

ACTIVE TRANSPORTATION PROGRAM CYCLE 1

APPLICATION Part 1 (Includes Sections I, V, VI, VII, VIII & XI)

Please read the Application Instructions at
<http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html>
prior to filling out this application

Project name:

Shasta Safe Routes to School

For Caltrans use only: TAP STP RTP SRTS SRTS-NI SHA
 DAC Non-DAC Plan

TABLE OF CONTENTS

| | |
|---|----|
| <i>I. General Information</i> | 2 |
| <i>II. Project Information</i> | 8 |
| <i>III. Screening Criteria</i> | 10 |
| <i>IV. Narrative Questions: Q1 – Q8</i> | 12 |
| <i>V. Project Programming Request</i> | 28 |
| <i>VI. Additional Information</i> | 29 |
| <i>VII. Non-Infrastructure Schedule Information</i> | 30 |
| <i>VIII. Application Signatures</i> | 31 |
| <i>IX. Additional Attachments</i> | 32 |
| Shasta Regional Transportation Agency Approved Plans | 33 |
| Public Participation Process Documentation | 34 |
| Letters of Support | |
| Anderson Police Department | 35 |
| City of Anderson | 36 |
| City of Redding | 37 |
| Cascade Union Elementary School District | 38 |
| Fall River Joint Unified School District | 39 |
| Gateway Unified School District | 40 |
| Redding School District | 41 |
| Shasta Union High School District | 42 |
| Healthy Shasta | 43 |
| Shasta Regional Transportation Agency | 44 |
| Maps | |
| Map of California Counties | 45 |
| Map of Shasta County Schools and Districts | 46 |
| Map of Safe Routes to School Collision Map – Enterprise | 47 |
| Map of Safe Routes to School Collision Map – Shasta High School | 48 |
| X. Shasta Safe Routes to School Photos | 50 |
| XI. CCC Communication | 51 |

Project name: Shasta Safe Routes to School

I. GENERAL INFORMATION-continued

Sub-Project Type (Select all that apply)

21. Develop a Plan in a Disadvantaged Community (select the type(s) of plan(s) to be developed)
 Bicycle Plan Safe Routes to School Plan Pedestrian Plan
 Active Transportation Plan

(If applying for an Active Transportation Plan- check any of the following plans that your agency already has):

- Bike plan Pedestrian plan Safe Routes to School plan ATP plan

22. Bicycle and/or Pedestrian infrastructure
Bicycle only: Class I Class II Class III
Ped/Other: Sidewalk Crossing Improvement Multi-use facility

Other:

23. Non-Infrastructure (Non SRTS)
24. Recreational Trails*- Trail Acquisition
25. Safe routes to school- Infrastructure Non-Infrastructure

***Please see additional Recreational Trails instructions before proceeding**

If SRTS is selected, provide the following information

26. SCHOOL NAME & ADDRESS:

Shasta High; 2500 Eureka Way, Redding, CA 96001

27. SCHOOL DISTRICT NAME & ADDRESS:

Shasta Union High School District, 2200 Eureka Way, Redding, CA 96001

| | | |
|--|--|---|
| 28. County-District-School Code (CDS) 4570136 | 29. Total Student Enrollment 1,497 | 30. Percentage of students eligible for free or reduced meal programs ** 33.60 |
| 31. Percentage of students that currently walk or bike to school 7% | 32. Approximate # of students living along school route proposed for improvement | 33. Project distance from primary or middle school NA |

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

- Click here if the project involves more than one school; attach the remaining school information including school official signature and person to contact, if different, on a separate page

| | | |
|--|--|---|
| School Name & Address: Anderson Heights Elementary; 1530 Spruce St, Anderson, CA 96007 | | |
| School District Name & Address: Cascade Union Elementary, 1645 Mill St, Anderson, CA 96007 | | |
| County-District-Code (CDS): 4569914 | Total Student Enrollment: 292 | Percentage of students eligible for free or reduced meal program: 240 (82.2%) |
| Percentage of students that currently walk or bike to school: 12% | Approximate # of students living along school route proposed for improvement: NA | Project distance from primary or middle school: NA |

| | | |
|--|--|---|
| School Name & Address: Anderson Middle; 1646 Ferry St, Anderson, CA 96007 | | |
| School District Name & Address: Cascade Union Elementary, 1645 Mill St, Anderson, CA 96007 | | |
| County-District-Code (CDS): 4569914 | Total Student Enrollment: 540 | Percentage of students eligible for free or reduced meal program: 447 (82.9%) |
| Percentage of students that currently walk or bike to school: 7% | Approximate # of students living along school route proposed for improvement: NA | Project distance from primary or middle school: NA |

| | | |
|---|---|---|
| School Name & Address: Meadow Lane Elementary; 2770 Balls Ferry Road Anderson, CA 96007 | | |
| School District Name & Address: Cascade Union Elementary | | |
| County-District-Code (CDS): 4569914 | Total Student Enrollment: 450 | Percentage of students eligible for free or reduced meal program: 364 (86.1%) |
| Percentage of students that currently walk or bike to school: | Approximate # of students living along school route proposed for | Project distance from primary or middle school: NA |

| | | |
|----|-----------------|--|
| 3% | improvement: NA | |
|----|-----------------|--|

| | | |
|---|--|---|
| School Name & Address: Bonny View Elementary; 5080 Bidwell Rd, Redding 96001 | | |
| School District Name & Address: Redding School District, 5885 E Bonnyview Rd, Redding, CA 96001 | | |
| County-District-Code (CDS): 4570110 | Total Student Enrollment: 286 | Percentage of students eligible for free or reduced meal program: 181 (64.6%) |
| Percentage of students that currently walk or bike to school: 5% | Approximate # of students living along school route proposed for improvement: NA | Project distance from primary or middle school: NA |

| | | |
|---|--|---|
| School Name & Address: Cypress Elementary; 2150 Civic Center Dr, Redding, CA 96001 | | |
| School District Name & Address: Redding School District, 5885 E Bonnyview Rd, Redding, CA 96001 | | |
| County-District-Code (CDS): 4570110 | Total Student Enrollment: 252 | Percentage of students eligible for free or reduced meal program: 213 (85.9%) |
| Percentage of students that currently walk or bike to school: 14% | Approximate # of students living along school route proposed for improvement: NA | Project distance from primary or middle school: NA |

| | | |
|---|---|---|
| School Name & Address: Juniper; 375 Ellis St, Redding, CA 96001 | | |
| School District Name & Address: Redding School District, 5885 E Bonnyview Rd, Redding, CA 96001 | | |
| County-District-Code (CDS): 4570110 | Total Student Enrollment: 225 | Percentage of students eligible for free or reduced meal program: 186 (83.4%) |

| | | |
|---|--|--|
| Percentage of students that currently walk or bike to school: 10% | Approximate # of students living along school route proposed for improvement: NA | Project distance from primary or middle school: NA |
|---|--|--|

School Name & Address:
Manzanita Elementary; 1240 Manzanita Hills Ave, Redding, CA 96001

School District Name & Address:
Redding School District, 5885 E Bonnyview Rd, Redding, CA 96001

| | | |
|---|---|---|
| County-District-Code (CDS): 4570110 | Total Student Enrollment: 557 | Percentage of students eligible for free or reduced meal program: 237 (43.8%) |
|---|---|---|

| | | |
|--|--|--|
| Percentage of students that currently walk or bike to school: 7% | Approximate # of students living along school route proposed for improvement: NA | Project distance from primary or middle school: NA |
|--|--|--|

School Name & Address:
Sycamore Elementary; 1926 Sycamore Drive, Redding, CA 96001

School District Name & Address:
Redding School District 5885 E Bonnyview Rd, Redding, CA 96001,

| | | |
|---|---|---|
| County-District-Code (CDS): 4570110 | Total Student Enrollment: 213 | Percentage of students eligible for free or reduced meal program: 174 (82.9%) |
|---|---|---|

| | | |
|--|--|--|
| Percentage of students that currently walk or bike to school: 9% | Approximate # of students living along school route proposed for improvement: NA | Project distance from primary or middle school: NA |
|--|--|--|

School Name & Address:
Turtle Bay; 1330 Arboretum Dr, Redding, CA 96003

School District Name & Address:

| | | |
|--|--|---|
| Redding School District, 5885 E Bonnyview Rd, Redding, CA 96001 | | |
| County-District-Code (CDS): 4570110 | Total Student Enrollment: 724 | Percentage of students eligible for free or reduced meal program: 364 (50.9%) |
| Percentage of students that currently walk or bike to school: 5% | Approximate # of students living along school route proposed for improvement: NA | Project distance from primary or middle school: NA |

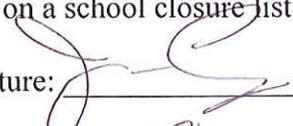
| | | |
|---|--|---|
| School Name & Address: Sequoia Middle; 1805 Sequoia St, Redding, CA 96001 | | |
| School District Name & Address: Redding School District, 5885 E Bonnyview Rd, Redding, CA 96001 | | |
| County-District-Code (CDS): 4570110 | Total Student Enrollment: 808 | Percentage of students eligible for free or reduced meal program: 423 (52.4%) |
| Percentage of students that currently walk or bike to school: 10% | Approximate # of students living along school route proposed for improvement: NA | Project distance from primary or middle school: NA |

| | | |
|---|--|---|
| School Name & Address: Enterprise High; 3411 Churn Creek Rd, Redding, CA 96002 | | |
| School District Name & Address: Shasta Union High, 2200 Eureka Way, Redding, CA 96001 | | |
| County-District-Code (CDS): 4570136 | Total Student Enrollment: 1228 | Percentage of students eligible for free or reduced meal program: 597 (50.7%) |
| Percentage of students that currently walk or bike to school: 40% | Approximate # of students living along school route proposed for improvement: NA | Project distance from primary or middle school: NA |

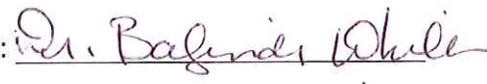
Project name: Shasta Safe Routes to School

VIII. APPLICATION SIGNATURES (CONTINUED)

School Official: The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature:  Date: 5/1/14
Name: Jim Cloney Phone: (530) 241-3261
Title: Superintendent - SUHSD e-mail: jcloney@suhsd.net

School Official: The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

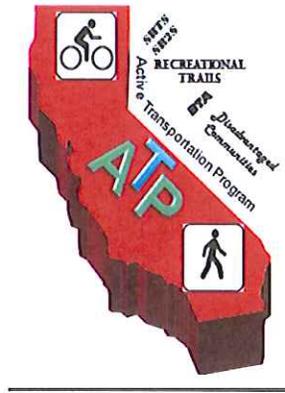
Signature:  Date: 5/1/14
Name: Dr. Baljinder Dhillon Phone: (530) 378-7000
Title: Superintendent e-mail: bdhillone@uesd.com

School Official: The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature:  Date: 5/12/14
Name: Rick Fauss Phone: (530) 225-0011
Title: Superintendent e-mail: rfauss@rsdnmp.org

School Official: The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature: NA Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____



ACTIVE TRANSPORTATION PROGRAM CYCLE 1

APPLICATION
Part 2
(Includes Narrative Sections II, III & IV)

II. PROJECT INFORMATION

1. **Project Location** Shasta County with emphasis on Redding School District, Shasta Union High School District in Redding, and Cascade Union School District in Anderson

2. **Project Coordinates** Latitude (Decimal degrees) Longitude (Decimal degrees)

Note: this is the geographic center of Redding, however our reach is Shasta County focusing on several areas in Redding (in two school districts) and the City of Anderson (in one school district).

3. **Project Description**

The Shasta Safe Routes to School Program will serve as the hub for improving student safety and encouraging more students to walk or bicycle more often in Shasta County. There are several reasons why providing physical activity and safety information through the Safe Routes to School program is important in our community. The percentage of students that walk/bike to school in Shasta County is about half that of the state of California. More than 1 in 3 low-income school-age children and teens (5-19) in Shasta County are overweight/obese. The community feels it is important students learn bike and pedestrian safety skills to improve those statistics as well as reduce injuries and fatalities.

This project, for the first time, will establish and provide a comprehensive bicycle safety program for high school students in Shasta County. We will involve students in at least 2 high schools with learning rules of the road, using advocacy tools for improving infrastructure around their school, supporting regular riding to school, and maintaining their bicycles. Our program will also build on prior success and expand efforts to provide bicycle and pedestrian safety at ten K-8 schools.

Three (3) school districts will be targeted (serving approximately 7500 students; * indicates new district served)

Cascade Union (Anderson)

Redding School District (RSD)

*Shasta Union High School District

Activities include:

- Providing trainings to teachers to incorporate the pedestrian and bicycle safety curriculum
- Providing training for up to two California Conservation Corps (CCC) crews to provide pedestrian safety education (using Safe Moves City equipment) and bicycle safety rodeos
- Celebrating new infrastructure improvements by working with Shasta Living Streets
- Coordinating bicycle and pedestrian counts focusing on new schools
- Involving law enforcement to provide a crossing guard training(s) and assist with the pedestrian and bicycle safety curriculum

In addition to these activities, the SRTS coordinator will work beyond target school districts to address parent concerns regarding safety, help identify needs to improve the built environment/infrastructure, coordinate enforcement needs with local schools/agencies, and expand the number of volunteers and school staff trained in SRTS best practices. At least 20 people will be trained to coordinate Bike to School Day (BTSD) or Walk to School Day (WTSD) events at their schools. Furthermore, a helmet bank will be available and program staff will train volunteers to provide properly fitted helmets at special events such as BTSD and bike safety rodeos. Training individuals helps sustain the program and builds capacity. All materials needed to conduct program activities will be provided by program staff.

The program also includes activities to collaborate with law enforcement and City and/or County Public Works departments to help identify infrastructure needs in school areas.

4. Project Status

The Pedestrian and Bike Safety education curricula have been developed and piloted. Funding will allow for effective implementation of the curricula to teach students important skills. Parent surveys and/or student tallies have been conducted at 10 of the target schools. This set a baseline and identified needs that will be used to guide implementation efforts. Partners have already agreed to participate (Redding School District, Shasta Union High, Cascade Union, Redding and Anderson Police Departments, and Shasta Living Streets).

Project activities are ready to be carried out. Staff is identified that have expertise and important connections with schools, public works staff, and law enforcement.

III. SCREENING CRITERIA

1. Demonstrated Needs of the Applicant

Describe the need for the project and/or funding

Previous and current work with schools, parents, and students has demonstrated that providing safety education is much needed. Children do not receive this education in the school system. Families are busy going from activity to activity in cars and parents do not have time, or sometimes knowledge, to teach their children how to walk/bike safely to destinations. In response to this identified need, the program will continue to expand our pedestrian and bicycle safety curricula (present safety information and provide materials, demonstrate helmet fittings and importance, teach simple bicycle maintenance) to new schools and pilot a comprehensive bicycle safety program to high school students. We will provide trainings to CCC crews, teachers, and parents on how to teach bicycle and pedestrian safety and how to coordinate successful WTS and BTS Day events.

Parents have identified “fear of predators” as a reason they do not allow their children to walk and/or bike to school. Program staff will work with schools and law enforcement to form supervised walking school buses. Up to five stipends will be provided for walking school bus leaders. Walking school buses are a best practice to providing supervised routes to school. Such activities are especially helpful in rural areas such as Shasta County where children may live too far to walk the entire distance to school, but can be dropped off closer to school to join the walking school bus. A pilot walking school bus was established at one school, in partnership with the Healthy Students Initiative, to pay paraprofessionals to walk with the students every day from a nearby church. The staff and principal liked the program so much, they are identifying ways to institutionalize it; a further demonstration of the need. This program will support schools that initiate frequent walker programs with promotional materials and incentive items for students.

Likely due to the fact that many of the routes to school often involve busy streets, many school partners have expressed interest in sending staff to a crossing guard training. This program will work with law enforcement to provide a high quality standardized crossing guard training and other trainings as requested.

2. Consistency with Regional Transportation Plan (100 words or less)

Explain how this project is consistent with your Regional Transportation Plan (if applicable). Include adoption date of the plan.

The current Regional Transportation Plan for Shasta County does not have an active transportation section. The Shasta Regional Transportation Agency is applying for ATP funds to develop a regional non-motorized transportation plan.

The City of Redding's Bikeway Action Plan (2010-2015). Goal 3 of the plan is "develop bicycle-related education, promotion and enforcement activities," including bicycle safety education, emphasizing helmet use, and promote increased bicycle usage.

The City of Anderson's Bikeway Plan (2007) page 5 speaks to bike safety and education with an objective to 'enhance the safety of bicycling for school children.' The objective covers establishing safe direct routes for children to bike to school and, providing helmets and education on proper helmet fitting.

IV. NARRATIVE QUESTIONS

- 1. POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. (0-30 POINTS)**

A. Describe how your project encourages increased walking and bicycling, especially among students.

One of the primary goals of this proposal is to encourage walking and bicycling to school among students.

The program will offer trainings for parents and school staff to coordinate WTS Day and BTS Day events.

Over the past several years this activity has helped introduce walking and biking to 24 schools and over 6000 students. These training opportunities will be expanded to get additional schools on board with building a movement of walking and biking to school. The goal is to reach 10 new schools over the next three National WTS Day and three National BTS Days. Approximately 6000 new students will be reached during these national celebrations in Shasta County. To increase sustainability and impact program staff will also train participants to lead walking school buses/bike trains. Up to five people that attend the training will be eligible to receive a stipend if they also become regular walking school bus or bike train leaders.

Implementation of a pedestrian (2nd grade) and bicycle (6th grade) curriculum, training crossing guards, and other steps to increase safety near schools, will offer parents piece of mind so they are more likely to allow their children to explore their community on foot or by bike. (see question 2 for more details) After the 6th graders have been through their curriculum they are often armed with more information than their parents in regards to how to bicycle safely on streets.

Having crossing guards near schools is an aspect many parents identified in parent surveys as a way to make the area around school safer for walking and bicycling to school. In response, program staff will work with law enforcement to develop and offer standardized quality crossing guard training to all school personnel/volunteers that are interested. Crossing guards not only serve to make it safer for students to

cross in traffic, but also serve as ‘eyes on the street,’ giving peace of mind to parents to allow their children to walk and bike to school.

Lastly, program staff are excited to partner with Shasta Living Streets, an organization that has coordinated four open streets events in our community over the past four years. During these events, roadways are closed to traffic and open to pedestrians, bicyclists and those that just want to visit and play in the street. The most recent Open Streets event was held on a street recently restriped for a ‘road diet.’ The celebration was a great success with over 1000 attendees. They plan to continue offering open street events on roads benefitting from infrastructure improvements such as enhanced crosswalks, added sidewalks, bicycle lanes and or road diets. There are at least three projects slated for new infrastructure near schools during the term of this grant. At least one of these areas will be chosen to offer the open streets event. The program will leverage existing partnerships with the city and school to offer walking and biking safety education at the event and encourage students to walk and bike to school.

- B. Describe the number and type of possible users and their destinations, and the anticipated percentage increase in users upon completion of your project. Data collection methods should be described.

According to local “Parent surveys about biking and walking to school” only 7.9% of students bike or walk to school (5078 surveys collected, 2009-2012, 28 schools in Shasta County). This is quite a bit lower than students in California at 24%. The program goal is to increase the number of students in Shasta County that walk/bike by 2%. The program will continue to use the National Center for SRTS’s ‘parent survey about biking and walking to school’ and/or student tally survey to determine how students arrive at school. Pre-surveys will be conducted at target schools where data hasn’t been collected. At the end of the project, student tallies and/or parent post-surveys will be conducted to measure changes in students walking/biking to school. Surveying parents using the “parent survey about walking and biking to school” will gather information about changes needed to make it safer for children to walk/bike to school.

From annual bicycle and pedestrian counts conducted by Healthy Shasta, we know that in Redding bicycling increased 6% and pedestrian traffic increased 22% between 2012 to 2013 at the locations counted. This data is limited to commute times over the course of 3 days per year. The annual bicycle and pedestrian count started in 2008. Staff will add key intersections near schools to the annual bike/pedestrian count to track number of student and community members walking and biking. Conducting bike and pedestrian counts give us data on bike and pedestrian trends in our community.

- C. Describe how this project improves walking and bicycling routes to and from, connects to, or is part of a school or school facility, transit facility, community center, employment center, state or national trail system, points of interest, and/or park.

The program will provide many opportunities to improve walking/biking routes through events and activities such as WTS and BTS Days, walking school buses, and providing our pedestrian and bike safety curriculum. By working with the schools to gather information from parents and students on how to make areas around the school safer for walking/biking the program is responsive rather than prescriptive. Program staff serve as liaison to share the information from schools and parents to public works officials. Redding School District (RSD) is slated for infrastructure improvements in front of three schools, which will add bike lanes and crosswalks. This will make it easier and safer for students that live in these neighborhoods around the schools to walk and bike to school. According to parent surveys conducted at one of these schools, Bonnyview School, many parents commented that they do not let their children walk to school because there are no sidewalks on the road in front of the school. "We would walk everyday if there were sidewalks," one parent reported. Staff communicated these survey results and gave input on how to improve the area around the school for bikers and walkers to public works officials, who submitted an infrastructure proposal to get new sidewalks in front Bonnyview School. New infrastructure will be constructed by 2015.

- D. Describe how this project increases and/or improves connectivity, removes a barrier to mobility and/or closes a gap in a non-motorized facility.

Three schools in the RSD will have new infrastructure projects constructed during this grant timeframe, which will improve connectivity from students' homes to school. Sidewalks, bike lanes and enhanced crosswalks will be added near or on the street in front of the school. Infrastructure projects are only good if they are used. To ensure use, staff will organize a celebration activity with schools as each project is completed. Our celebration efforts will show students the enhancements and demonstrate the improved connectivity of the school to homes and services.

As mentioned above, we plan to partner with Shasta Living Streets to provide at least one open streets event near a school that has had infrastructure improvements making it easier and safer for students to walk and bike to school.

- Projects with significant potential- 21 to 30 points
- Projects with moderate potential- 11 to 20 points
- Projects with minimal potential- 1 to 10 points
- Projects with no potential- 0 points

IV. NARRATIVE QUESTIONS- continued

2. 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 potential of the project to reduce pedestrian and/or bicycle injuries or fatalities.

Teaching children pedestrian and bicycle safety skills is very important to educating the community to reduce injuries and fatalities. Pedestrian and bicycle education is not taught any other place in our community other than through the SRTS program. Fewer children are being educated by their parents on this topic as fewer families walk and bike to get places. Nationally in 1969, 48% of trips to school were made by walking/biking by children ages 5-14. In 2009, only 14% of trips to school were made by walking/biking. Additionally, fewer high school students are taking driver's education in the schools, therefore they are less familiar with the rules of the road, which transfers to biking and walking.

In previous grant cycles, this program successfully piloted a pedestrian (2nd graders) and bicycle safety (6th graders) education curriculum. The current round of funding will allow the program to expand to schools in the RSD, Cascade Union Elementary School District in Anderson, and to other schools throughout the County as requested. The pedestrian curriculum offers an Asimo Pedestrian Safety DVD, safety discussion and interactive scenarios, including a walk off campus. The bicycle safety curriculum offers the Bike Safe Bike Smart DVD, information on helmet importance and fitting, bicycle maintenance, and rules of the road. Providing safety education has been identified as a strong need in this community; often mentioned at community meetings and events. As children's knowledge of bicycle and pedestrian safety practices increase, they are more likely to include safety into their behaviors thereby reducing injury and risk of death.

The current program design will also pilot a bike safety workshop with parents and children to teach them how to ride safely together on the roadway. Program staff have found that often times parents are uncomfortable biking on roads themselves and don't know how to teach their children to ride in traffic. The bike safety workshop will build parents confidence to allow their children to ride on the road. Through

activities like this, as parents and children spend more time biking on the road, they incorporate safe practices thereby reducing the likelihood of injury or death.

An additional item identified as a need in the community is a standardized quality training for crossing guards. Program staff will work with law enforcement to offer training to all interested school personnel/volunteers. Having crossing guards near schools will make the area around school safer for walking/biking to school. Providing supervision and having crossing guards with safety equipment such as vests and signs makes children in crossing areas more visible, thereby reducing the risk of injury or death. Additionally, these kinds of programs offer parents additional peace of mind which is often the barrier to allowing their children to explore their community on foot or by bike.

B. Describe if/how your project will achieve any or all of the following:

- Reduces speed or volume of motor vehicles
- Improves sight distance and visibility
- Improves compliance with local traffic laws
- Eliminates behaviors that lead to collisions
- Addresses inadequate traffic control devices
- Addresses inadequate bicycle facilities, crosswalks or sidewalks

This project addresses the topics of inadequate bicycle facilities, crosswalks/sidewalks; compliance with local traffic laws; and speed and volume of motor vehicles. All are covered in the pedestrian and bicycle safety education curriculum and WTS and BTS Day trainings. Walk and bike audits will be encouraged at those trainings for schools to give input and information back to public works departments. At events celebrating new infrastructure, program staff will deliver safety education and outreach activities which will address speed/volume of motor vehicles, sight distance and visibility, collision prevention, and encourage families to use the new facilities to get to school.

As staff presents the pedestrian and bicycle safety curriculum, any areas of concern parents or school staff identify, such as lack of sidewalks/crosswalks staff will address with public works and school officials. Staff

will also encourage parents/school staff that are working on WTS and BTS Day to work with public works and school officials to address inadequate facilities.

- C. Describe the location's history of events and the source(s) of data used (e.g. collision reports, community observation, surveys, audits) if data is not available include a description of safety hazard(s) and photos.

According to SWITERS, in 2007-2011, in the City of Redding, there were 73 pedestrian and bike collisions, with 16 “wrong side of road” and 14 “pedestrian violation” for children age 5-18. The City of Anderson had 13 pedestrian and bike collisions for children age 5-18. Four of these were “wrong side of road” bicyclists. Providing bicycle and pedestrian education to students in Anderson and Redding is expected to have an impact on cyclists learning to ride safely and pedestrians being more attentive and avoiding collisions.

Bicycle safety efforts with high school students will also educate them about rules of the road, importance of safe speeds, compliance with traffic laws while walking/biking/driving – all contributing to safety near campus.

- Projects with significant potential- 16 to 25 points
- Projects with moderate potential- 8 to 15 points
- Projects with minimal potential- 1 to 7 points
- Projects with no potential- 0 points

IV. NARRATIVE QUESTIONS- continued

3. PUBLIC PARTICIPATION and PLANNING (0-15 POINTS)

- A. Describe the community based public participation process that culminated in the project proposal or plan, such as noticed meetings/public hearings, consultation with stakeholders, etc.

The agency hosted a public participation meeting on April 8, 2014. Fourteen people attended and offered input into this application as well as applications of the other agencies applying. For those that could not attend the meeting, phone calls and emails were exchanged to discuss the application. School districts, community partners (such as Shasta Living Streets and the Teen Center), Caltrans, law enforcement, and public works departments from the county and three incorporated cities attended the meeting (or provided input by phone or email). Partners expressed their support and commitment to making our streets safer for children to walk/bike to school. By organizing all the partners and sharing agency's intents, a more comprehensive SRTS plan for the community has been developed and opportunities to work with our partners to support their efforts and avoid duplication have been identified and addressed proactively.

The Redding School District Leadership Team provided input on May 13, 2014. At that time, RSD committed to continuing bike and walk to school days, safety curriculum and getting more of their schools involved once new infrastructure is in place.

Additionally staff received input from City of Anderson public works employees, law enforcement officers and school officials about activities to provide in the South County. These agencies expressed enthusiasm for continuing and expanding the project activities in Anderson.

- B. Describe the local participation process that resulted in the identification and prioritization of the project:

Several Shasta County agencies and partners are applying for ATP funds. This program will work closely with City of Redding, Anderson, Shasta Lake, Shasta County and the Shasta Regional Transportation Agency to tie the education, encouragement, and safety programs to their funded infrastructure projects. Most of the infrastructure projects are on routes that students could use to walk/bike to school. The Shasta

Safe Routes to School program has strong relationships with local schools, law enforcement, and public works agencies, and has received broad support in applying for funding to implement the SRTS activities outlined in this proposal. Providing injury prevention efforts, as well as promoting walking and bicycling, among students is a priority in our community.

C. Is the project cost over \$1 Million? NO

IV. NARRATIVE QUESTIONS- continued

4. COST EFFECTIVENESS (0-10 POINTS)

- A. Describe the alternatives that were considered. Discuss the relative costs and benefits of all the alternatives and explain why the nominated one was chosen.

There is no other agency or organization in Shasta County that provides bike and pedestrian safety education to children in the schools. This program is the only one in Shasta County that actively encourages children to walk and bike to school as a means to be physically active and to reduce pollution and traffic congestion. If this proposal were not funded, bicycle and pedestrian education would not be provided to students and walking and biking to school would decrease.

- B. Calculate the ratio of the benefits of the project relative to both the total project cost and funds requested (*Benefit ** / *Total Project Cost* and *Benefit ** / *Program Funds Requested*).

The project cost is \$500,000 and plans to reach 7,500 students. This equates to \$66 per student served. Benefits of this project to students are many: increased physical activity which reduces chronic disease and illness (heart disease, diabetes, depression, asthma). Nearly 35% of Shasta County children 6-17 years of age are overweight or obese. By encouraging students to walk or bike to school, it not only encourages the act of walking and bike to school, but also plants the seed that walking and biking can be a mode of transportation to other destinations as well. By giving students safety tools to walk and bike safely, it increases their confidence (and the confidence of their parents) to move about town on foot or bike and reduces the risk of injury and death. As there are more walkers and bikers, visibility and driver awareness increases. Drivers tend to slow down and be more aware of pedestrians and bicyclists, which also leads to fewer deaths and injuries.

*Benefits must directly relate to the goals of the Active Transportation Program.

- Applicant considers alternatives and exceptionally justifies the project nominated - 5 points
- Applicant considers alternatives and adequately justifies the project nominated - 3 to 4 points
- Applicant considers alternatives and minimally justifies the project nominated - 1 to 2 points

- Applicant did not consider alternatives or justify the project nominated - 0 points

- Applicant logically described how project benefits were quantified and has a benefit-cost ratio greater than 1 - 5 points
- Applicant logically described how project benefits were quantified and has benefit-cost ratio less than 1- 3 points
- Applicant did not logically describe how project benefits were quantified - 0 points

IV. NARRATIVE QUESTIONS- continued

5. IMPROVED PUBLIC HEALTH (0-10 points)

- A. Describe how the project will improve public health, i.e. through the targeting of populations who have a high risk factor for obesity, physical inactivity, asthma, or other health issues.

According to the 2009 California Health Interview Survey, Shasta County currently has fewer people walking 'for transportation, fun, exercise, with 69% of Shasta County residents reporting they 'walk for transportation, fun, exercise' compared to 77% statewide. More students walking and biking will improve this statistic.

More than 1 in 3 low-income school-age children and teens (5-19) in Shasta County are overweight/obese according to the 2010 Pediatric Nutrition Surveillance System (PedNSS). Twenty nine percent (29%) of Shasta County seventh and ninth graders and 27% of Shasta County 11th graders are overweight or obese (2006-2007 California Healthy Kids Survey). This project will increase children walking/biking to school and within the community to increase physical activity, thereby helping children control their weight and risk factors for chronic disease.

Shasta County's childhood asthma hospitalization rates (2009-2011) were 110.7 per 10,000 children ages 0-4 years, higher than the Healthy People 2020 goal of 95.6 per 10,000 children (OSHPDD 2005-2011 primary diagnosis ICD-9 code 493). Among all ages, 18.4% of individuals interviewed reported they 'had ever been

diagnosed with asthma,' higher than the 14.1% in California as a whole. Encouraging students to walk or bike to school supports decreased traffic congestion, a factor in air quality and connected to asthma rates.

- Applicant exceptionally described how the project will improve public health and addresses high risk populations- 7 to 10 points
- Applicant adequately described how the project will improve public health and addresses high risk populations - 4 to 6 points
- Applicant minimally described how the project will improve public health - 1 to 3 points
- Applicant did not describe how the project will improve public health - 0 points

IV. NARRATIVE QUESTIONS- continued

6. BENEFIT TO DISADVANTAGED COMMUNITIES (0-10 points)

- A. I. Is the project located in a disadvantaged community? YES
- II. Does the project significantly benefit a disadvantaged community? YES

a. Which criteria does the project meet? (Answer all that apply)

- o Median household income for the community benefited by the project:

\$44,369 in Shasta County (72%); \$43,667 (71%) in Redding; 41,376 in RSD; 46,342 in the Shasta Union HS District; \$35,630 in the Cascade Union Elementary School District

- o California Communities Environmental Health Screen Tool (CalEnvironScreen) score for the community benefited by the project: _____

For projects that benefit public school students, percentage of students eligible for the Free or Reduced Price Meals Programs: _____ %

There are several schools that fall into these criteria within the school districts we plan to work in: Redding

School District: Juniper 78.2%, Cypress 80%, Sycamore 75.6%;

Cascade Elementary District: Meadow Lane 76.89% (October 2012)

- b. Should the community benefitting from the project be considered disadvantaged based on criteria not specified in the program guidelines? If so, provide data for all criteria above and a quantitative assessment of why the community should be considered disadvantaged.

Community is considered disadvantaged. In Redding, 41% of households with children and a single female adult live in poverty (compared to 32% in California as a whole). These families face daily struggles living in poverty, with transportation costs having a large impact on family budget and funds available for nutritious food, healthcare and other costs.

- B. Describe how the project demonstrates a clear benefit to a disadvantaged community and what percentage of the project funding will benefit that community, for projects using the school based criteria describe specifically the school students and community will benefit.

Providing safe infrastructure to walk and bike places is about equity. Walkers and bikers should have the same opportunities to easily and safely travel to and from school, work, and recreational opportunities as motorists. Transportation costs are the second largest expense to households after housing. Nationally households living in auto-dependent locations spend 25 percent of its income on transportation costs. Many disadvantaged people have no choice but to walk and bike to get to their destinations and having non-motorized options provides opportunity for students to travel affordably to the school that best meets their needs. Providing opportunities such as walking school buses and crossing guard trainings, Bike to School Day (where helmets are given to those students that need them), and making pedestrian and bicycle safety education available, are important to provide to people that may need these services and information to get to and from school safely. When the community is safe for one population, it's safer for all members in the community.

- Project clearly and significantly addresses health, safety, and/or infrastructure challenges in the disadvantaged community- 5 points
- Project adequately addresses health, safety, and/or infrastructure challenges in the disadvantaged community - 3 points
- Project minimally addresses health, safety, and/or infrastructure challenges in the disadvantaged community - 1 points

- 80% to 100% of project funding benefits the disadvantaged community- 5 points
- 60% to 79% of project funding benefits the disadvantaged community- 4 points
- 40% to 59% of project funding benefits the disadvantaged community- 3 points
- 20% to 39% of project funding benefits the disadvantaged community- 2 points
- 1% to 19% of project funding benefits the disadvantaged community- 1 points
- 0% of project benefits the disadvantaged community- 0 points

IV. NARRATIVE QUESTIONS- continued

7. USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS (0 to -5 points)

The applicant must send the following information to the CCC and CALCC prior to application submittal to Caltrans:

Project Description
Project Map

Detailed Estimate
Preliminary Plan

Project Schedule

The corps agencies can be contacted at:
California Conservation Corps at: www.ccc.ca.gov
Community Conservation Corps at: <http://calocalcorps.org>

A. The applicant has coordinated with the CCC to identify how a state conservation corps can be a partner of the project. YES

Name, e-mail, and phone # of the person contacted and the date the information was submitted to them: Lynda Burkhalter, 530-241-3030, Lynda.Burkhalter@CCC.CA.GOV, submitted 4/30/14

B. The applicant has coordinated with a representative from the California Association of Local Conservation Corps (CALCC) to identify how a certified community conservation corps can be a partner of the project. YES

Name, e-mail, and phone # of the person contacted and the date the information was submitted to them: Cynthia Vitale, Email: calocalcorps@gmail.com, Phone: 916/558-1516

Response: Cynthia immediately responded to the email that the Conservation Corps could absolutely assist with this type of work, however Shasta is outside the service area of any of the local conservation corps, but one of the state corps could potentially help. She referred me to Virginia Clark. Applicant sent email request on 4/25/14.

C. The applicant intends to utilize the CCC or a certified community conservation corps on all items where participation is indicated? YES

During planning, staff coordinated with a representative of the CCC who indicated a willingness to provide pedestrian safety education using Safe Moves City equipment and bicycle safety rodeos at various schools and/or community events. Program staff plan to train up to two 12 person crews to educate children on the Safe Moves City pedestrian curriculum and bicycle rodeo stations. Crews will provide 5-10 safety sessions.

I have coordinated with a representative of the CALCC; and the following are project items that they are qualified to partner on:

Shasta is outside the service area as mentioned above.

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*.

- The applicant intends to partner with a conservation corps to the maximum extent possible- 0 points
- The applicant did not seek partnership with a conservation corps, or indicated that they do not intend to partner with the corps to the maximum extent possible- (-)5 points

**If the applicant has indicated intended use of the CCC or CALCC in the approved application, a copy of the agreement between the implementing agency and the CCC or CALCC must be provided by the implementing agency, and will be incorporated as part of the original application, prior to request for authorization of funds for construction.*

IV. NARRATIVE QUESTIONS- continued

8. APPLICANT'S PERFORMANCE ON PAST GRANTS (0 to -10 points)

- A. Describe any of your agency's ATP type grant failures during the past 5 years, and what changes your agency will take in order to deliver this project.

No failures occurred. SCPH has received two previous SRTS grants. During the first grant, all reports were completed on time and scope of work was completed. SCPH is still working on the Cycle 3 SRTS grant.

Work is on schedule and reports have been submitted on time.

- The applicant has no past grant experience or has performed satisfactorily on past grants - 0 points
- The applicant has not performed satisfactorily on past grants and/or has not adequately described how they will deliver this project (-)10 points

Project name: Shasta Safe Routes to School

V. PROJECT PROGRAMMING REQUEST

Applicant must complete a Project Programming Request (PPR) and attach it as part of this application. The PPR and can be found at http://www.dot.ca.gov/hq/transprog/allocation/ppr_new_projects_9-12-13.xls

PPR Instructions can be found at <http://www.dot.ca.gov/hq/transprog/ocip/2012stip.htm>

Notes:

- Fund No. 1 must represent ATP funding being requested for program years 2014/2015 and 2015/2016 only.
- Non-infrastructure project funding must be identified as Con and indicated as "Non-infrastructure" in the Notes box of the Proposed Cost and Proposed Funding tables.
- Match funds must be identified as such in the Proposed Funding tables.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

General Instructions

| | | | | | | |
|--|----------------------------|--------------|--------|--|------------------|-------------------------------------|
| <input checked="" type="checkbox"/> New Project | | | | | Date: | 5/16/14 |
| District | EA | Project ID | PPNO | MPO ID | TCRP No. | |
| 02 | | | | | | |
| County | Route/Corridor | PM Bk | PM Ahd | Project Sponsor/Lead Agency | | |
| SHA | | | | Shasta County Regional Transportation Agency | | |
| | | | | MPO | Element | |
| | | | | Non-MPO | Local Assistance | |
| Project Manager/Contact | | Phone | | E-mail Address | | |
| Shellisa Moore | | 530-229-8428 | | sdmoore@co.shasta.ca.us | | |
| Project Title | | | | | | |
| Shasta Safe Routes to School | | | | | | |
| Location, Project Limits, Description, Scope of Work | | | | | | <input type="checkbox"/> See page 2 |
| The location of the project is in Shasta County. We will work within three school districts, Cascade Union, Redding School District and Shasta Union High School District. We are applying for a Safe Routes to School non-infrastructure. We will provide trainings for school personnel and law enforcement on bike and pedestrian safety curriculum. The project includes celebrating new infrastructure improvements by working with local walk/bike coalition. We will provide training to CCC crews to provide pedestrian and bike safety education for students using Safe Moves City and bike safety rodeos. | | | | | | |
| <input type="checkbox"/> Includes ADA Improvements <input checked="" type="checkbox"/> Includes Bike/Ped Improvements | | | | | | |
| Component | Implementing Agency | | | | | |
| PA&ED | | | | | | |
| PS&E | | | | | | |
| Right of Way | | | | | | |
| Construction | SRTA NI | | | | | |
| Purpose and Need | | | | | | <input type="checkbox"/> See page 2 |
| The purpose of the Shasta Safe Routes to School project is to provide comprehensive bicycle and pedestrian safety program to involve students with learning the rules of the road, advocacy tool for improving infrastructure around their school, supporting regular riding and walking to school. | | | | | | |
| Project Benefits | | | | | | <input type="checkbox"/> See page 2 |
| This project will increase the number of children walking/biking to school and within the community, which will increase physical activity and reduce obesity. More children walking to school will reduce traffic congestion, a factor in air quality, and will decrease asthma. | | | | | | |
| <input checked="" type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals <input checked="" type="checkbox"/> Reduces Greenhouse Gas Emissions | | | | | | |
| Project Milestone | | | | | | Proposed |
| Project Study Report Approved | | | | | | grant app |
| Begin Environmental (PA&ED) Phase | | | | | | NA |
| Circulate Draft Environmental Document | | | | Document Type | NA | |
| Draft Project Report | | | | | | NA |
| End Environmental Phase (PA&ED Milestone) | | | | | | NA |
| Begin Design (PS&E) Phase | | | | | | NA |
| End Design Phase (Ready to List for Advertisement Milestone) | | | | | | NA |
| Begin Right of Way Phase | | | | | | NA |
| End Right of Way Phase (Right of Way Certification Milestone) | | | | | | NA |
| Begin Construction Phase (Contract Award Milestone) | | | | | | 07/01/15 |
| End Construction Phase (Construction Contract Acceptance Milestone) | | | | | | 06/30/18 |
| Begin Closeout Phase | | | | | | 12/30/18 |
| End Closeout Phase (Closeout Report) | | | | | | 01/01/19 |

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

Project name: Shasta Safe Routes to School

VI. ADDITIONAL INFORMATION
Only fill in those fields that are applicable to your project

FUNDING SUMMARY

ATP Funds being requested by Phase (to the nearest \$1000)

Amount

| | | |
|---------------------------------------|----|---------|
| PE Phase (includes PA&ED and PS&E) | \$ | |
| Right-of-Way Phase | \$ | |
| Construction Phase-Infrastructure | \$ | |
| Construction Phase-Non-infrastructure | \$ | 500,000 |
| Total for ALL Phases | \$ | 500,000 |

All Non-ATP fund types on this project* (to the nearest \$1000)

Amount

| | | |
|--|----|--|
| | \$ | |
| | \$ | |
| | \$ | |
| | \$ | |
| | \$ | |
| | \$ | |

*Must indicate which funds are matching

| | | |
|-------------------------|----|---------|
| Total Project Cost | \$ | 500,000 |
| Project is Fully Funded | No | |

ATP Work Specific Funding Breakdown (to the nearest \$1000)

Amount

| | | |
|--|----|---------|
| Request for funding a Plan | \$ | |
| Request for Safe Routes to Schools Infrastructure work | \$ | |
| Request for Safe Routes to Schools Non-Infrastructure work | \$ | 500,000 |
| Request for other Non-Infrastructure work (non-SRTS) | \$ | |
| Request for Recreational Trails work | \$ | |

ALLOCATION/AUTHORIZATION REQUESTS SCHEDULE

| | Proposed Allocation Date | Proposed Authorization (E-76) Date |
|--------------|--------------------------|------------------------------------|
| PA&ED or E&P | | |
| PS&E | | |
| Right-of-Way | | |
| Construction | | |

All project costs MUST be accounted for on this form, including elements of the overall project that will be, or have been funded by other sources.

Project name: _____

VIII. APPLICATION SIGNATURES

Applicant: The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: [Signature]
Name: Dan Little
Title: Executive Director

Date: 5/15/14
Phone: 530-262-6191
e-mail: dlittle@smta-ca.gov

Local Agency Official (City Engineer or Public Works Director): The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: [Signature]
Name: Brian Crane
Title: Public Works Director

Date: 5/12/14
Phone: 530-245-7155
e-mail: bcrane@ci.redding.ca.us

School Official: The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature: See attached sheet
Name: _____
Title: _____

Date: _____
Phone: _____
e-mail: _____

Person to contact for questions:

Name: Shellisa Moore
Title: Supervisory Community

Phone: _____
e-mail: _____

Caltrans District Traffic Operations Office Approval*

If the application's project proposes improvements on a freeway or state highway that affects the safety or operations of the facility, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support or acknowledgement from the traffic operations office be attached () or the signature of the traffic personnel be secured below.

Signature: _____
Name: _____
Title: _____

Date: _____
Phone: _____
e-mail: _____

*Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at <http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm>

[Signature]
David Durette
Deputy Public Works Director
City of Anderson

5/15/14
530-378-6640
ddurette@ci.anderson.ca.us

Project name:
Shasta Safe Routes to School

VIII. ADDITIONAL APPLICATION ATTACHMENTS

Check all attachments included with this application.

- Vicinity/Location Map- **REQUIRED for all IF Projects**
 - North Arrow
 - Label street names and highway route numbers
 - Scale

- Photos and/or Video of Existing Location- **REQUIRED for all IF Projects**
 - Minimum of one labeled color photo of the existing project location
 - Minimum photo size 3 x 5 inches
 - Optional video and/or time-lapse

- Preliminary Plans- **REQUIRED for Construction phase only**
 - Must include a north arrow
 - Label the scale of the drawing
 - Typical Cross sections where applicable with property or right-of-way lines
 - Label street names, highway route numbers and easements

- Detailed Engineer's Estimate- **REQUIRED for Construction phase only**
 - Estimate must be true and accurate. Applicant is responsible for verifying costs prior to submittal
 - Must show a breakdown of all bid items by unit and cost. Lump Sum may only be used per industry standards
 - Must identify all items that ATP will be funding
 - Contingency is limited to 10% of funds being requested
 - Evaluation required under the ATP guidelines is not a reimbursable item

- Documentation of the partnering maintenance agreement- Required with the application if an entity, other than the applicant, is going to assume responsibility for the operation and maintenance of the facility

- Documentation of the partnering implementation agreement-Required with the application if an entity, other than the applicant, is going to implement the project.

- Letters of Support from Caltrans (Required for projects on the State Highway System(SHS))

- Digital copy of or an online link to an approved plan (bicycle, pedestrian, safe routes to school, active transportation, general, recreation, trails, city/county or regional master plan(s), technical studies, and/or environmental studies (with environmental commitment record or list of mitigation measures), if applicable. Include/highlight portions that are applicable to the proposed project.

- Documentation of the public participation process (required)

- Letter of Support from impacted school- when the school isn't the applicant or partner on the application (required)

- Additional documentation, letters of support, etc (optional)

Approved Plans – Shasta County

All plans can be found on the Shasta Regional Transportation Agency's website:
http://www.srta.ca.gov/pastel/RT_NONMOTORIZED.html

[Caltrans District 2 Cycling Guide](#)

[City of Redding Parks and Trails](#)

[Shasta County 2010 Bicycle Transportation Plan](#)

[2007 City of Anderson Bicycle Transportation Plan](#)

[City of Redding Bikeway Action Plan 2010-2015](#)

[City of Shasta Lake 2009 Bicycle Transportation Plan](#)

[Pit River Tribe/Burney Bicycle and Walkway Plan](#)

| Name | Organization | Phone Number |
|-------------------|----------------------------------|----------------|
| Sean Hays | Gateway Unified School District | 530-245-7917 |
| Shawn Ankeny | Shasta Co. Dept. of Public Works | (530) 245-6810 |
| Teresa Lewis | City of Shasta Lake | (530) 275-7444 |
| John Abslitt | City of Redding | 245-7159 |
| Chad Aukland | City of Redding | 245-7156 |
| Christina Raagard | SCPH | 225-3713 |
| Maureen Lewis | Redding Sch. District | 225-0011 |
| FRED CRASH | Reddy School District | 225-2011 |
| Kelly Zolotoff | Caltrans | 225-4671 |
| Tamy Dullaley | Caltrans | 225 2735 |
| Cameron Liederhse | Shasta Co. Public Health | 818-636-4621 |
| Shelina Moore | SCPH | |
| Ryan Brewer | Redding Police | (530) 245-7109 |
| Sara Sundquist | SCPH | 245-6457 |
| | | |
| | | |
| | | |
| | | |



Anderson Police Department

2220 North Street P.O. Box 1804

Anderson, CA 96007-1804

530-378-6600 · 530-378-6625 fax

Michael L. Johnson
Chief of Police

May 13, 2014

OFFICE OF THE CHIEF OF POLICE

Caltrans District Office
1657 Riverside Dr. (96001)
P. O. Box 496073
Redding, CA 96049-6073

RE: *Safe Routes to School Grant Funding*

To Whom It May Concern:

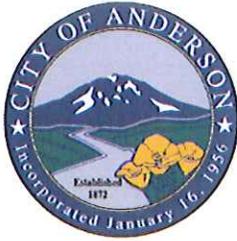
On behalf of the Anderson Police Department, I am communicating our support for Public Health's ATP Safe Routes to School (SRTS) grant application. The application builds upon SRTS efforts that have taken place over the past few years through educating children around pedestrian and bicycle safety and promoting walking and biking to school. Anderson Police Department has helped in this effort with Walk and Bike to School Day events, providing education at assemblies and bike rodeos, and being at the table for meetings with schools to troubleshoot traffic congestion issues.

The Anderson Police Department will continue to support efforts by Public Health to educate children about bicycle and pedestrian safety. We are willing to work with SRTS to troubleshoot traffic safety issues, and sexual predator/stranger danger concerns of parents, and encourage children to wear helmets.

Again, I would like to reiterate my support for Public Health's efforts to obtain grant funding to encourage more children to walk and bike to school safely.

Sincerely,

Michael L. Johnson
Chief of Police



May 15, 2014

Ian Howat, Chief
Office of Local Assistance
Caltrans District 2
1657 Riverside Dr.
Redding, CA 96001

Dear Mr. Howat,

The City of Anderson fully supports the efforts of the Shasta County Public Health Department in seeking funds through ATP (Safe Routes to School) program. The Safe Routes to School program is consistent with our goal to promote safe neighborhoods and the well-being of our community, particularly of our school children. We recognize the importance of encouraging our children to walk or bike to school and we are committed to provide our resources to enable them to do so safely.

We have collaborated with Shasta County Public Health and schools in the Anderson area in helping to resolve infrastructure safety issues and are committed to working together to ensure safe streets for all users. The City has been successful in obtaining funds to construct a path from downtown to the south end of town. After construction of the path was completed, the Safe Routes to School program initiated a walking school bus program with Anderson Heights School to use the path. These types of infrastructure improvements and encouragement efforts not only benefit the students but the community as a whole.

We commend Shasta County Public Health in this endeavor and we strongly encourage you to consider their application for the ATP program.

Sincerely,

David Durette, P.E.
Deputy Public Works Director

CITY OF REDDING



ROBERT F. PAOLETTI, CHIEF OF POLICE

POLICE DEPARTMENT

1313 California Street, Redding, CA 96001-3396

530.225.4200 FAX 530.225.4553

May 1, 2014

Caltrans District Office
1657 Riverside Dr. (96001)
P. O. Box 496073
Redding, CA 96049-6073

To Whom It May Concern:

On behalf of the Redding Police Department, I am communicating our support for Public Health's Safe Routes to School (SRTS) grant application. The application builds upon SRTS efforts that have taken place over the past few years with educating children around pedestrian and bicycle safety and promoting walking and biking to school. Redding Police Department has helped in this effort with Walk to School Day events, providing education at assemblies and bike rodeos, and being at the table for meetings with schools to trouble shoot traffic congestion issues.

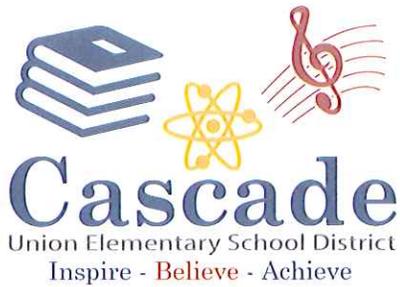
The Redding Police Department will continue to support efforts by Public Health to educate children around bicycle and pedestrian safety. We are willing to work with SRTS to troubleshoot traffic safety issues, address sexual predator/ stranger danger concerns of parents, and encourage children to wear helmets.

Again, I would reiterate my support for Public Health's efforts to obtain grant funding to encourage more children to walk and bike to school safely.

Sincerely,



Robert F. Paoletti
Chief of Police



Trustees:
Jeffrey L. Carr
Jim Carroll
Leila G. Dumore
Les McMullen
Terri Quigley

Dr. Baljinder Dhillon
Superintendent

May 8, 2014

Caltrans District Office
1657 Riverside Dr. 96001
P.O. Box 496073
Redding, CA 96049-6073

To Whom It May Concern:

On behalf of Anderson Middle School and Meadow Lane Schools I am communicating my support for the Public Health's ATP Safe Routes to School Non-infrastructure Grant application. This application, if successful, builds upon work that has been done over the past years with Anderson Middle School, Anderson Heights, and Meadow Lane Schools.

The Cascade School District in partnership with Public Health desires to explore ways to listen to the concerns of parents, provide safety education, and incentives to motivate children to walk and bike to school. We are dedicated to the mission to increase the physical activity of our students. We agree to assist in collecting surveys, recruiting volunteers, work with law enforcement, health officials, and engineers to collaboratively address safe routes issues.

Again, I would reiterate my enthusiastic support for Public Health's efforts to obtain grant funding to finance the non-infrastructure activities associated with increasing the number of students walking to school.

Sincerely,

Dr. Baljinder Dhillon, Superintendent
Cascade Union Elementary School District



FALL RIVER JOINT UNIFIED SCHOOL DISTRICT

To Whom It May Concern:

On behalf of Burney Elementary and Burney High School, as well as the Fall River Joint Unified School District, I am communicating my support for the Public Health's Active Transportation Program Safe Routes to School Non-infrastructure Grant application. If successful, this grant builds upon work that has been done over the past four years with Burney Elementary and expands the program to Burney High School. We believe this program will have a greater impact as it will work hand in hand with ATP grant monies that will be applied for to carry out infrastructure improvements as well. These programs will likely increase the number of students who walk and bike to school, healthy activities which are strongly encouraged.

The Fall River Joint Unified School District, in partnership with Public Health, desires to explore ways to listen to the concerns of parents, provide safety education, and incentives to motivate children to walk and bike to school. We are dedicated to the mission to increase the physical activity of our students. We agree to assist in collecting surveys, recruiting volunteers, work with law enforcement, health officials, and engineers to collaboratively address safe routes issues.

Again, I would reiterate my enthusiastic support for Public Health's efforts to obtain grant funding to finance the non-infrastructure issues associated with increasing the number of students walking to school.

Sincerely,

Greg F. Hawkins
Superintendent

JAMES M. HARRELL
Superintendent



MEMBERS – BOARD OF TRUSTEES
Debbie Bourne
Samantha Cassingham
Karl Janulewicz
Phil Lewis
Kenneth G. Matias

Gateway Unified School District

Providing Excellence in Learning, Every Student, Every Day

4411 Mountain Lakes Blvd. ■ Redding, CA 96003 ■ (530) 245-7900 ■ (530) 245-7920
www.gateway-schools.org

April 15, 2014

Caltrans District Office
1657 Riverside Dr. 96001
P. O. Box 496073
Redding, CA 96049-6073

To Whom It May Concern:

On behalf of Gateway Unified School District I am communicating my support for the Public Health’s Safe Routes to School (SRTS) Non-Infrastructure grant application. This application, if successful, builds upon SRTS efforts that have taken place over the past few years at Shasta Lake School with promoting Walk and Bike to School Days, a weekly frequent walker program to increase the number of students walking and biking to school and pedestrian and bicycle safety education. These efforts have paired well with the new sidewalks that have been constructed for students to get to and from Shasta Lake School.

The Gateway Unified School District in partnership with Public Health desires to explore ways to listen to the concerns of all of our parents, provide safety education, and provide trainings and incentives to motivate children to walk and bike to school. We are dedicated to the mission to increase the physical activity of our students and hope to offer and expand Safe Routes to School efforts throughout the District.

Again, I would reiterate my enthusiastic support for Public Health’s efforts to obtain grant funding to finance the non-infrastructure issues associated with increasing the number of students walking to school.

Sincerely,

James M. Harrell
Superintendent

cc: GUSD Business Department

BUCKEYE SCHOOL OF THE ARTS
3407 Hiatt Drive
Redding, CA
96003
(530) 225-0420

CENTRAL VALLEY HIGH SCHOOL
4066 La Mesa Avenue
Shasta Lake, CA
96019
(530) 275-7075

GATEWAY EDUCATIONAL OPTIONS
3500 Tamarack Drive
Redding, CA
96003
(530) 245-7960

GRAND OAKS ELEMENTARY
5309 Grand Avenue
Shasta Lake, CA
96019
(530) 275-7040

MOUNTAIN LAKES HIGH SCHOOL
17752 Shasta Dam Blvd.
Shasta Lake, CA
96003
(530) 275-7000

SHASTA LAKE SCHOOL
4620 Vallecito Street
Shasta Lake, CA
96019
(530) 275-7020

May 2, 2014

Caltrans District Office
1657 Riverside Dr. 96001
P. O. Box 496073
Redding, CA 96049-6073

To Whom It May Concern:

On behalf of the Redding School District, I am communicating my support for the Public Health's Safe Routes to School Non-Infrastructure application for the Active Transportation Program. This application, if successful, builds upon Safe Routes to Schools (SSRT) efforts that have taken place over the past few years at our sites with the promotion of Walk and Bike to School Day and walking school busses to enhance the number of students walking and biking to school. Public Health has worked with the district in these efforts and has administered SRTS parent surveys in all of our schools. We also look forward to expanding the pedestrian and bicycle safety education curriculum in our schools. The following sites are slated for infrastructure improvements (through previous SRTS funding) over the next few years at Bonny View Elementary, Cypress Elementary, and Sequoia Middle School.

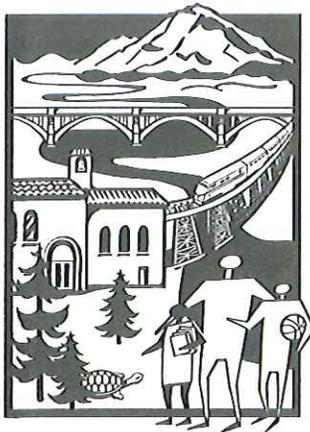
The Redding School District in partnership with Public Health desires to explore incentives to motivate children to walk and bike to school, provide safety education, and listen to parent concerns. We are dedicated to the mission to increase the physical activity of our students.

Again, I would reiterate my enthusiastic support for Public Health's efforts to obtain funding to finance the non-infrastructure issues associated with increasing the number of students walking to school.

Sincerely,

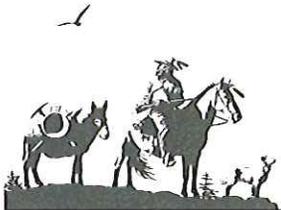


Rick Fauss, Ed.D.
Superintendent



**REDDING
SCHOOL
DISTRICT**

Academic Excellence Since 1873



Tradition of Excellence Since 1853

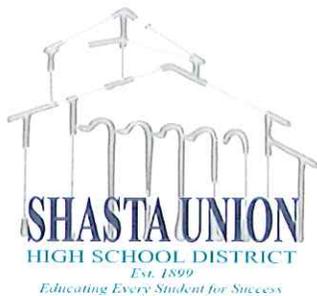
**SHASTA UNION
ELEMENTARY
SCHOOL DISTRICT**



**IGO-ONO-
PLATINA UNION
SCHOOL DISTRICT**

EDUCATION CENTER
5885 East Bonnyview Road
P.O. Box 992418
Redding, CA 96099-2418
(530) 225-0011
(530) 225-0015 Fax
<http://redding.echalk.com>

The New Millennium Partnership



Board of Trustees

*Kristen Schreder
James M. Schwerdt
Constance Pepple
Mike Wharton, Jr.
Bev Stupek*

Superintendent

Jim Cloney

May 5, 2014

Caltrans District Office
1657 Riverside Dr. 96001
P. O. Box 496073
Redding, CA 96049-6073

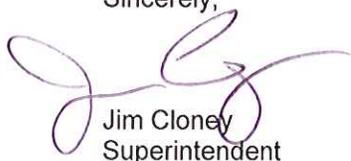
To Whom It May Concern:

On behalf of the Shasta Union High School District, I am communicating my support for the Public Health's Safe Routes to School Non-Infrastructure grant application. This application, if successful, builds upon SRTS efforts that have taken place over the past few years at several K-8 schools in Shasta County by promoting Walk and Bike to School Days, a weekly frequent walker program to increase the number of students walking and biking to school, and pedestrian and bicycle safety education. We are excited about the possibility of expanding bicycle education and encouragement efforts to high school students in our District.

The Shasta Union High School District, in partnership with Public Health, desires to explore ways to provide safety education, trainings and incentives to motivate students to walk and bike to school. We are dedicated to the mission to increase the physical activity of our students and hope to offer and expand Safe Routes to School efforts to high school students throughout the District.

Again, I would reiterate my enthusiastic support for Public Health's efforts to obtain grant funding to finance the non-infrastructure issues associated with increasing the number of students walking and biking to school.

Sincerely,



Jim Cloney
Superintendent



May 1, 2014

Anderson Partnership for
Healthy Children/South
County HEAC

City of Anderson

City of Redding

City of Shasta Lake

County of Shasta

First 5 Shasta

Mercy Medical
Center

Redding Rancheria

Redding School District

Shasta College

Shasta County Office of
Education

Shasta County RTPA

Shasta Family
YMCA

Shasta Head Start

Simpson University

The McConnell
Foundation

Turtle Bay Exploration
Park

University of California
Cooperative Extension

Viva Downtown

Whiskeytown National
Recreation Area

Caltrans District Office
1657 Riverside Dr. 96001
P.O. Box 496073
Redding, CA 96049-6073

To Whom It May Concern:

On behalf of the Healthy Shasta Partnership, I would like to express Healthy Shasta's support of Shasta County Public Health in seeking funds through the Safe Routes to Schools grant program to continue their Safe Routes to School work. The Safe Routes to Schools program is consistent with our goal to address childhood obesity by promoting healthy eating and active lifestyles. Healthy Shasta also understands the importance of making it more accessible and safer for children to walk or ride to school.

The Healthy Shasta collaborative is represented by decision makers from all sectors of our community, and is committed to making "the healthy choice the easy choice" for our residents. The goals of this funding are consistent with the vision of the Healthy Shasta partnership and strategic plan, especially our Walking and Biking Strategy: Create environments that make bicycling and walking easier and safer.

The SRTS proposal clearly suits our strategic areas and fits with the Healthy Shasta vision: A community where the healthy choice is the easy choice. Healthy Shasta will proactively encourage the entire community to support safe routes for Shasta County students and serve on the SRTS Task Force. We commend Shasta County Public Health in this endeavor and we strongly encourage you to consider their application for SRTS funding. If you have any questions please contact me at 530-229-8428.

Sincerely,

A handwritten signature in blue ink that reads "Shellisa Moore". The signature is written in a cursive, flowing style.

Shellisa Moore
Healthy Shasta Coordinator



1255 East Street, Suite 202 • Redding, CA 96001 • (530)262-6190 • FAX (530)262-6189
E-Mail srta@srta.ca.gov • HOME PAGE www.srta.ca.gov

Daniel S. Little, Executive Director

May 13, 2014

Subject: Shasta County Health and Human Services Agency Public Health Funding Proposal

To Whom it May Concern:

The Shasta Regional Transportation Agency (SRTA) is pleased to support the Shasta County Health and Human Services Agency (HHS) Public Health Department's Active Transportation Program non-infrastructure application. SRTA has extensive experience working alongside HHS Public Health and will provide all support as the designated "responsible" agency necessary to complete grant-funded tasks. More specifically, the SRTA will:

- Ensure that federal-aid transportation requirements are being met by the "nontraditional" awardee and that the procedures in the Local Assistance Procedures Manual (LAPM) are being followed;
- Submit invoices and progress reports on behalf of HHS Public Health, as the grant fiscal agent; and
- Ensure timely project delivery.

SRTA has successfully managed these tasks in the past for Public Health Safe Routes to Schools non-infrastructure grants. Shasta County Health and Human Services Public Health will serve as the "non-traditional" applicant and will implement education, encouragement, and enforcement activities that are intended to change community behavior, attitudes, and social norms to make it safer for children in grades K-12 to walk and bike to school. This information will be valuable for SRTA's Regional Transportation Plan and proposed "GoShasta Active Transportation Program."

Should you have any questions, please contact me at (530) 262-6191 or dlittle@srta.ca.gov.

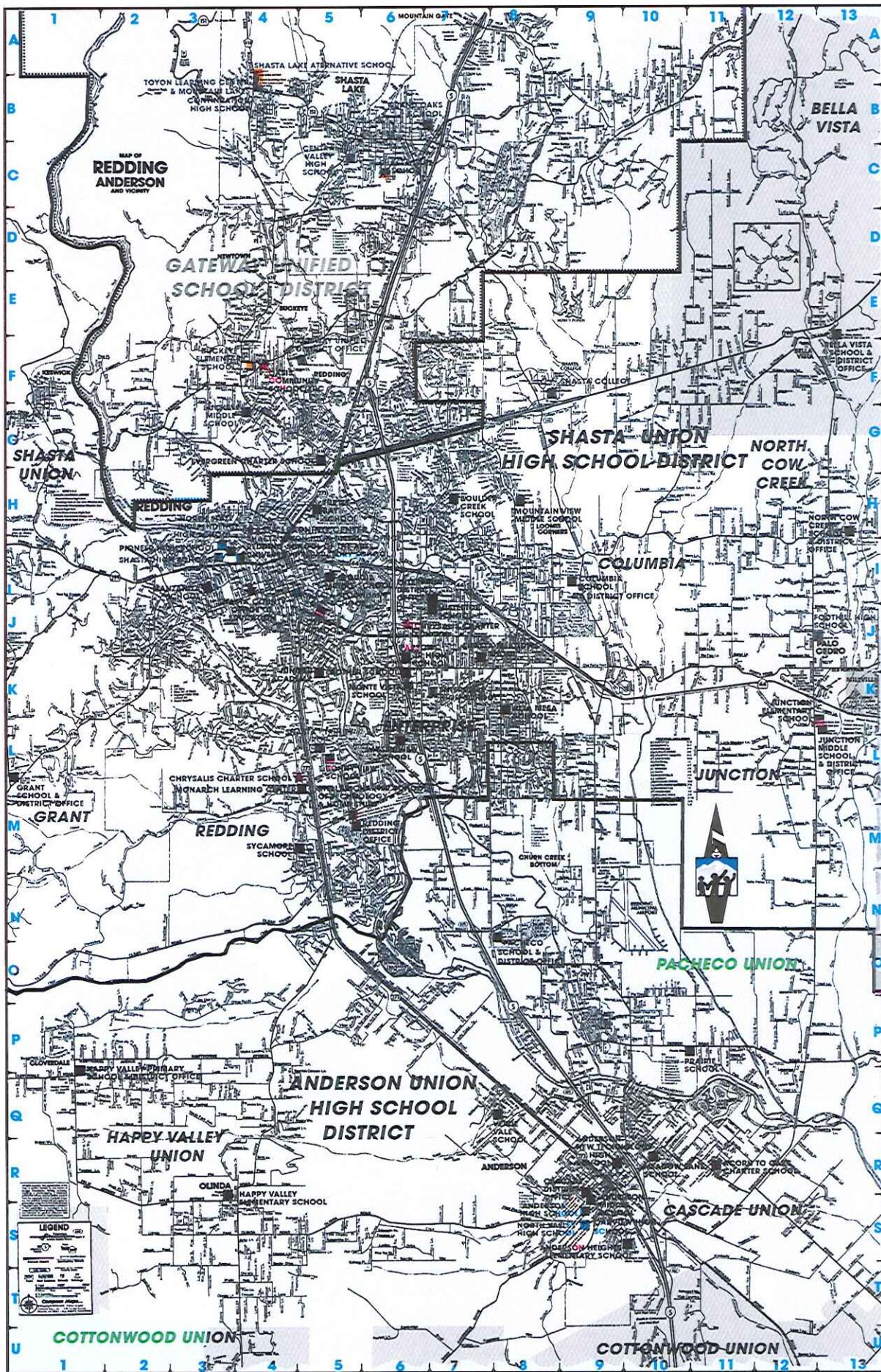
Sincerely,

A handwritten signature in blue ink, appearing to read "Daniel S. Little", is written over a horizontal line.

Daniel S. Little, AICP, Executive Director
Shasta Regional Transportation Agency (MPO)

DSL/jac





REDDING-ANDERSON & VICINITY STREET INDEX

Vertical list of street names corresponding to the grid on the map.

Vertical list of street names corresponding to the grid on the map.

A Guide to the Public Schools of Shasta County

A publication of the



1644 Magnolia Ave.
Redding, CA 96001

Tom Armelino
Shasta County Superintendent of Schools

For more information:
(530) 225-0200
www.shastacoe.org

Revised January 2007

Shasta County Board of Education

- Linda Bradford
- Derek Fasking
- Diane Gerard
- Rhonda Hull
- William Stegall
- Susan Wilson

Shasta County Office of Education

The Shasta County Office of Education is located in Redding at the corner of Magnolia Avenue and Placer Street. Programs are offered for at-risk youth, child development, and special education. Science facilities include Camp Latze, Schreder Planetarium, and Whiskeytown Environmental School.

School districts in Shasta County operate autonomously with their own elected Governing Boards and appointed Superintendent. The Shasta County Office of Education is a service organization and an intermediate unit between local school districts and the California Department of Education.

The Shasta County Office of Education also provides a wide range of services to the 25 school districts in Shasta County. They include business services, data processing, personnel, administrative, psychological, nursing and community health, curricular assistance, graphics/printing, and information technology.

LEGEND

- ★ SHASTA COUNTY OFFICE OF EDUCATION
- HIGH SCHOOL
- HIGH SCHOOL DISTRICT
- K-12 UNIFIED SCHOOL DISTRICT
- K-12 UNIFIED SCHOOL DISTRICT
- ELEMENTARY SCHOOL
- ELEMENTARY SCHOOL DISTRICT

Map reproduced with permission of Copyright Map, Inc. Without permission from copyright owner are a violation of federal copyright law and will be prosecuted.

www.compass-maps.com

SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

Interactive map and data summaries of bicycle and/or pedestrian collisions around school.

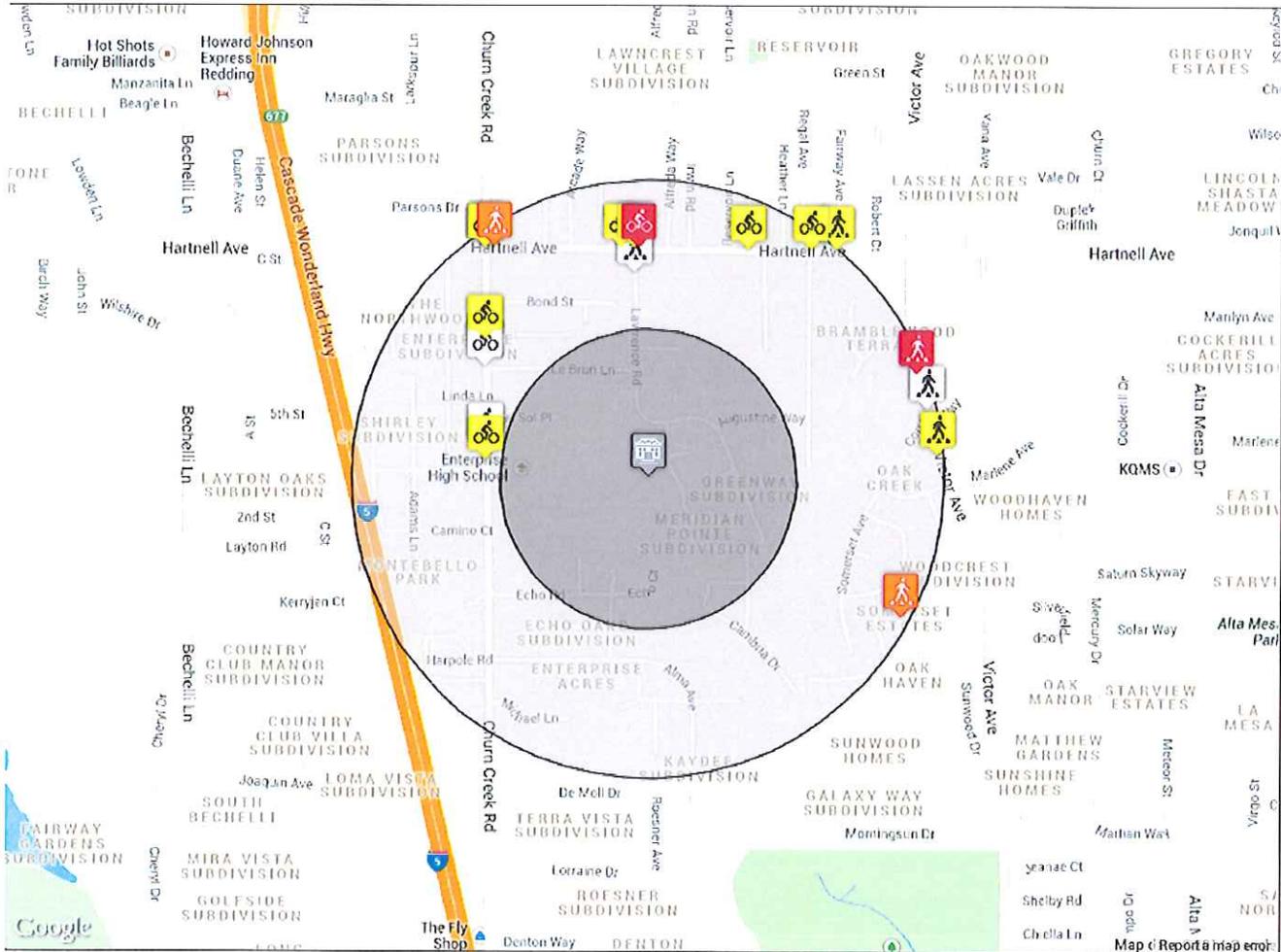
Enterprise High

3411 Churn Creek Rd. | Redding | Shasta County | CDS: 45701364532750

Types of Collisions: Bicycle Pedestrian

Collision Severity: Fatal Severe Injury Other Visible Injury Complaint of Pain

Years : 2007 - 2011



| Summary Statistics | | | | | | | |
|--------------------|----------|---------------|----------------|-------------------|------------|-----------|-----------|
| Radius | Fatal | Severe Injury | Visible Injury | Complaint of Pain | Pedestrian | Bicycle | Total |
| <¼ mi. | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ¼ - ½ mi. | 2 | 2 | 9 | 5 | 7 | 11 | 18 |
| Total | 2 | 2 | 9 | 5 | 7 | 11 | 18 |

SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

Interactive map and data summaries of bicycle and/or pedestrian collisions around school.

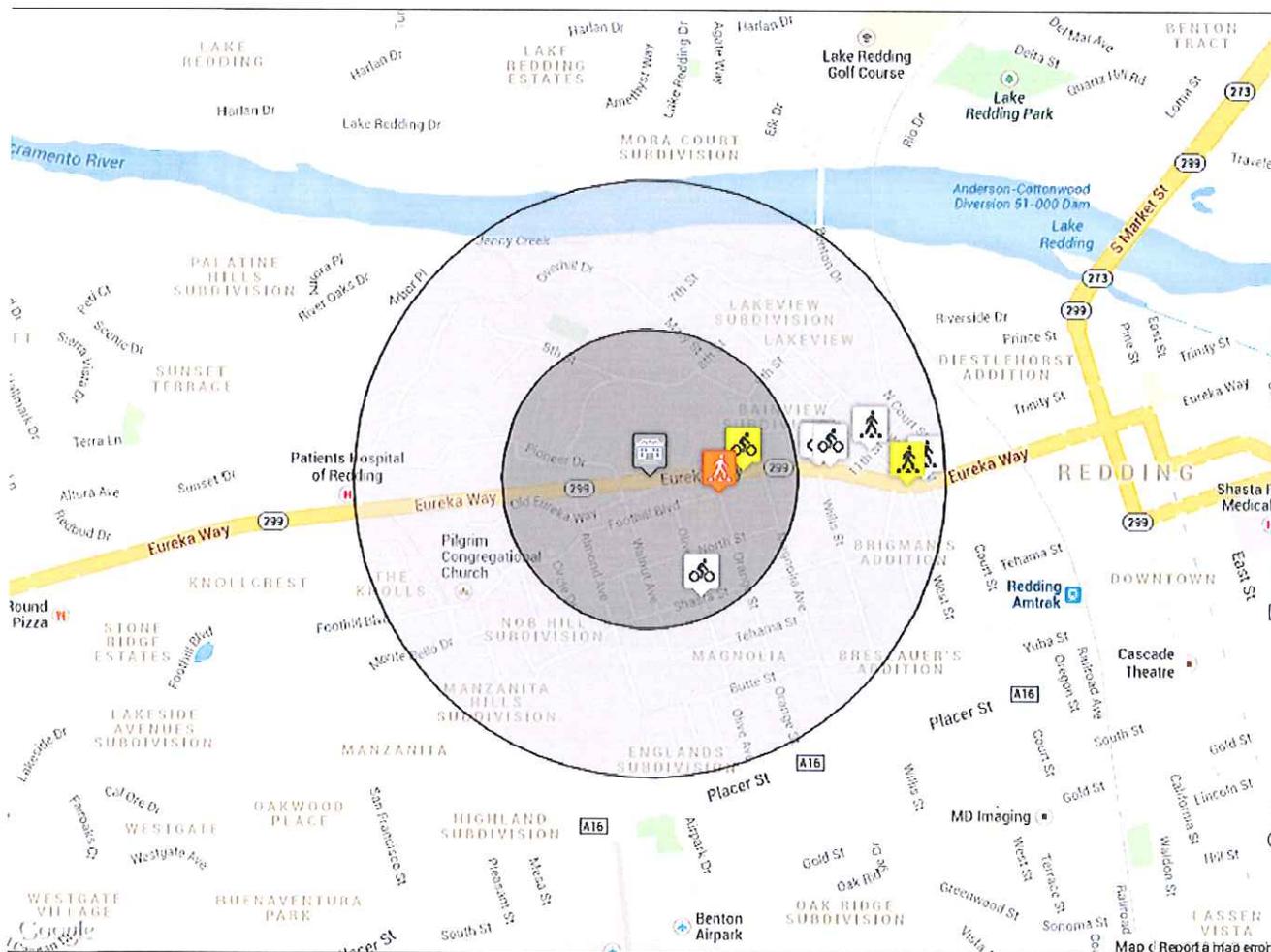
Shasta High

2500 Eureka Way | Redding | Shasta County | CDS: 45701364537304

Types of Collisions: Bicycle Pedestrian

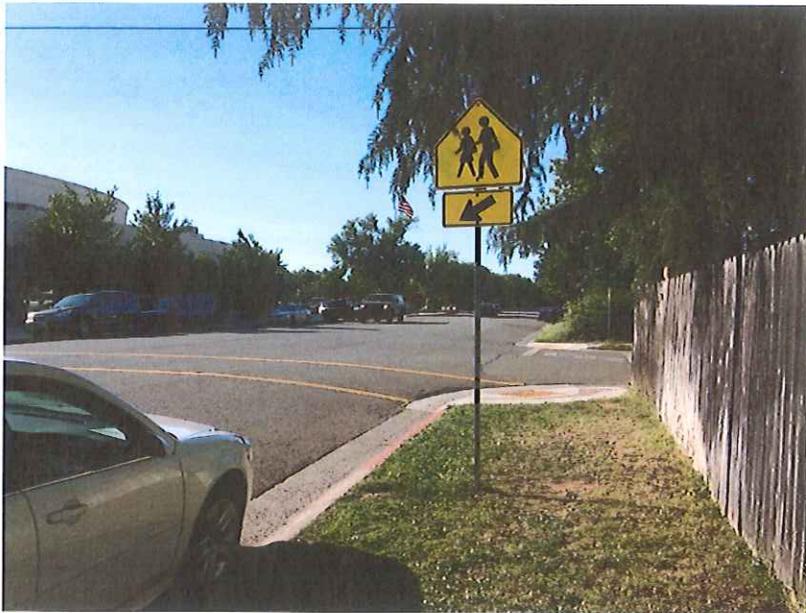
Collision Severity: Fatal Severe Injury Other Visible Injury Complaint of Pain

Years : 2007 - 2011



| Summary Statistics | | | | | | | |
|--------------------|-------|---------------|----------------|-------------------|------------|---------|-------|
| Radius | Fatal | Severe Injury | Visible Injury | Complaint of Pain | Pedestrian | Bicycle | Total |
| < 1/4 mi. | 0 | 1 | 1 | 1 | 1 | 2 | 3 |
| 1/4 - 1/2 mi. | 0 | 0 | 1 | 5 | 3 | 3 | 6 |
| Total | 0 | 1 | 2 | 6 | 4 | 5 | 9 |

| Collision List | | | | | | | | |
|-------------------------|------------|-------|-------------|-----------|----------|-----------|------|-----|
| Case ID | Date | Time | Primary | Secondary | Distance | Direction | Bike | Ped |
| 3879013 | 2008-09-28 | 16:07 | EUREKA WY | WILLIS ST | 0 | - | Yes | No |
| 3924089 | 2008-08-29 | 7:25 | RT 299 | COURT ST | 75 | W | No | Yes |
| 4251718 | 2009-05-28 | 7:45 | MAGNOLIA AV | EUREKA WT | 233 | S | Yes | No |
| 4251781 | 2009-05-28 | 14:01 | RT 299 | WEST ST | 0 | - | No | Yes |
| 4733756 | 2010-05-20 | 7:34 | SHASTA | OLIVE ST | 0 | - | Yes | No |
| 4734859 | 2010-06-07 | 12:43 | WEST ST | 11TH ST | 0 | - | No | Yes |
| 4775800 | 2010-05-28 | 19:35 | RT 299 | WILLIS ST | 15 | E | Yes | No |
| 5236512 | 2011-04-06 | 19:07 | ORANGE AV | EUREKA WY | 184 | S | No | Yes |
| 5501361 | 2011-09-10 | 10:54 | EUREKA WY | 11TH ST | 200 | W | Yes | No |



Sequoia Street in front of Sequoia School is slated for sidewalks and improved crosswalks by 2015. We plan to hold an Open Streets event on this street after the project has been completed. This project will better connect the neighborhood to the school and will make it easier and safer for kids to arrive at school by foot/bike.

Bike to School Day, May 7, 2014 with Turtle Bay School. Turtle Bay Exploration Park provided a rest stop along the biking route to school.



An Open Streets event organized by Shasta Living Streets was held on May 4, 2014 along Parkview Drive, a street that recently received a 'road diet,' bike lanes, and several enhanced crosswalks and bulb-outs.

Sara Sundquist

From: Sara Sundquist
Sent: Wednesday, May 14, 2014 2:42 PM
To: 'Burkhalter, Lynda@CCC'
Subject: Additional information for Shasta's ATP proposal

Hi Lynda,

I got word that I needed to provide you with the following information for our application.

1. Who's applying - Shasta Regional Transportation Agency (SRTA) is the applicant however Shasta County Health and Human Service Agency Public Health will carry out the project (I'm writing the grant from Public Health and SRTA is covering the fiscal and agreement with Caltrans)
2. Name of Project – Shasta Safe Routes to School
3. Project Description

This project will build on the success of the recent SRTS efforts by targeting 1-3 high schools to provide a comprehensive bicycle safety program to involve students with learning rules of the road, advocacy tools for improving infrastructure around their school, supporting regular riding to school, and maintaining their bicycles

- Targeting 4 school districts (serving approximately 7500 students; * indicates new district we'll be working with)
 - o Cascade Union (Anderson)
 - o Redding School District
 - o *Shasta Union High School District
 - Providing trainings to teachers to incorporate the pedestrian and bicycle safety curriculum
 - Provide training up to two California Conservation Corps (CCC) crews to provide pedestrian safety education (using Safe Moves City equipment) and bicycle safety rodeos
 - Celebrating new infrastructure improvements by working with Shasta Living Streets
 - Coordinating bicycle and pedestrian counts focusing on new schools
 - Involving law enforcement to provide a crossing guard training(s) and assist with the pedestrian and bicycle safety curriculum
4. Cost Estimate: Requesting \$500,000, up to \$12,000 to be used to pay CCC Train crew and have crew provide ped/bike safety education to approximately 7 schools – 3 hours/school for 2 years

Please let me know when you receive this message.

I look forward to working with you.

Sara

Sara Sundquist

Health & Human Service Agency - Public Health Safe Routes to School Program Coordinator
www.healthyshasta.org 530-245-6457

"One of the most important days of my life was when I learned to ride a bicycle." - Michael Palin

Electronic Privacy/Confidentiality Notice: This e-mail and any attachments contains information that is, or may be covered by, the Electronic Communication Privacy Act, Title 18 U.S.C 2510-2521, and may also be confidential and proprietary in nature and is for the sole use of the intended recipient(s). As the intended recipient(s), this disclosure may be protected by Federal confidentiality rules (42 CFR Part 2). The Federal rules prohibit you from making any further disclosure of this information unless further disclosure is expressly permitted by the written consent of the person to whom it pertains or as otherwise permitted by 42 CFR Part 2. A general authorization for the release of medical or other information is not sufficient for this purpose. The Federal rules restrict any use of the information to criminally investigate or prosecute any alcohol or drug abuse patient. If you have received this e-mail in error, contact the sender indicating you received this communication in error and then immediately delete and destroy all copies of the message.

Sara Sundquist

From: Burkhalter, Lynda@CCC [Lynda.Burkhalter@CCC.CA.GOV]
Sent: Wednesday, April 30, 2014 9:46 AM
To: Sara Sundquist
Cc: Wolsey, Scott@CCC; Johnson, Nicholas@CCC
Subject: RE: ATP info on CCC website

Hi Sara:

Yes, Virginia referred you to us. (Virginia is our Northern Regional Deputy).

Cost are \$18.77 per hour per Corpsmember (per person per crew – not including the supervisor)
 The includes: Corpsmember Supervision (Crew supervisor leads the crew on projects), tools and equipment (chainsaws, hand tools), transportation, worker comp, safety plan and meeting, etc.

I hope this helps, please let me know if you need any additional information.

Lynda Burkhalter
 California Conservation Corps
 Redding Center
 530-241-3030
Lynda.burkhalter@ccc.ca.gov

From: Sara Sundquist [mailto:ssundquist@co.shasta.ca.us]
Sent: Wednesday, April 30, 2014 9:31 AM
To: Burkhalter, Lynda@CCC
Subject: RE: ATP info on CCC website

Hi Linda,

Thanks for the link to this site. I hope it works out that we can partner. A couple items of clarification:
 Did Virginia (or her office) refer you to me? - I need to note this in my ATP proposal
 Did you say that a crew is \$18.75/hour (the entire crew, not per person in the crew?)

Thanks, I'm sure I'll be in touch with more info and questions.
 Sara

From: Burkhalter, Lynda@CCC [mailto:Lynda.Burkhalter@CCC.CA.GOV]
Sent: Tuesday, April 29, 2014 11:52 AM
To: Sara Sundquist
Subject: FW: ATP info on CCC website

From: Clark, Virginia@CCC
Sent: Wednesday, April 23, 2014 11:56 AM
To: CCC CENTER DIRECTORS; CCC CON SUPS
Cc: Simpson, Trish@CCC
Subject: ATP info on CCC website

Folks,

The link below is the ATP portion of our CCC website. Please refer folks to this site.

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

Virginia Clark
Region Deputy, Region 1

California Conservation Corps
(916) 341-3147
fx(877) 834-4177
virginia.clark@ccc.ca.gov



PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL

Visit our web site at www.ccc.ca.gov for more information about the California Conservation Corps

Visit our web site at www.WatershedStewards.com for more information about the Watershed Stewards Program