and in turn could jeopardize the City's economic viability as a whole.

California Access Program Project Application

3. Description of the proposed work (provide a summary of the work elements required to complete this project)*:

The proposed Pinnacles Parkway construction includes: right-of-way acquisition for the extension of Los Coches Road to tie-in to SR-146 east of the City limit, grading, construction of new road base and asphalt paving, concrete bridge and canal box culverts, conversion of existing private at-grade railroad crossing to public crossing with a 4-quadrant gate system for maximum safety, pedestrian walkway and bicycle paths or lanes. The connection point will be controlled with either a traffic signal system or a roundabout to enhance safety and reduce delays. The City will consult with the National Park Service to study the feasibility of a "Park and Ride" lot adjacent to the new parkway as the Pinnacles National Park currently faces a significant parking shortage problem during major holidays weekends.

4. Key Items of Work (check all that apply):

- | | | |
|---|---|---|
| <input checked="" type="checkbox"/> Paving | <input checked="" type="checkbox"/> Road base or surface Course | <input type="checkbox"/> Major concrete structures |
| <input checked="" type="checkbox"/> Major Culverts | <input checked="" type="checkbox"/> Safety Enhancements | <input checked="" type="checkbox"/> Earthwork |
| <input checked="" type="checkbox"/> Bridges | <input checked="" type="checkbox"/> Minor drainage improvements | <input checked="" type="checkbox"/> Bicycle / Pedestrian facilities |
| <input checked="" type="checkbox"/> Technical Study | <input checked="" type="checkbox"/> Retaining Walls | <input checked="" type="checkbox"/> Transit Facilities |

Other (specify):

Note: Applications that include alternative transportation elements (transit, bicycle, pedestrian, etc), please fill out the supplemental worksheet for alternative transportation, it can be found at: http://www.cflhd.gov/programs/flap/ca/documents/CA_AltTransportWksheet_2014.pdf

5. Right-of-Way Acquisition:

Applicant shall acquire all of right-of-way. All acquisition support costs are non-participating and will be borne by the Applicant. All ROW/ property (acquisition costs) to be part of the project costs should be detailed in the project estimate on page 9.

a) Is right-of-way acquisition required? (yes/no) Yes No If "no" then proceed to Utilities item (#6 on next page)

b) Classification of right-of-way required for project (Extensive = 5 or more owners or Minor = 1-5 owners): Extensive Minor (1-5 owners)

c) Describe how applicant plans to acquire and finance the acquisition support and property acquisition costs:

The proposed alignment lies on private property. The property owner has been actively engaged and supportive of the project. The City will retain a licensed real estate consultant specializing in land acquisition to appraise the land and comply with Federal guidelines to process the right-of-way acquisition. Funding to acquire the needed right-of-way is included in this request application.

d) Estimate how long will it take to acquire right-of-way and describe the key issues and circumstances:

Once the alignment is finalized and construction plans are prepared, the subject acquisition property will be appraised. The appraisal report will be reviewed by a separate independent real estate appraiser to comply with Federal guidelines. It is estimated that this process will take 6-8 months.

The existing land to be acquired is agricultural land planted with grapevines. The property owner has historically shown welcoming interest in proposed development. The key to his full support is transparency in the process.

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6. Utilities: All utility relocation costs must be accounted for by the applicant, whether borne by the applicant or included as project cost. Utility relocation costs estimated by the applicant should be detailed in the project cost estimate including applicant match for utilities.

Identify utilities in the roadway corridor:

There is an existing overhead power line at the end of the proposed roadway alignment where it ties in on Metz Road. The relocation of this power line shall be governed by the selection of the intersection control treatment, i.e. traffic signal or roundabout. Any relocation of the power line should be categorized as a franchise move and the cost of relocation should be borne by PG&E.

Would relocation be required? (yes/no) Yes

Estimate how long will it take to coordinate or relocate utilities? Describe the key issues and circumstances.

Typical coordination time with PG&E to relocate power poles is about 4 months. An early field meeting with PG&E representatives is always a key. The City of Soledad has successfully completed many projects that require PG&E coordination in the past.

Criteria 1 - Access Mobility and Connectivity

1. What FLMAs are accessed by this project? (at least 1 FLMA is required):

Name of FLMA	Site(s) or Major Destinations Accessed	Distance from Project (miles)	Current Annual Visitation (Estimate)
National Park Service, US Department of Interior	Pinnacles National Park	8.5	400,000

2. Describe how the project will improve access to high use FLMA recreational site(s) listed above:

The proposed project will construct a new by-pass route from Highway 101 to the Pinnacles National Park, which will relieve the existing SR-146 route through the Soledad downtown area, residential neighborhoods, City parks and school zone. This project will promote much better and efficient wayfinding for the visitors and at the same time will increase safety for both motorists and residents. Additionally, this new route is going through an established highway commercial area that will service the visitors before embarking on their exciting journey to the newly found Pinnacles National Park gem.

3. Provide any available traffic data from recent counts or other documented sources:

	Current	20-Year Projection	Data Source
Average Daily Traffic (ADT)	3,895	5,134	2014 Soledad Business Park Traffic Impact Study
Seasonal Average Daily Traffic	4,544	5,988	Caltrans, 2007 SR-146 By-Pass Study
Recreation Visitor Days (RVD)	365	365	US National Park Service
% ADT as FLMA visitors / users (ex: 13.5)	28%	37%	2014 Soledad Business Park Traffic Impact Study

Note: If no data (i.e., counts) are available, please estimate range (< 200, 200 - 500, 500 - 1000, > 1000 vehicles per day)

California Access Program Project Application

4. Describe any other means of access to the FLMA site(s), is there an alternate route, what is the detour length if this proposed project route (the route that is a part of this application) is unavailable:

Pinnacles National Park has 2 entrances; the east entrance and the west entrance, which do not currently have a connecting road inside the Park. The eastern district of the Park is located near the east entrance and is accessed via SR-25, which is a 52 mile long detour if this route is unavailable.

For the western district of the Park, if this route is unavailable, the alternative route is to take Metz Road from the south, which is a detour length of approximately 18.5 miles.

5. Describe how the project is addressing parking shortages if applicable:

The Park generally encounters a significant parking shortage problem during peak weekends, which occurs about twelve times a year. On the west side of Pinnacles, Chaparral Station parking typically fills by 10 a.m. with wait time of about one to two hours. When lack of parking causes visitors to wait for a place to park, most visitors leave instead of waiting.

Upon completion of the "Park and Ride" Lot Feasibility Study with full coordination with Pinnacles National Park Management, if feasible, a "Park and Ride" lot will be proposed adjacent to the new road for the visitors to park their vehicles and ride the transit/shuttle system to visit the Park. As this new parkway extends the existing road within an established highway commercial area, visitors could easily find services before they park and ride the transit.

6. To what extent does the project improve or provide linkages to alternative modes? Explain in detail. Alternative mode improvements could include transit, bicycles, pedestrians, equestrians, park-and-rides, etc. Note: This will not apply to all projects.

The proposed project will provide full access to the new "Park and Ride" improvements.

From the field visit, there is an apparent highly-used pedestrian trail from the residential area north of the existing railroad to the aforementioned highway commercial area south of the railroad. The proposed parkway will have a separate pedestrian and bicycle path parallel to the new roadway, which will provide a safer route for the residents. Furthermore, existing Palm Avenue will be extended to tie-in to this new road, which will also promote multi-modal transportation choice and reduce the number of motorized users on the network.

7. What is the anticipated usage for the alternative transportation system? Note: This may not apply to all projects. Applications specifically for alternative transportation facilities should attach the [Supplemental Alternative Transportation Worksheet](#).

The Draft Pinnacles National Monument General Management Plan and Environmental Assessment (GMP/AE) states that one third of the visitors enters the Park from the west side. As there are only 96 parking spaces at the Ranger Station and Visitor Station, plus 75 overflow spaces, the problem of parking shortages might not be solved anytime soon as a parking structure expansion project within the Park would have significant impact to the natural and cultural resources of the Park. It is anticipated that the shorter travel distance from Soledad to the Pinnacles National Park compared to the east side entrance (30 miles from the town of Hollister), combined with the proximity of businesses to provide services, would increase the chance of successful "Park and Ride" and transit/shuttle as the alternative transportation system.

8. Does the project provide for a new transportation mode on the corridor? (yes/no)

Yes

If yes, what modes: Bicycles, transit, pedestrians

California Access Program Project Application

9. Will the project reduce congestion and travel time? (yes/no)

Yes

If yes, describe how:

The extension of Los Coches Road as the new Pinnacles Parkway will shorten the travel time more than 100 seconds/vehicle due to existing intersection control along the existing route and lower travel speed through downtown, residential and school zones. By removing the additional trips resulting from increase Park's visitation from the current route, it will likely reduce the average delays on the intersections and street segments along the route and significantly improve safety.

10. How does the route connect to additional routes serving other FLMA(s)?

There is no other FLMA around the Pinnacles National Park.

Criteria 2 - Economic Development

1. Describe how the project supports economic development at the local, regional, or state level:

The proposed Pinnacles Parkway Construction will prepare the City of Soledad to accommodate the foreseen visitation traffic to the Pinnacles National Park by addressing the existing infrastructure deficiencies, safety, access management, connectivity, job access, land use utilization and other mobility issues on all City streets that will be directly and indirectly impacted by realignment of SR-146. A re-routed SR-146 will have an instant positive impact to the existing businesses along the highway commercial corridor, which are the major tax generators for the City of Soledad. Not only will the new road act as a relief line between the residential areas north of the railroad and the commercial and industrial areas south of the railroad, known as City's Business Park, it will reduce the congestion on the heavily traveled Front Street. Furthermore, the improved transportation network will allow and encourage future development within the business park and sustain the City's economic viability.

On a regional level, the new parkway will help promote the Metz Road segment of the Monterey County Wine Trails by providing better and safer access from SR-101 to Metz Road. The State of California will also benefit from the combination of a safer and better access road, simpler and clearer wayfinding, service-oriented businesses and a transit/shuttle system from the park-and-ride facility will enhance visitors' experience creating a lasting memory for them to revisit and explore the natural and cultural resources that Pinnacles National Park offers.

2. Describe any economic benefit for Federal Lands due to the project (e.g. renewable, non-renewable or recreational resources):

The direct economic benefit for Pinnacles National Park can be realized from 2 angles:

- 1) more direct by-pass route will enhance the experience of travelers which would likely increase the number of visitors to the National Park,
- 2) the construction of the "Park and Ride" Lot and implementing the new transit/shuttle system that will commute the visitors to and from Soledad to the Park, which will accommodate the foreseen increase of the visitation traffic without the negative impacts of infrastructure expansion within the Park.

Criteria 3 - Condition

1. What is the current road condition (using standard pavement condition ratings)?

The existing street segments of SR-146 within City's limit and the corresponding Pavement Condition Index (PCI) are:
 Front Street between Nestles Road and East Street: PCI 79
 East Street between Front Street and Metz Road: PCI 79
 Metz Road between East Street and City Limit (Project's end of termini): PCI 77

2. List structures and sufficiency ratings included in the project, if any:

National Bridge Inventory Structure #	Bridge Length (ft.)	Bridge Width (ft.)	Bridge Area (Sq. Ft)	Bridge Sufficiency Rating

3. Describe how the proposed project would affect annual maintenance and operating costs of the existing transportation facility:

The proposed project will have no adverse impact to the maintenance and operating costs of the existing transportation network as the funding of those operations is based on the traffic volumes on the existing network, and those volumes are projected to increase over time.

4. Describe your current maintenance practices for the existing transportation facility:

The City of Soledad has completed the citywide pavement evaluation and assessment and is in the process of developing a 5-Year Capital Improvement Project (CIP) program, which will list the street segments conditions and plans to perform maintenance work based on the condition and specific index.

This program will be funded with Gas Tax and Regional Surface Transportation Program funds.

Criteria 4 - Safety

1. Describe any known safety risks (e.g. crash sites, inadequate sight distance, roadside hazards, poor vertical / horizontal alignment, hazardous intersections, inadequate lane and shoulder widths, etc) and provide site specific accident data from the last three years:

The intersection of Front Street and East Street is on the existing SR-146 route and has had constant traffic collisions over the years. There were at least 2 recorded accidents each year since 2009. SR-146 is a also truck route. The City has attempted to plan for a by-pass route so the trucks will not have to travel through downtown, residential neighborhoods and school zones. This attempt had not been successful and the City would likely see an increase of truck traffic on SR-146 as there is a pending application for approval of an EIR for Stonewall Quarry. The quarry is projected to generate about 50 daily truck trips carrying rocks to travel on this route. Preliminary review of the truck turning movements on the existing infrastructure will eliminate some downtown parking spaces due to inadequate street width.

2. How will the project correct safety issues noted above? Describe the benefits of the project (ex: if available, include crash reduction factors or benefit / cost to support your answer):

The proposed Project will entirely move the truck traffic and existing and potential future visitation traffic to a more appropriate route that will by-pass the downtown and residential areas. The new road and the existing intersections along the proposed recreational corridor will be constructed and upgraded to current standards, which will reduce the safety risks associated with the increase traffic volumes.

3. Describe how your project improves safety for a wide range of users:

The proposed Project includes construction of a separate pedestrian and bicycle path parallel to the proposed parkway, which will connect the residential areas north of the railroad to the commercial & industrial areas south of the railroad. The railroad has been a physical separator between the residential area and the commercial area, and the visible trail on an existing private property used by residents to cross the railroad is pretty obvious that safer infrastructure is needed.

The shuttle system that will take the Park visitors from the proposed "Park and Ride" lot to the Pinnacles National Park, and return, will reduce the amount of passenger cars on the existing roadway up to the Park. Any reduction of vehicles on this challenging mountainous terrain will improve safety for the road users, as the final 5 miles of SR-146 becomes narrow, winding and shrinking to one lane at some points.

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Criteria 5 - Funding and Cost Estimate

1. Project Cost Estimate: Please provide detailed cost estimate for the proposed project. If one does not exist, use the project cost estimate form below. Check all that apply and fill in amount of appropriate scope items given the unit cost listed after each item. *When applicable, unit cost is based on a two-lane road.*

Use attached detailed cost estimate (please attach with project application). *Use form below if you do not have a detailed cost estimate.*
 Detailed cost estimate: \$

Bridge replacement (use proposed bridge dimensions, add 4R roadway for approach lengths)
 Square Feet (SF) of Bridge (ex: 4,250) x \$250/SF = **\$875,000.00**

** if the project is solely a bridge replacement, include a quantity under Light 4R to cover approach work layout.*

Pulverize and aggregate surfacing (no change in roadway width, 6" aggregate depth)
 Number of Miles (i.e. 12.25): x \$200k/mile = _____

3R (i.e., Pulverize/Pave - no change in roadway width)
 Number of Miles (i.e. 12.25): x \$720k/mile = _____

Light 4R (i.e., Regrade Road Template - 2ft max.change in roadway width)
 Number of Miles (i.e. 12.25) - gravel only: x \$1.2M/mile = _____
 Number of Miles (i.e. 12.25) - asphalt only: x \$1.6M/mile = _____

Medium 4R (i.e., Widening 2-6ft, Minor Wall Work - cut/fill < 6ft)
 Number of Miles (i.e. 12.25): x \$3M/mile = _____

Heavy 4R (i.e., Major Widening, Major Wall Work - widening > 6ft, cut/fill > 10ft, slope stabilization)
 Number of Miles (i.e. 12.25): x \$4.6M/mile = **\$3,910,000.00**

Right of way (acquisition costs only)

Utilities (participating costs only)

Other: Unit Name Unit Count: x Unit Cost = **\$615,000.00**

Preliminary Engineering/Construction Engineering. Use 20% of total cost unless more detailed info. is available

ESTIMATED TOTAL COST OF PROPOSED PROJECT: *(this total used at top of pg. 10)* **\$8,070,000.00**

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ESTIMATED TOTAL COST OF PROPOSED PROJECT: \$8,070,000.00

2. Enter the total funds requested from Federal Lands Access Program: \$7,144,000.00 = 88.53 % *(cannot exceed 88.53%, except where toll credits are permitted and are used)*

3. Project Funds Leveraged: Detail the non-federal match that will be furnished below.

Non-Federal Match Breakdown	Percent (%)	Amount (\$)	Funding Source(s)	Timing of Availability as MM/YYYY (ex: 02/2015)
Minimum Match	11.47	\$925,629.00	Project within Non-MPO Rural RTPA Areas? (yes/no): <input style="width: 50px;" type="text" value="No"/>	
			Use of Toll Credits? (yes/no): <input style="width: 50px;" type="text" value="No"/>	
			Source: <input style="width: 300px;" type="text" value="Local Gas Tax, Transportation Fund"/>	<input style="width: 50px;" type="text" value="07/2015"/>
Over Match		<input style="width: 100px;" type="text"/>	Source: <input style="width: 300px;" type="text"/>	<input style="width: 100px;" type="text"/>
		<input style="width: 100px;" type="text"/>	Source: <input style="width: 300px;" type="text"/>	<input style="width: 100px;" type="text"/>
<i>Note: For all additional sources of non-federal funding not controlled by Applicant, a letter documenting commitment is required.</i>				
TOTAL FUNDS LEVERAGED	11.47	\$925,629.00		

SCORING GUIDANCE:

- a) Projects located in Non-MPO Rural Regional Transportation Planning Agency (RTPA) Areas that use toll credits in lieu of minimum required non-federal match of 11.47%, receive 0 pts.
- b) Projects located in Non-MPO Rural Regional Transportation Planning Agency (RTPA) Areas that do not use toll credits, but instead provide the minimum required non-federal match of 11.47%, receive 1/2 pt. per 2% match.
- c) All projects that provide a non-federal match in excess of the minimum 11.47%, receive 1/2 pt. per 2% overmatch.

Criteria 6 - Natural and Cultural Resources Protection

1. Describe any environmental studies and/or permitting that is completed on this project: *Note: All costs to conduct and complete CEQA and acquire all State regulatory permits will be borne by the Applicant*

At the time of this grant writing, the City is planning to advertise a request for proposals to conduct an environmental study.

2. Identify any known impacts to natural or cultural resources associated with this project (Negative, Positive, None or Unknown):

<input style="width: 100%;" type="text" value="None"/>	Wetlands / Water Resources	<input style="width: 100%;" type="text" value="None"/>	Threatened & Endangered Species
<input style="width: 100%;" type="text" value="None"/>	Sensitive Species	<input style="width: 100%;" type="text" value="None"/>	Other biological resources (fisheries, wildlife, species of concern, etc)
<input style="width: 100%;" type="text" value="None"/>	Wild & Scenic River	<input style="width: 100%;" type="text" value="Positive"/>	Non-attainment areas (air quality)
<input style="width: 100%;" type="text" value="None"/>	Historic & archaeological resources	<input style="width: 100%;" type="text" value="None"/>	Native American areas / concerns
<input style="width: 100%;" type="text" value="None"/>	Wilderness or roadless areas	<input style="width: 100%;" type="text" value="Positive"/>	Parks & recreations ares / wildlife refuge (Section 4(f)/6(f))
<input style="width: 100%;" type="text" value="None"/>	Hazardous materials	<input style="width: 100%;" type="text" value="Positive"/>	Dust or particulate matter
<input style="width: 100%;" type="text" value="Positive"/>	Air, noise, and/or visual impacts (list)		
<input style="width: 100%;" type="text"/>	Other, please explain		

California Access Program Project Application

3. Describe how the project does the following:

(a) Protects or restores natural, cultural and historic resources:

The proposed "Park and Ride" and shuttle system would help to mitigate the need for parking facility expansion. By doing so, this project would help to protect the natural, cultural and historic resources of Pinnacles National Park.

(b) Enhances wildlife connectivity and habitats:

Not applicable

Please provide details of any issues or comments regarding the use of this form. This will assist Central Federal Lands in improving the application process.

The current version of this form has improved from the previous version.

Please save your form as PDF and e-mail your completed form to
cfl.planning@dot.gov

Check that all fields have been completed and that all your work has saved properly prior to e-mailing your application.

Attach all additional files (maximum total for all files is 15MB).
Include all photos, maps and forms requiring signatures (check the checklist you completed on page 1)

Save a copy for your records.

You should receive confirmation of receipt of your submission within 3 work days.
Check your e-mail's sent box to ensure that your file was sent. Larger files may take longer to send.

Use the subject: CA FLAP APP <PROJECT NAME>
Example: "CA FLAP APP ROUTE XYZ REBUILD"

California Access Program Project Application

This form can be signed and submitted electronically or be printed, signed, scanned and submitted electronically.

Letters of support are highly recommended in addition to this signature page.

Support Form - Acknowledgement of Coordination with Federal Land Management Agency

By signing this support form, the FLMA representative certifies that the projects provide access to, is adjacent to, or are located within a Federal recreation site or Federal economic generator. *The * denotes a required field.*

1. Federal Land Management Agency (FLMA) supporting project*: National Park Service, Pinnacles National Park

2. Name of FLMA representative*: Karen Beppler-Dorn

3. Title*: Superintendent

4. Signature: KAREN DORN

Digitally signed by KAREN DORN
DN: c=US, o=U.S. Government, ou=Department
of the Interior, ou=National Park Service,
cn=KAREN DORN,
0.9.2242.18200200.100.1.1=14001001326044
Date: 2015.01.28 11:30:15 -08'00'

5. Date (MM/DD/YYYY)*:

0	1	/	2	8	/	2	0	1	5
---	---	---	---	---	---	---	---	---	---

6. E-mail*: karen_beppler-dorn@nps.gov 7. Telephone*: (831)389-4486 ext. 233

8. Comments on the proposed project:

Please see attached supporting document.

9. FLMA Point-of-Contact (POC) Name*: Karen Beppler-Dorn

10. POC Telephone*: (831) 389-4486 ext. _____ 11. POC e-mail*: karen_beppler-dorn@nps.gov

Morgan Malley, Transportation Planner
Central Federal Lands Highway Division
12300 West Dakota Ave, Ste 380B, Lakewood, CO 80228
Phone: 720-963-3605 | morgan.malley@dot.gov
Additional information on the Access Program is located at:
www.cflhd.gov/programs/flap/ca



United States Department of the Interior

NATIONAL PARK SERVICE
Pinnacles National Park
5000 Highway 146
Paicines, California 95043-9770

IN REPLY REFER TO:

January 27, 2015

Morgan Malley, Transportation Planner
Central Federal Lands Highway Division
12300 West Dakota Avenue, Ste 380B
Lakewood, CO 80228

Dear Mr. Malley:

This letter confirms that the proposed "Pinnacles Parkway" to be constructed in Soledad, CA would provide access to Pinnacles National Park.

This project is in alignment with the park's Draft General Management Plan, which directs park managers to explore providing visitor shuttle services. In addition, the plan directs managers to work with local communities to find ways to extend learning opportunities beyond park boundaries.

City of Soledad officials have already completed initial planning of this proposed access route, began discussing the project with me in the summer of 2012, and remain in regular communication with park officials regarding this and other park "gateway" opportunities. It is my understanding that the proposed goals of this project would benefit park visitors by providing a more direct and safer route of travel.

If you have any additional questions or concerns, please feel free to contact me at (831)389-4486, ext. 233.

Sincerely,

Karen Bepler-Dom
Superintendent



SOLEDAD UNIFIED SCHOOL DISTRICT

Rupi Boyd, Ed. D., Superintendent

"Education for Life"

Soledad High School
425 Gabilan Drive
Soledad, CA 93960
(831) 678-6400

Community Education Center
690 Main Street
Soledad, CA 93960
(831) 678-6300

Main Street Middle School
441 Main Street
Soledad, CA 93960
(831) 678-6460

K-6

ELEMENTARY SCHOOLS

Gabilan School
330 N. Walker Drive
Soledad, CA 93960
(831) 678-6440

Rose Ferrero School
400 Entrada Drive
Soledad, CA 93960
(831) 678-6480

San Vicente School
1300 Metz Road
Soledad, CA 93960
(831) 678-6420

Frank Ledesma School
973 Vista de Soledad
Soledad, CA 93960
(831) 678-6320

Jack Franscioni School
779 Orchard Lane
Soledad, CA 93960
(831) 678-6340

January 16, 2015

Morgan Malley, Transportation Planner
Central Federal Lands Highway Division
12300 West Dakota Avenue, Ste 380B
Lakewood, CO 80228

Dear Morgan Malley,

The Soledad Unified School District is proud to support the City of Soledad's application to the Federal Lands Access Program to strengthen the road connection between the City of Soledad and the Pinnacles, our Nation's 59th and newest National Park.

Since the legislation was recently signed by President Barack Obama on January 10, 2013, enthusiasm surrounding the Pinnacles has increased as many people locally and beyond who otherwise would not have had reason to visit this treasure are making a point to visit Pinnacles National Park. While the increased awareness of the Pinnacles has provided new opportunities for the public to enjoy the natural wonders of America, the surrounding communities face the daily challenges that come with increased demands for services, and significant increased traffic on the route to the Pinnacles. After leaving the freeway at U.S. Route 101, existing California State Route 146 is a challenging drive for first-time visitors to travel as it is a primarily residential route and passes directly in front of two City parks and two elementary school campuses that experience heavy pedestrian use during peak school hours.

To improve access to Pinnacles National Park, the City of Soledad is promoting a project to extend Los Coches Drive as the new access road to SR 146/Metz Road. This new "Pinnacles Parkway" project will increase economic opportunities in the heaviest commercial corridor in Soledad, and by diverting traffic from homes and schools will increase safety for all motorists and pedestrians traveling through this important corridor. We support the construction of a 2-lane roadway with bike lanes and pedestrian facilities while utilizing the existing at-grade railroad crossing and incorporating a new canal bridge structure.

As we all know, identifying and securing funding for road construction projects is a lengthy process. It is difficult to respond quickly when a major event, such as the designation of Pinnacles National Park, significantly impacts traffic on our roads. Given the limited time the region has had to react to the increased traffic brought as a result of the Pinnacles National Park designation, the Federal Lands Access Program is a valuable program that will offer the City of Soledad the opportunity to make these much needed improvements in a timely manner.

Sincerely,

Dr. Rupi K. Boyd, Superintendent

DISTRICT OFFICE

1261 Metz Rd., P.O. Box 186, Soledad, California 93960 (831) 678-3987 Fax: (831) 678-2866

MONTEREY COUNTY



BOARD OF SUPERVISORS ■ 168 West Alisal Street, 3rd Floor, Salinas, CA 93901
SIMÓN SALINAS, SUPERVISOR ■ District Three ■ Chief of Staff, Christopher M. Lopez
Telephone: (831) 755-5033 ■ Fax: (831) 796-3022 ■ District3@co.monterey.ca.us

January 20, 2015

Morgan Malley, Transportation Planner
Central Federal Lands Highway Division
12300 West Dakota Avenue, Ste 380B
Lakewood, CO 80228

Dear Morgan Malley,

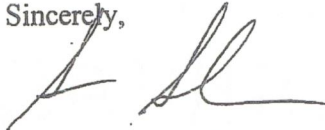
As Monterey County Supervisor for District 3, I fully support the City of Soledad's application to the Federal Lands Access Program. Receiving this grant would strengthen the connection between the City of Soledad and the Pinnacles, our Nation's 59th and newest National Park.

Since the status elevation of the Pinnacles to national park by President Barack Obama on January 10, 2013, enthusiasm surrounding the Pinnacles has increased as many people locally and beyond who otherwise would not have had reason to visit this treasure are making a point to visit Pinnacles National Park. While the increased awareness of the Pinnacles has provided new opportunities for the public to enjoy the natural wonders of America, the surrounding communities face the daily challenges that come with increased demands for services and infrastructure, and significant increased traffic on the route to the Pinnacles. After leaving the freeway at U.S. Route 101, existing California State Route 146 is a challenging drive for first-time visitors to travel, as it is a primarily residential route, and passes directly in front of two City parks and two elementary school campuses that experience heavy pedestrian use during peak school hours.

To improve access to Pinnacles National Park, the City of Soledad is promoting a project to extend Los Coches Drive as the new access road to SR 146/Metz Road. This new "Pinnacles Parkway" project will increase economic opportunities in the heaviest commercial corridor in Soledad, and by diverting traffic from homes and schools, will increase safety for all motorists and pedestrians traveling through this important corridor. We support the construction of a 2-lane roadway with bike lanes and pedestrian facilities while utilizing the existing at-grade railroad crossing, incorporating a new canal bridge structure.

As we all know, identifying and securing funding for road construction projects can be a lengthy process. It is difficult for local governments to respond quickly when a major event, such as the elevation of designation for Pinnacles National Park, significantly impacts traffic on our roads. Given the limited time our region has had to react to the increased traffic brought as a result of the Pinnacles National Park designation, the Federal Lands Access Program is a valuable program that will offer the City of Soledad the opportunity to make these much needed improvements in a timely manner.

Sincerely,



Simón Salinas, Chair
Monterey County Board of Supervisors

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0030
(916) 319-2030
FAX (916) 319-2130

DISTRICT OFFICE
100 WEST ALISAL STREET, SUITE 134
SALINAS, CA 93901
(831) 759-8676
FAX (831) 759-2961

E-MAIL
Assemblymember.Alejo@assembly.ca.gov

Assembly California Legislature



LUIS A. ALEJO
ASSEMBLYMEMBER, THIRTIETH DISTRICT

COMMITTEES
CHAIR: ENVIRONMENTAL SAFETY AND
TOXIC MATERIALS
LOCAL GOVERNMENT
JUDICIARY
LABOR AND EMPLOYMENT

January 21, 2015

Morgan Malley, Transportation Planner
Central Federal Lands Highway Division
12300 West Dakota Avenue, Ste 380B
Lakewood, CO 80228

Dear Morgan Malley,

As the representative for California Assembly District 30, I would like to extend my strong support to the City of Soledad's application to the Federal Lands Access Program to strengthen the road connection between the City of Soledad and the Pinnacles, our Nation's 59th and newest National Park.

Since the legislation was recently signed by President Barack Obama on January 10, 2013, enthusiasm surrounding the Pinnacles has increased as many people locally and beyond who otherwise would not have had reason to visit this treasure are making a point to visit Pinnacles National Park. While the increased awareness of the Pinnacles has provided new opportunities for the public to enjoy the natural wonders of America, the surrounding communities face the daily challenges that come with increased demands for services, and significant increased traffic in route to the Pinnacles. As you leave the freeway at U.S. Route 101, existing California State Route 146 is a challenging drive for first-time visitors to travel as it is a primarily residential route and passes directly in front of two City parks and two elementary school campuses that experience heavy pedestrian use during peak school hours.

To improve access to Pinnacles National Park, the City of Soledad is promoting a project to extend Los Coches Drive as the new access road to SR 146/Metz Road. This new "Pinnacles Parkway" project will increase economic opportunities in the heaviest commercial corridor in Soledad, and by diverting traffic from homes and schools will increase safety for all motorists and pedestrians traveling through this important corridor. I support the construction of a 2-lane roadway with bike lanes and pedestrian facilities while utilizing the existing at-grade railroad crossing and incorporating a new canal bridge structure.

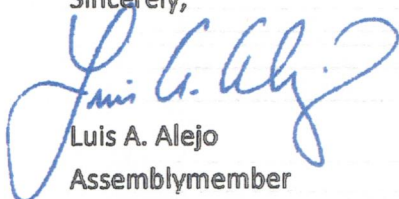


Printed on Recycled Paper

As we all know, identifying and securing funding for road construction projects can be a lengthy process. It is difficult to respond quickly when a major event, such as the designation of Pinnacles National Park, significantly impacts traffic on our roads. Given the limited time the region has had to react to the increased traffic brought as a result of the Pinnacles National Park designation, the Federal Lands Access Program is a valuable program that will offer the City of Soledad the opportunity to make these much needed improvements in a timely manner.

If you have any questions, please do not hesitate to contact me at my District Office at 831-759-8676 or via email at Assemblymember.Alejo@asm.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Luis A. Alejo". The signature is stylized and fluid, written over the printed name.

Luis A. Alejo
Assemblymember
District 30

STATE CAPITOL
SACRAMENTO, CA 95814
(916) 651-4012

918 15TH STREET
MODESTO, CA 95354
(209) 577-6592

1640 N STREET
SUITE 210
MERCED, CA 95340
(209) 726-5495

369 MAIN STREET
SUITE 208
SALINAS, CA 93901
(831) 769-8040

California State Senate

SENATOR
ANTHONY CANNELLA
TWELFTH SENATE DISTRICT



COMMITTEES
AGRICULTURE
VICE-CHAIR
NATURAL
RESOURCES & WATER
VICE-CHAIR
GOVERNMENTAL
ORGANIZATION
ENERGY, UTILITIES &
COMMUNICATIONS
TRANSPORTATION &
HOUSING

January 23, 2015

Morgan Malley, Transportation Planner
Central Federal Lands Highway Division
12300 West Dakota Avenue, Ste 380B
Lakewood, CO 80228

Re: Support for the City of Soledad's application to the Federal Lands Access Program

Dear Morgan Malley,

This Letter is in support of the City of Soledad's application to the Federal Lands Access Program to strengthen the road connection between the City of Soledad and the Pinnacles, our Nation's 59th and newest National Park.

Since the legislation was recently signed by President Barack Obama on January 10, 2013, enthusiasm surrounding the Pinnacles has increased as many people locally and beyond who otherwise would not have had reason to visit this treasure are making a point to visit Pinnacles National Park. While the increased awareness of the Pinnacles has provided new opportunities for the public to enjoy the natural wonders of America, the surrounding communities face the daily challenges that come with increased demands for services, and significant increased traffic on the route to the Pinnacles. After leaving the freeway at U.S. Route 101, existing California State Route 146 is a challenging drive for first-time visitors to travel as it is a primarily residential route and passes directly in front of two City parks and two elementary school campuses, that experience heavy pedestrian use during peak school hours.

To improve access to Pinnacles National Park, the City of Soledad is promoting a project to extend Los Coches Drive as the new access road to SR 146/Metz Road. This new "Pinnacles Parkway" project will increase economic opportunities in the heaviest commercial corridor in Soledad, and by diverting traffic from homes and schools will increase safety for all motorists and pedestrians traveling through this important corridor. We support the construction of a 2-lane roadway with bike lanes and pedestrian facilities while utilizing the existing at-grade railroad crossing and incorporating a new canal bridge structure.

This project is needed within the community to improve access to Pinnacles National Park, the City of Soledad and I respectfully ask that you give all due consideration to City of Soledad's application to the Federal Lands Access Program.
Thank you for your time and consideration.

Sincerely,



ANTHONY CANNELLA
Senator, 12th District

AC:hc

Supplemental Alternative Transportation Worksheet

Alternative Transportation Worksheet can be completed electronically or be printed, signed and submitted electronically.

General Information:

This worksheet was created to provide supplemental information on alternative transportation projects applying for Federal Lands Access Program (Access Program) funds. The application still needs to be completed - this worksheet is only supplemental.

Alternative transportation project eligibility includes provisions for pedestrians and bicycles and transit operations and maintenance. To be eligible, the transit service or alternative transportation facility must be located on, adjacent to, or provide access to Federal lands for which the title or maintenance responsibility is vested in a State, tribe or local government.

All Alternative Transportation Projects:

A. Project Identification (fill out what is applicable)

1. Federal Land Management Area (FLMA) site(s) accessed:

Federal Land Management Area (FLMA) site(s) accessed:	Number of daily visitors to site(s) PEAK SEASON	Number of daily visitors to site(s) OFF-PEAK SEASON	Average number of vehicles to site(s) per day PEAK SEASON	Average number of vehicles to site(s) per day OFF-PEAK SEASON
Pinnacles National Park	1,930	830	590	110

2. Define (if applicable) when "peak" and "off-peak" visitation occurs:

The typical peak periods of visitation at Pinnacles are during the spring months of March through May when temperatures are cooler, streams are flowing, and long hikes in the back country become more desirable. In addition, by March, visitors see and photograph many annual wildflowers that brighten the landscape. The summer (off-peak) brings much higher temperatures, which reduces the amount of visitation and visitors' length of stay in the monument.

3. Current Level of Service (LOS) at peak visitation:

LOS C during PM peak hour per 2014 Soledad Business Park Traffic Impact Study.

4. Current carrying capacity of existing road(s) (if known):

1,170 vehicles/hour for peak hour.

5. What percent of carrying capacity is the unit operating at during peak periods:

50%.

6. Discuss any off/on-site parking shortages during peak visitation and location:

On the west side of Pinnacles, the Chaparral parking typically fills by 10 a.m. during peak weekends and there are generally four to six times a year all parking is filled with wait times typically lasting one to two hours. Whenever there becomes a time visitors must wait to enter the monument for a place to park, most visitors leave instead of waiting. Including the overflow, the total parking space for West Pinnacles is only 171. However, the Park cannot simply build more parking areas as it will have significant impact to the natural and cultural resources.

Supplemental Alternative Transportation Worksheet

B. Transit Projects Only:

1. Discuss any off/on-site parking shortages during peak visitation and location:

On the west side of Pinnacles, the Chaparral parking typically fills by 10 a.m. during peak weekends and there are generally four to six times a year all parking is filled with wait times typically lasting one to two hours. Whenever there becomes a time visitors must wait to enter the monument for a place to park, most visitors leave instead of waiting.

2. Days of the week: Sunday Monday Tuesday Wednesday Thursday Friday Saturday

3. From: 7 a.m. to 8 p.m

4. Describe the transit route(s) (miles served, number of stops, service hours):

The route will start at the proposed Park-n-Ride in Soledad and end at the West Pinnacles Visitor Contact Station. Length of 10 miles with 0 stop. The shuttle should start at 7 a.m. to service the early visitors and hikers. The last shuttle should be around 3 p.m. during late winter and fall months and adjusted to 6 p.m. during peak season in May.

5. Describe current and proposed ridership estimates (daily and annually):

Peak Season Estimated daily ridership of 800-900 per day on Saturday and Sunday.

Off-Peak Season Estimated daily ridership of 300-400 per day average

6. Describe any variability in service operations:

There could be an option to extend the service during peak season to have another pick-up/drop off location in a more populated adjacent city, i.e. Salinas.

7. What revenue will be collected to support the service (describe fare pricing, discounts, pass programs, etc.):

Single fare is estimated at \$2.00/person and discount would be given to children seniors and veterans. Annual pass could be offered at \$19, with the total of less than \$100 when combined with the annual pass for all US National Park at \$80.

8. Describe the number, type, and age of current fleet;

Does not exist.

9. Describe the service area of the proposed transit system:

The service area is proposed to cover the City of Soledad and the West Pinnacles National Park.

10. Describe any marketing, wayfinding, or other information that will be disseminated to promote the usage transit:

The City of Soledad had recently completed the installation of citywide Wayfinding signs. Also, a new Visitors Center is opening soon to provide great information to the visitors. The City is continuously marketing the Pinnacles National Park through all possible channels, including Chamber of Commerce and its affiliates, and as far as working with Assemblymember Alejo's office to designate the adjacent segment of US 101 as "Gateway to the Pinnacles". The legislation ACR-67 was passed last year and highway memorial signs have been erected on US 101 to dedicate that segment as the true gateway to the Pinnacles.

11. Please attach any service agreement between the applicant and the applicable FLMA

12. Attach a detailed cost estimate with information on the amount of funds requested by type and year.

Supplemental Alternative Transportation Worksheet

Non-Motorized Projects Only

1. Describe the length, width, and surface type for the bicycle and/or pedestrian infrastructure:

The proposed Pinnacles Parkway will span for 4,500 feet, with Class I bicycle and pedestrian trail for that entire length. The trail will be 10 feet wide and will be constructed of asphalt concrete, except at the railroad overcrossing structure, where it will be constructed of portland cement concrete.

2. How many non-motorized (bike, pedestrian, equestrian, etc.) users currently access the FLMA unit(s):

Park staff estimated at 10 bicyclist per day

3. How many bicycle or pedestrian users will access the FLMA unit(s):

The short ride to the West Gate is decent which is projected to increase the bicycle traffic at 20 bicyclist per day

4. Describe any marketing, wayfinding, or other information that will be disseminated to promote the usage of the facility:

The City of Soledad has recently implemented the Citywide Wayfinding Program by installing the attractive custom-made wayfinding signs throughout the town. The City has also worked with the Assemblymember office to designate the segment of US-101 adjacent to the City as Gateway to the Pinnacles highway. The memorial designation signs have been installed as well. Other marketing efforts are continuously pursued and implemented by the City force in conjunction with local community groups and Chamber of Commerce.

5. Describe how the project connects to existing facilities:

The proposed Project will connect the 2 isolated yet productive parts of the city to the existing SR-146 that will promote better circulation and safer operations. The eastern part of the city consists mostly residential and school zones. The southern part of the city is mainly commercial and industrial areas. It is connected by a 2-lane roadway on the southwestern side, which is projected to fail in near future or sooner if a development with considerable amount of trips generation. The proposed Project will not only act as the relief line to the transportation network, but more importantly a by-pass line for the Park visitors from US-101 to SR-146 in a safer and more efficient manner.

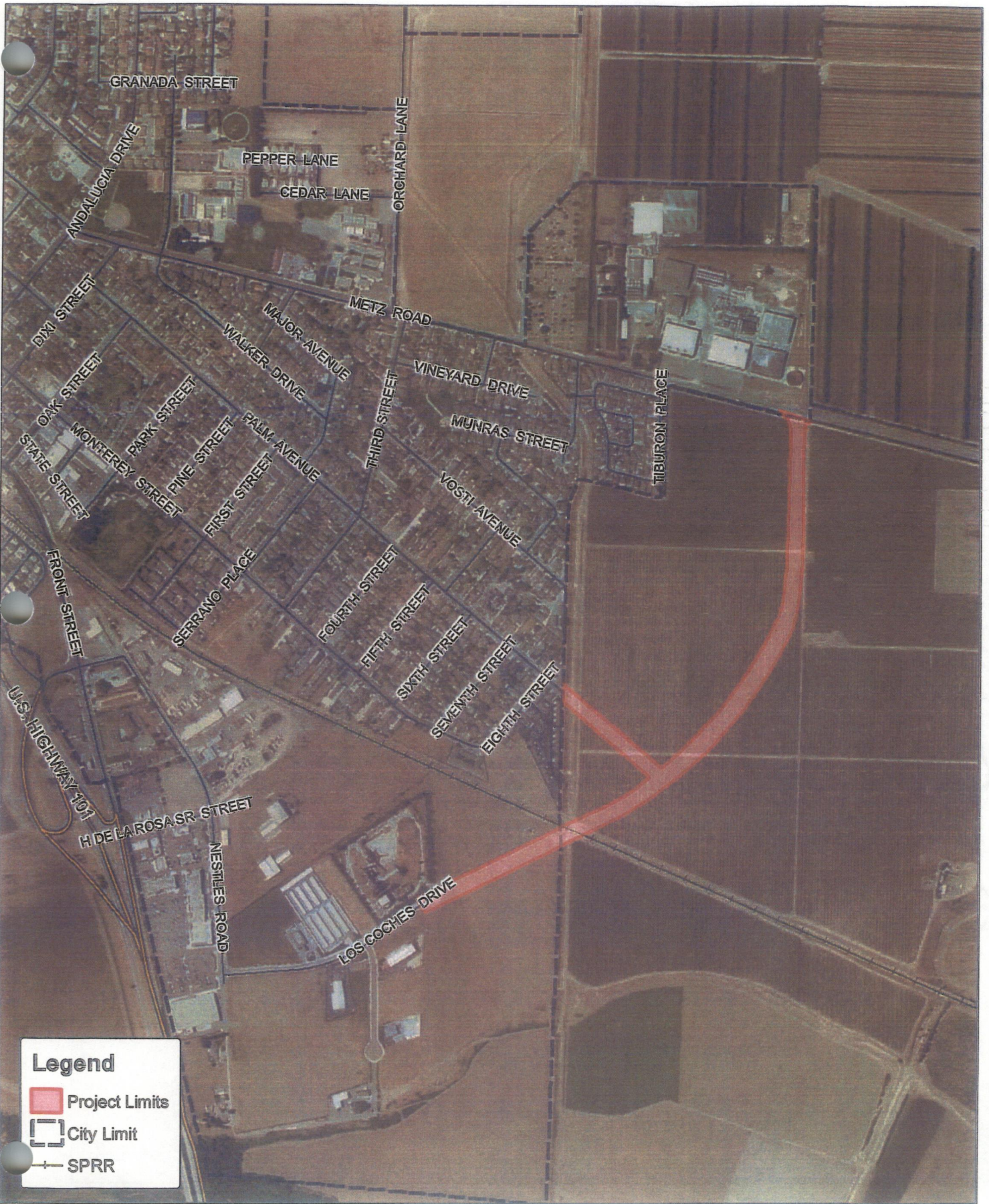
Figure 1 - Vicinity Map



1 in = 7 miles



Figure 2 - Project Area Map

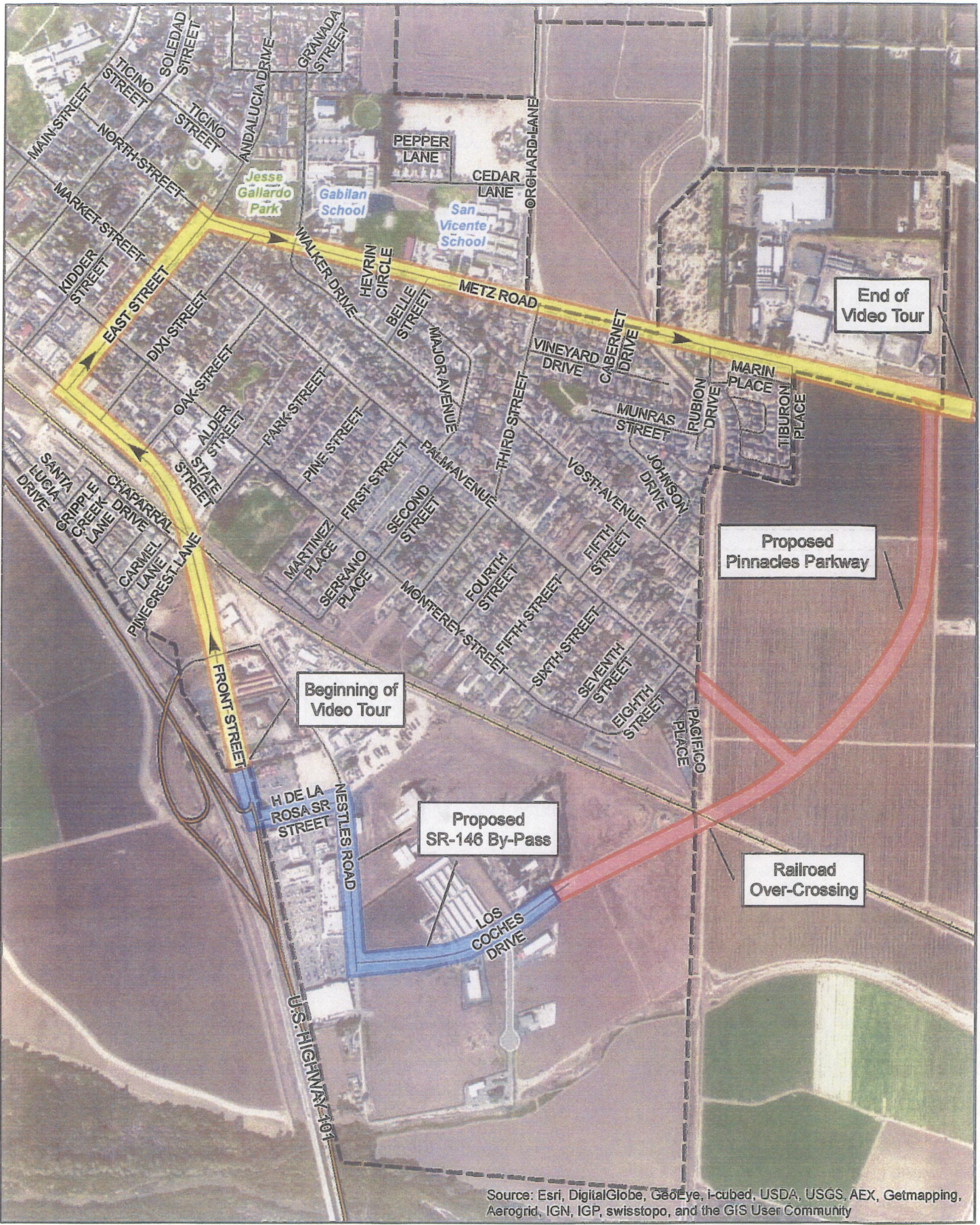


Legend

-  Project Limits
-  City Limit
-  SPRR

1 inch = 800 feet



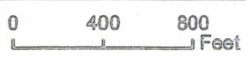


Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Document Path: F:\2014\14-333\GIS\14-333_Project_Area.mxd



Video Route
 Proposed By-Pass
 Project Limits
 City Limit
 SPRR

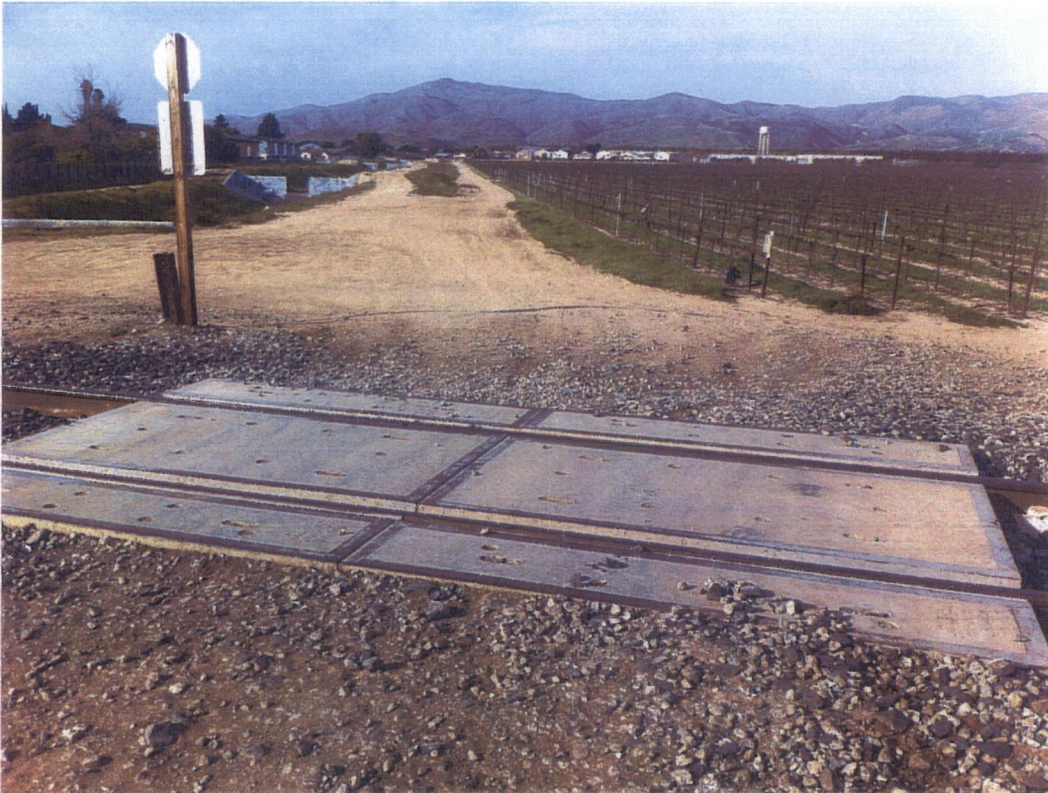


Video Route & Project Area

Yamabe & Horn
Engineering, Inc.



PROJECT PHOTOS



Picture 1: Existing private at-grade railroad crossing to be converted to public crossing



Picture 2: Existing culvert to be replaced with standard concrete bridge

PROJECT PHOTOS

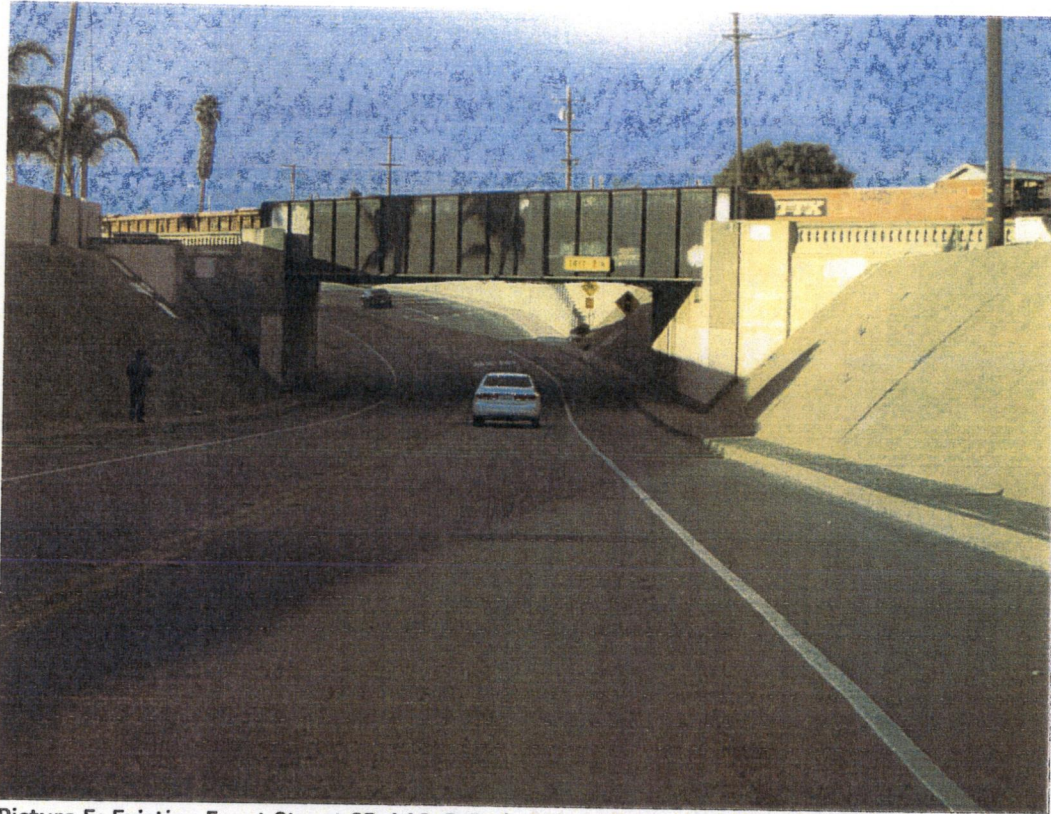


Picture 3: Existing private property and dirt road where the future parkway is proposed

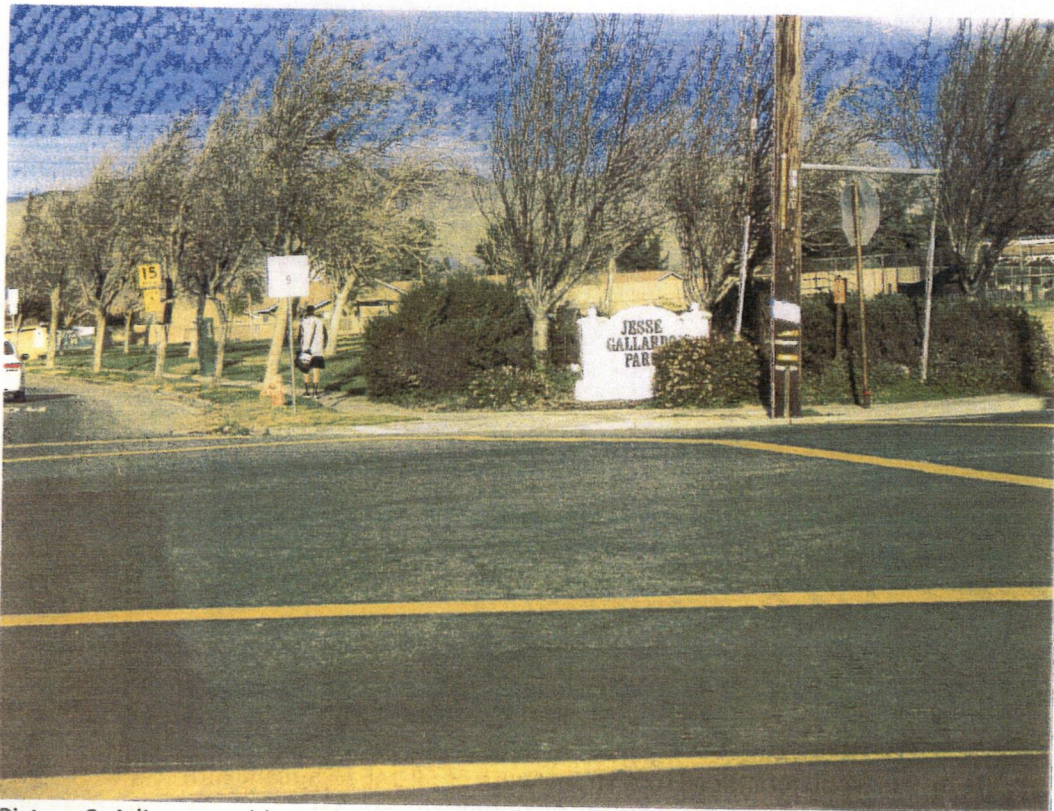


Picture 4: Apparent pedestrian trail on private property used by residents crossing the railroad to access the commercial area south of the railroad

PROJECT PHOTOS



Picture 5: Existing Front Street SR-146 @ Railroad Undercrossing is the bottleneck of the transportation network which will lower the quality of Park visitors' experience



Picture 6: Adjacent public park along the SR-146 that bisects the City of Soledad

PROJECT PHOTOS



Picture 7: Two elementary schools adjacent to Metz Rd SR-146



Picture 8: An appropriate by-pass route exists on Front Street south of SR-146 alignment with commercial zone to provide services to Park visitors for great start of journey ahead