

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:

San Juan Unified School District - Safe Routes to Schools

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

**San Juan Unified School District – Active Transport Program
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- Online Link to Approved Plans
- Documentation of Public Participation Process
- Letters of Support
- Detailed Budget Narrative

I. GENERAL INFORMATION

Project name: San Juan Unified School District - Safe Routes to Schools

(fill out all of the fields below)

1. APPLICANT (Agency name, address and zip code) San Juan Unified School District	2. PROJECT FUNDING ATP funds Requested \$ <u>250,000.00</u> Matching Funds (If Applicable) \$ _____ Other Project funds \$ _____ TOTAL PROJECT COST \$ <u>250,000.00</u>
3. APPLICANT CONTACT (Name, title, e-mail, phone #) Nina Mancina, Program Specialist nmancina@sanjuan.edu 916.971.7218	5. PROJECT COUNTY(IES): <p style="text-align: center;">Sacramento</p>
4. APPLICANT CONTACT (Address & zip code) 3738 Walnut Avenue	7. Application # <u>1</u> of <u>1</u> (in order of agency priority)
6. CALTRANS DISTRICT #- Click Drop down menu below District 3	

Area Description:

8. Large Metropolitan Planning Organization (MPO)- Select your" MPO" or "Other" from the drop down menu>	SACOG Sacramento Area Council of Government
9. If "Other" was selected for #8- select your MPO or RTPA from the drop down menu>	
10. Urbanized Area (UZA) population (pop.)- Select your UZA pop. from drop down menu>	Within a Large MPO (Pop > 200,000)

Master Agreements (MAs):

11. Yes, the applicant has a FEDERAL MA with Caltrans.
12. Yes, the applicant has a STATE MA with Caltrans.
13. If the applicant does not have an MA. Do you meet the Master Agreement requirements? Yes No
 The Applicant MUST be able to enter into MAs with Caltrans

Partner Information:

14. Partner Name*: Not Applicable	15. Partner Type
16. Contact Information (Name, phone # & e-mail)	17. Contact Address & zip code

Click here if the project has more than one partner; attach the remaining partner information on a separate page

*If another entity agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement must be submitted with the application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the request for allocation.

Project Type: (Select only one)

18. Infrastructure (IF) 19. Non-Infrastructure (NI) 20. Combined (IF & NI)

Project name: San Juan Unified School District - Safe Routes to Schools

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

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

25. Safe routes to school- Infrastructure Non-Infrastructure

If SRTS is selected, provide the following information

26. SCHOOL NAME & ADDRESS: Dyer-Kelly Elementary School 2236 Edison Avenue Sacramento 95821
27. SCHOOL DISTRICT NAME & ADDRESS: San Juan Unified School District 3738 Walnut Avenue, Carmichael, CA 95608

28. County-District-School Code (CDS) 34 67447 6034524	29. Total Student Enrollment 406	30. Percentage of students eligible for free or reduced meal programs ** 92.00
31. Percentage of students that currently walk or bike to school see attached info for schools	32. Approximate # of students living along school route proposed for improvement	33. Project distance from primary or middle school see attached info for schools

**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

**San Juan Schools Selected for
Safe Routes to School / Active Transportation Program Application**

Rank	School	Grade	Disadvantaged	Full assessment	Update assessment	Full education & encouragement	Limited education & encouragement	Bicyclist
1	Dyer-Kelly	ES	yes	X		X		
2	Howe Avenue	ES	yes		X		X	
3	Greer	ES	yes		X		X	
4	Encina	MS/HS	yes	X		X		
5	Starr King	K-8	yes		X	X		
6	Arcade	MS	yes	X		X		
7	Arden	MS	no	X		X		
8	Edison	K-8	yes	X			X	
9	Whitney Avenue	ES	yes		X		X	
10	Pasadena Avenue	ES	yes	X		X		
11	Deterding	ES	no		X		X	
12	Kelly	ES	no		X			
13	LeGette	ES	no		X		X	
14	Northridge	ES	no		X			
15	Pasteur	MS	no		X			
16	Lichen	K-8	no					X
	totals		yes=9	6	9	6	6	1

School: Dyer-Kelly Elementary School (6034524)

Proposed: full assessment, full education and encouragement program

Address: 2236 Edison Ave, Sacramento CA 95821 (census 6067006201)

GPS: 38.622486, -121.411578

Enrollment: 406

Disadvantaged community: **yes**

Income: \$39,801, 65% of median

CalEnviroScreen: 26-30%

Free & Reduced: 92%

Staffing: Vice Principal & Parent Liaison

Fitnessgram health risk: **45%**

Last tally: none

Last survey: none

Active mode share: about 30%

Facilities Master Plan: minor projects

Transportation plan: sidewalk on Edison Ave & Bell St \$775K

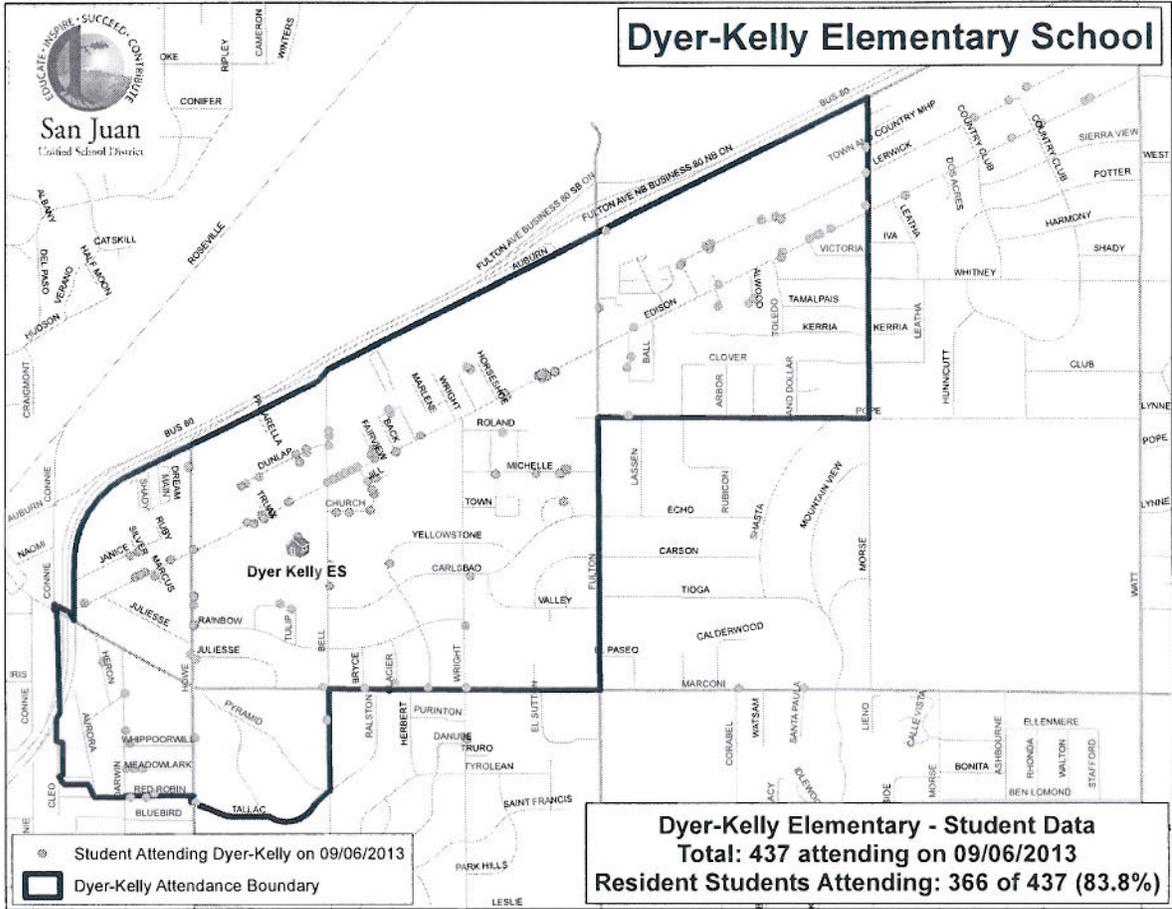
Issues: parking lot drop-off/pick-up area allows multiple lanes, causing congestion and blockage of internal crosswalk; significant sidewalk gaps exist on Edison Ave and Bell St nearby the school

Collisions: Howe Ave, west of school, and Marconi Ave, south of school, are "other principal arterials" with significant collision rates including fatalities

Previous: participated in district Fire Up Your Feet program 2014



Example at Dyer-Kelly: morning drop-off, multiple lanes blocking internal crosswalk



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

John Carter Vice Principal Dyer Kelly

School: Howe Avenue Elementary School (6034623)

Proposed: update assessment, full education and encouragement program

Address: 2404 Howe Ave, Sacramento CA 95825 (census 6067005505)

GPS: 38.608409, -121.414046

Enrollment: 553

Disadvantaged community: **yes**

Income: \$38,505, 63% of median

CalEnviroScreen: 31-35%

Free & Reduced: 97%

Staffing: Vice Principal & Parent Liaison

Fitnessgram health risk: **39%**

Last tally: 2011-11

Last survey: 2011-11

Active mode share: 22%

Facilities Master Plan: minor projects

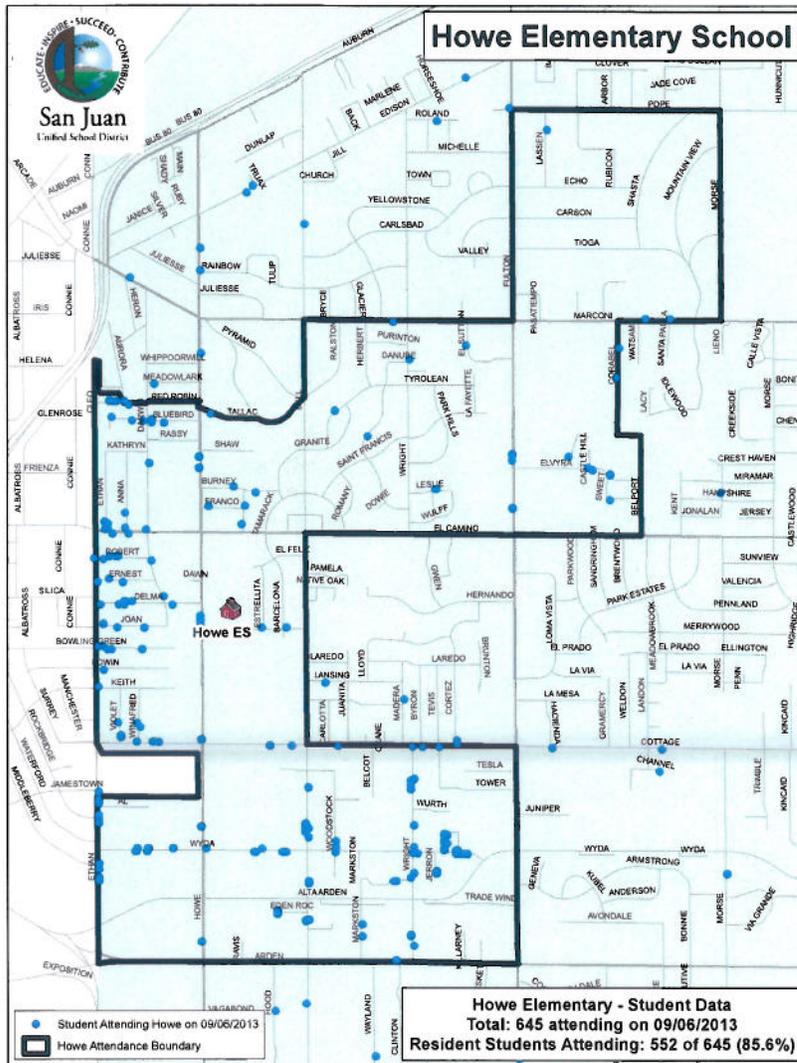
Transportation plan: major new sidewalk and signal project on Howe Ave, summer 2014

Collisions: Howe Ave, west of school, and El Camino Ave, north of school, are "other principal arterials" with significant collision rates including fatalities

Previous: participated in county SRTS 5Es Project 2011, participated in district Fire Up Your Feet program 2014



Example at Howe Avenue: high traffic pedestrian crossing west of school with confusing signal required establishment of safety flag crossing program



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Gronne J. Wright

School: Greer Elementary School (6034599)

Proposed: update assessment, full education, possible encouragement

Address: 2301 Hurley Way, Sacramento CA 95825 (census 6067005506)

GPS: 38.589173, -121.409468

Enrollment: 495

Disadvantaged community: **yes**

Income: \$38,505, 63% of median

CalEnviroScreen: 21-25%

Free & Reduced: 92%

Staffing: Vice Principal & Parent Liaison

Fitnessgram health risk: **35%**

Last tally: 2009-11

Last survey: 2009-11

Active mode share: 48%

Facilities Master Plan: none

Transportation plan: sidewalk Hurley Way and Bell St, \$550K

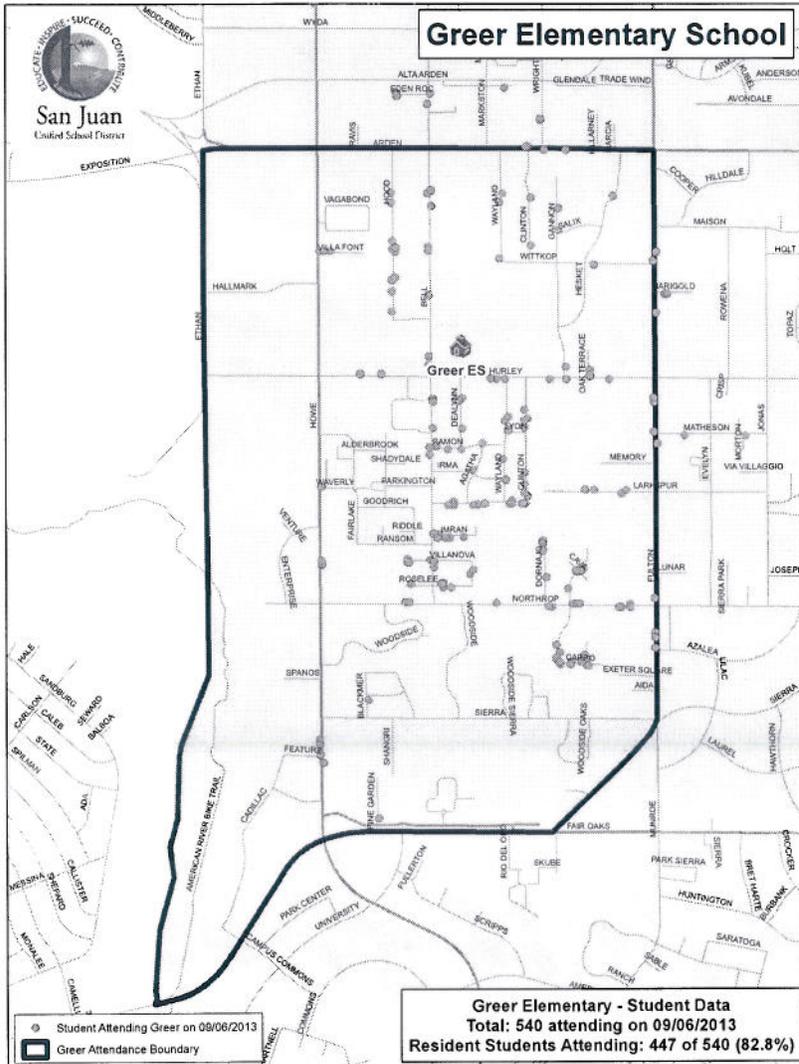
Collision: roadways which outline the attendance boundary are "other principal arterials" and major collectors with significant collisions including fatalities

Previous: participated in district Fire Up Your Feet program 2014; limited assessment 2009

Other: school garden and health education



Example at Greer: lack of sidewalks and curbs on northwest corner of Hurley Ave and Bell St, an intersection used heavily by students



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Michelle Rennie

School: Encina Preparatory High School (3432838)

Proposed: full assessment, education and encouragement program pilot for middle school and high school students

Address: 1400 Bell St, Sacramento CA 95825 (census 6067005506)

GPS: 38.593134, -121.410352

Enrollment: 939

Disadvantaged community: **yes**

Income: \$38,505, 63% of median

CalEnviroScreen: 21-25%

Free & Reduced: 88%

Staffing: Vice Principal & Parent Liaison

Fitnessgram health risk: **38%**

Last tally: none

Last survey: none

Active mode share: about 50%

Facilities Master Plan: moderate projects

Transportation plan: no specific county projects

Collisions: attendance boundary includes a large number of "other principal arterial" and major collector roadways, most with significant collision rates including fatalities

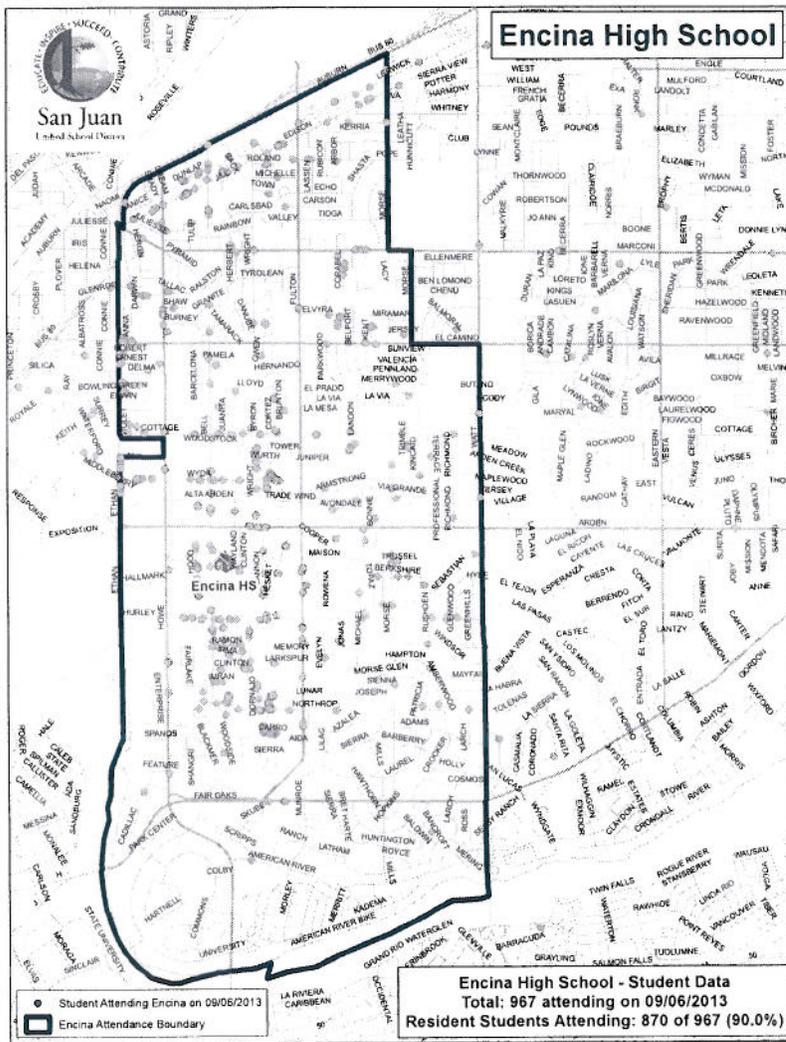
Previous: none

Other: grade 6-12 school; school garden underway; many students live well north of the school along high volume collector and arterials roadways; school has requested support for encouraging transit use

Note: Greer ES and Encina HS are adjacent to each other, so the assessment will for both campuses will be combined, and some programs may be done collaboratively



Example for Encina: sidewalk gap and lack of curbs at key intersection (Bell St & Arden Expressway, crossing used heavily by students walking and biking to school)



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

Wiley 5.19.14

School: Starr King K-8 School (6034920)

Proposed: update assessment, full education and encouragement program

Address: 4848 Cottage Way, Carmichael CA 95608 (census 6067005801)

GPS: 38.600309, -121.352640

Enrollment: 573

Disadvantaged community: **yes**

Income: \$53,847, 88% of median

CalEnviroScreen: 76-80%

Free & Reduced: 78%

Staffing: Vice Principal & Parent Liaison

Fitnessgram health risk: 34%

Last tally: 2009-10

Last survey: 2009 Fall

Active mode share: 11%

Facilities Master Plan: minor projects

Transportation plan: sidewalk on Cottage Way \$248K

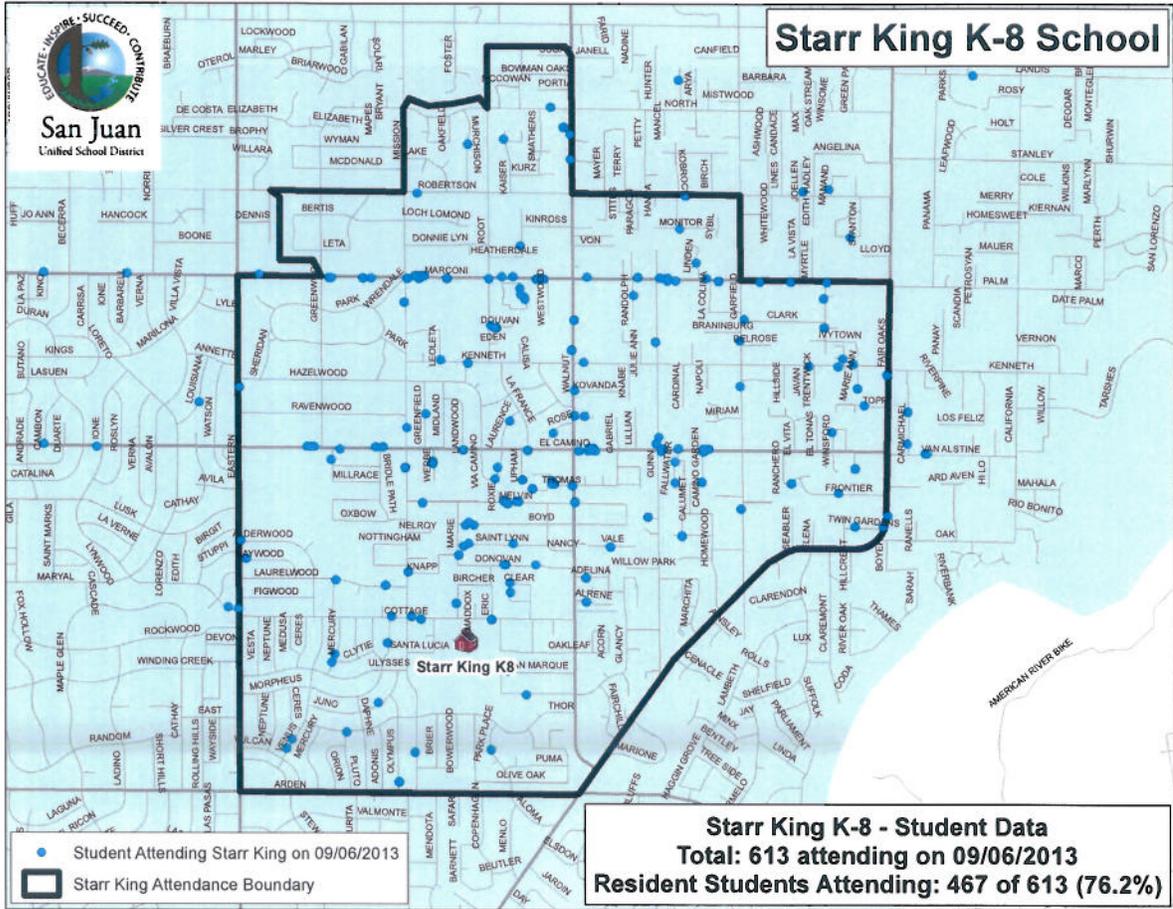
Collisions: not a major issue within attendance boundary

Previous: participated in Sacramento County 5Es SRTS Project

Other: school has requested assistance with drop-off/pick-up areas and procedures that endanger walking students



Example at Starr King: bicycle rack location capacity is well below demand, bike racks are old styles which damage bikes, and the rack is located on a soft, wet surface



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

Debrah Kraus

School: Arcade Fundamental Middle School (6034342)

Proposed: full assessment, limited education and encouragement program

Address: 3500 Edison Ave, Sacramento CA 95821 (census 6067006003)

GPS: 38.633752, -121.380366

Enrollment: 592

Disadvantaged community: **yes**

Income: \$39,801, 65% of median

CalEnviroScreen: 41-45%

Free & Reduced: 45%

Staffing: Vice Principal

Fitnessgram health risk: 30%

Last tally: 2014-05

Last survey: none

Active mode share: about 20%

Facilities Master Plan: minor projects

Transportation plan: no significant county projects, pedestrian crossing beacon recently installed

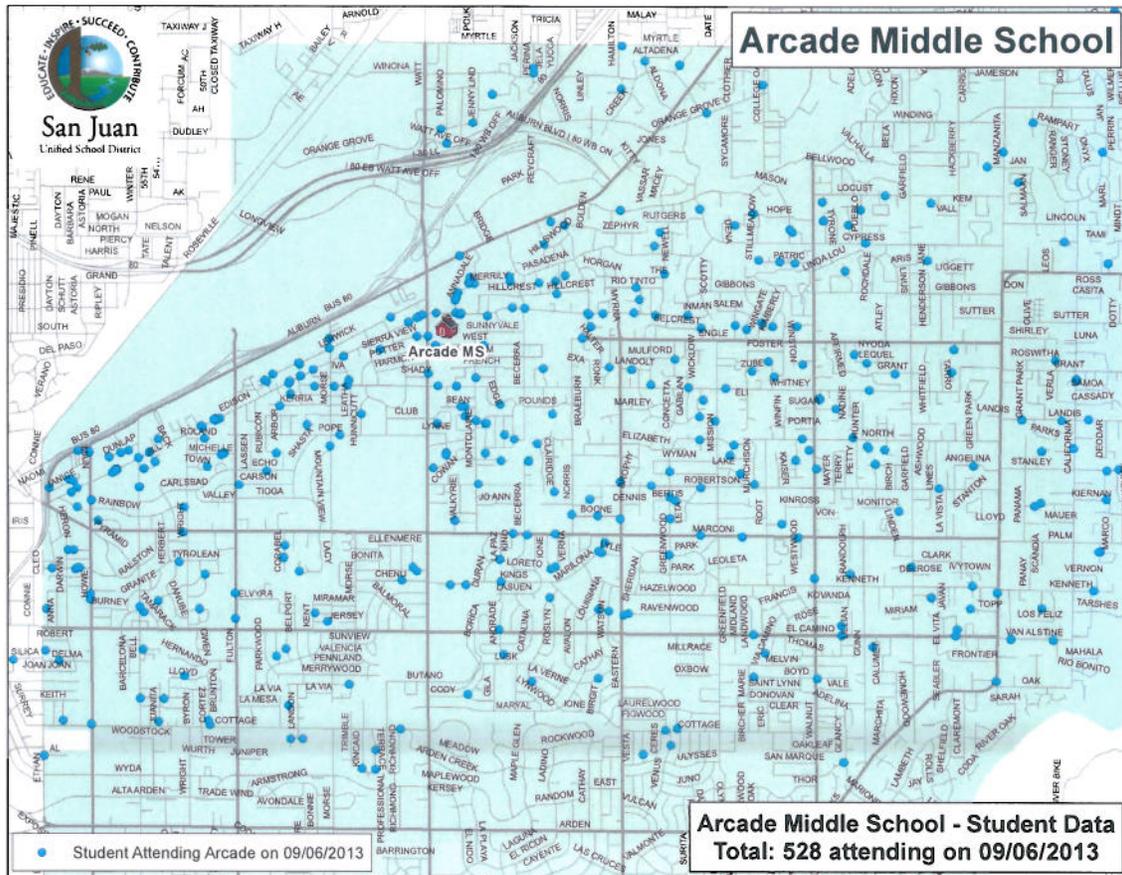
Collisions: Watt Ave, west of the school, is a "other principal arterial" with a high rate of collision, including fatalities

Previous: none

Other: school has requested assistance with intersection of Edison Way and Annadale Ln which has extremely high arrival and dismissal traffic for this school and others



Example at Arcade: sidewalks are discontinuous along from of the school, and driveways do not indicate safe pedestrian routes



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

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School: Arden Middle School (6034359)

Proposed: full assessment, limited education and encouragement program

Address: 1640 Watt Ave, Sacramento CA 95864 (census 6067005702)

GPS: 38.594897, -121.381745

Fitnessgram health risk: 27%

Enrollment: 937

Staffing: Vice Principal

Disadvantaged community: no

Last tally: none

Income: \$83,534, 136% of median

Last survey: none

CalEnviroScreen: 81-85%

Active mode share: about 60%

Free & Reduced: 36%

Facilities Master Plan: none, drop-off/pick-up area recently rebuilt

Transportation plan: no significant county projects

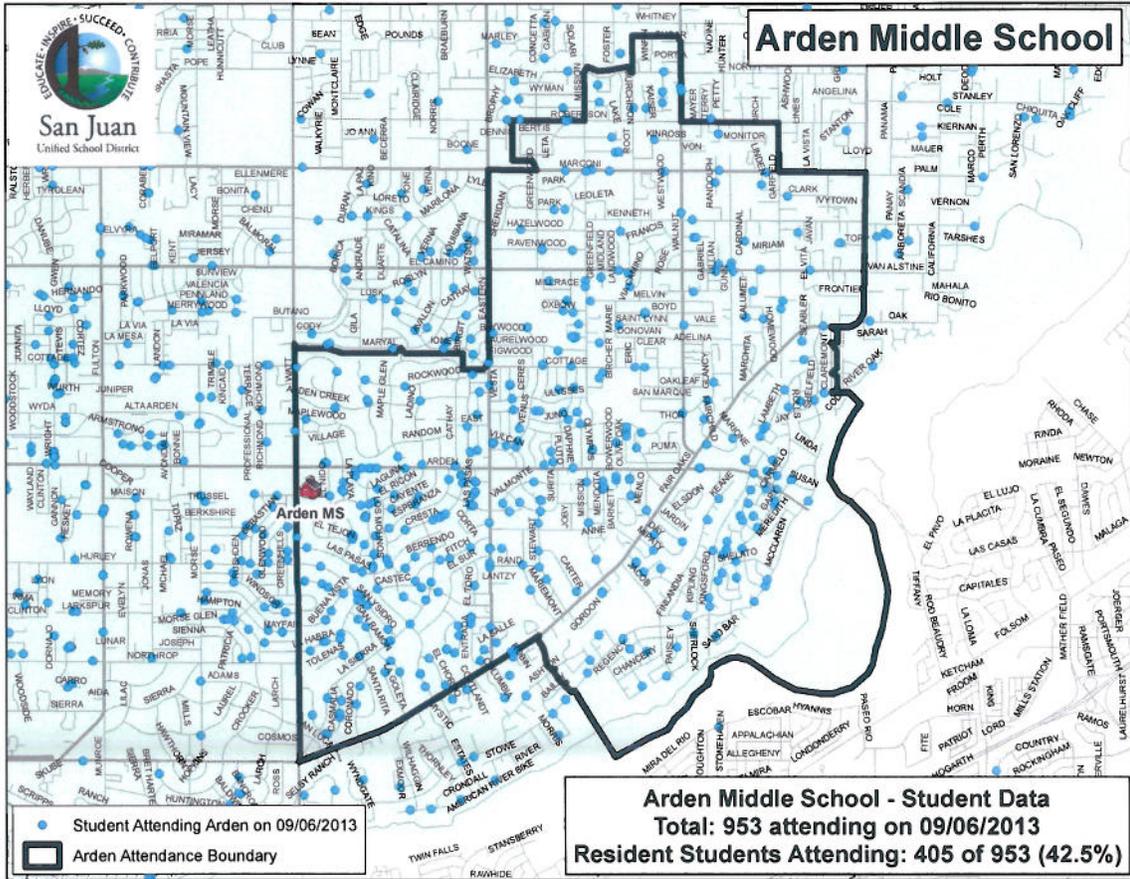
Collisions: Watt Ave, west of the school, and Arden Way, north of the school, have moderate collision rates

Previous: none

Other: county provides crossing guard for high-risk intersection of Watt Ave and Arden Way at school entrance; school has requested assistance with exiting vehicles making illegal turns; school funded walkway construction serving pass-through entrance



Example at Arden: high walking mode share is a positive, but congested intersection and poor driver behavior at Watt Ave & Arden Way requires crossing guard to keep students safe



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School: Thomas Edison Language Institute (K-8) (6034540)

Proposed: limited education and encouragement program

Address: 2950 Hurley Way, Sacramento CA 95864 (census 6067005606)

GPS: 38.587076, -121.393818

Fitnessgram health risk: **37%**

Enrollment: 554

Staffing: Vice Principal & Parent Liaison

Disadvantaged community: **yes**

Last tally: 2013-11

Income: \$83,534, 136% of median

Last survey: 2013-11

CalEnviroScreen: 56-60%

Active mode share: 25%

Free & Reduced: 81%

Facilities Master Plan: minor projects

Transportation plan: no significant county projects

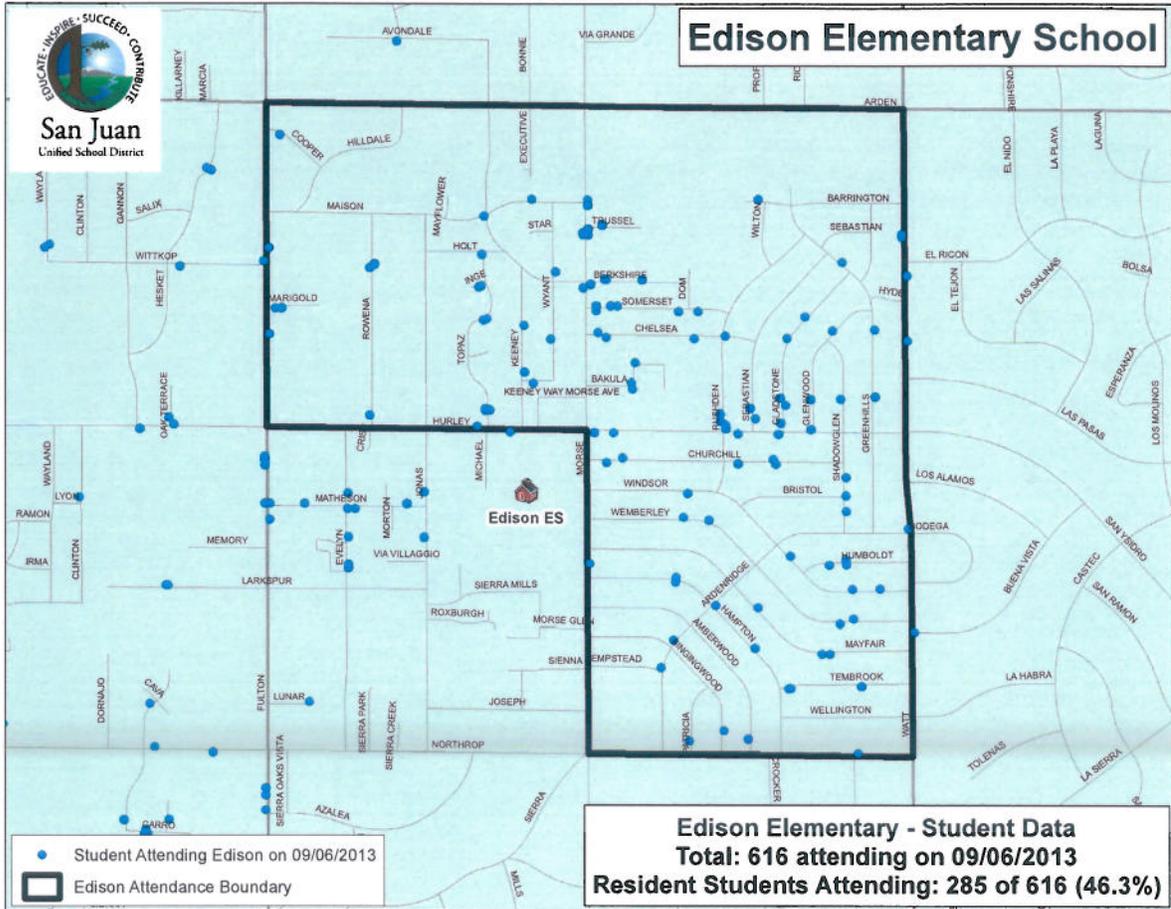
Collisions: Fulton Avenue, west of the school, and Hurley Way, north of the school, have moderate collision rates including fatalities

Previous: participating in Paving the Way program with WALKSacramento

Other: services at this school will be a collaboration between WALKSacramento and San Juan USD; school has single entrance at Hurley Way and Topaz Way with very high arrival and dismissal traffic; Hurley Way has significant sidewalk gaps



Example at Edison: no sidewalks east of school on Hurley Ave



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


 Todd Lindeman
 5-19-14

School: Whitney Avenue Elementary School (6034961)

Proposed: update assessment, full education, and possible encouragement

Address: 4248 Whitney Ave, Sacramento CA 95821 (census 6067006004)

GPS: 38.627896, -121.365345

Fitnessgram health risk: 28%

Enrollment: 338

Staffing: Parent Liaison

Disadvantaged community: **yes**

Last tally: 2011-10

Income: \$39,801, 65% of median

Last survey: 2011-10

CalEnviroScreen: 71-75%

Active mode share: 12%

Free & Reduced: 87%

Facilities Master Plan: minor projects; parking lot was recently revised but problems remain

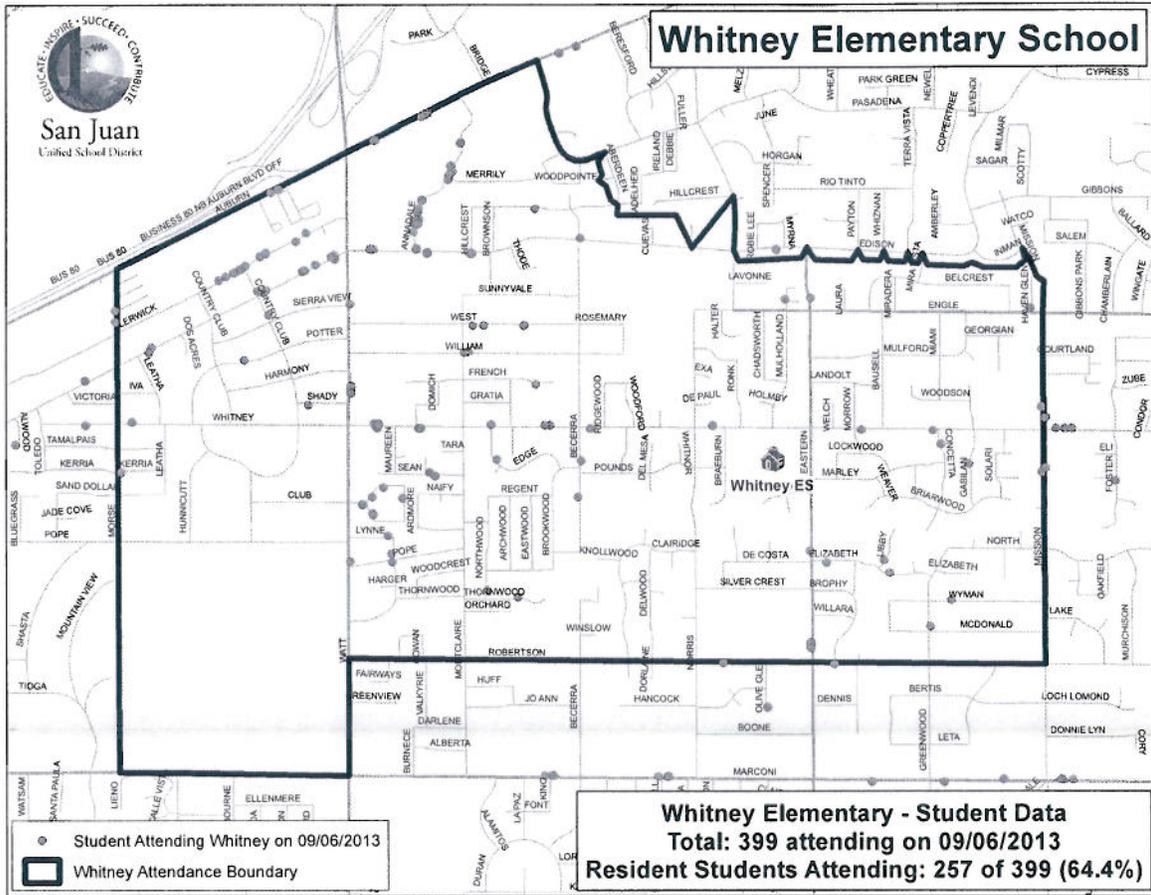
Transportation plan: sidewalk on Eastern Ave \$100K

Collisions: Eastern Ave, east of the school, and Edison Ave, north of the school, have a low rate of pedestrian collision but a moderate rate of bicycle collisions

Previous: participated in Sacramento County 5Es SRTS Project; participated in Fire Up Your Feet program 2014



Example at Whitney: multiple lines of drop-off traffic



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

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School: Pasadena Avenue Elementary School (6034813)

Proposed: full assessment, possible education and encouragement

Address: 4330 Pasadena Ave, Sacramento CA 95821 (census 6067005901)

GPS: 38.637925, -121.363007

Fitnessgram health risk: 24%

Enrollment: 255

Staffing: Parent Liaison

Disadvantaged community: **yes**

Last tally: none

Income: \$39,801 65% of median

Last survey: none

CalEnviroScreen: 61-65%

Active mode share: about 10%

Free & Reduced: 76%

Facilities Master Plan: minor projects

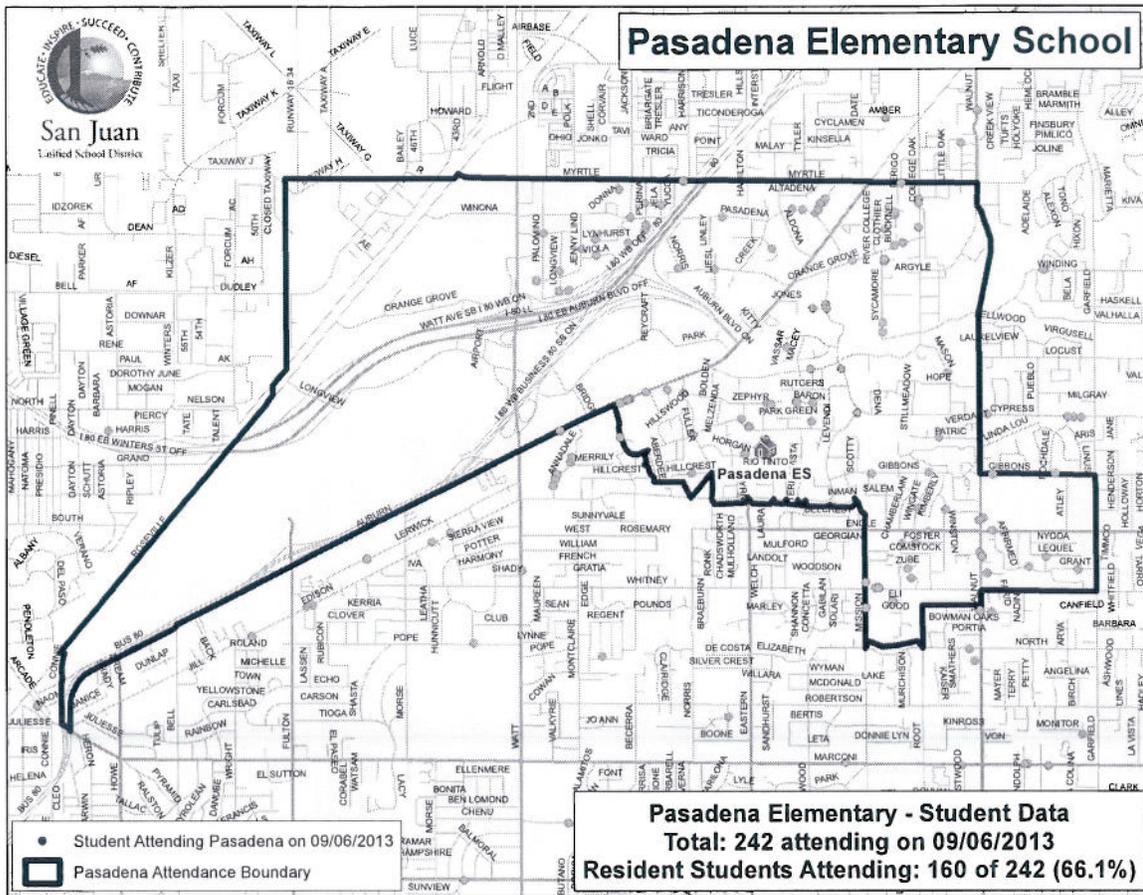
Transportation plan: no significant projects

Collisions: roadways in the attendance boundary have a moderate rate of collisions

Previous: participated in Fire Up Your Feet program 2014



Example at Pasadena: sidewalk gap in school zone



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

Terena Cummings

School: Deterding Elementary School (6034508)

Proposed: update assessment, pedestrian education to support new sidewalk

Address: 6000 Stanley Ave, Carmichael CA 95608 (census 6067007802)

GPS: 38.622092, -121.325208

Fitnessgram health risk: 22%

Enrollment: 657

Staffing:

Disadvantaged community: no

Last tally: 2011-11

Income: \$53,847, 88% of median

Last survey: 2011-11

CalEnviroScreen: 51-55%

Active mode share: 11%

Free & Reduced: 32%

Facilities Master Plan: minor projects

Transportation plan: no significant county projects; recently completed SRTS sidewalk on Panama Ave and enhanced crosswalk on Stanley Ave

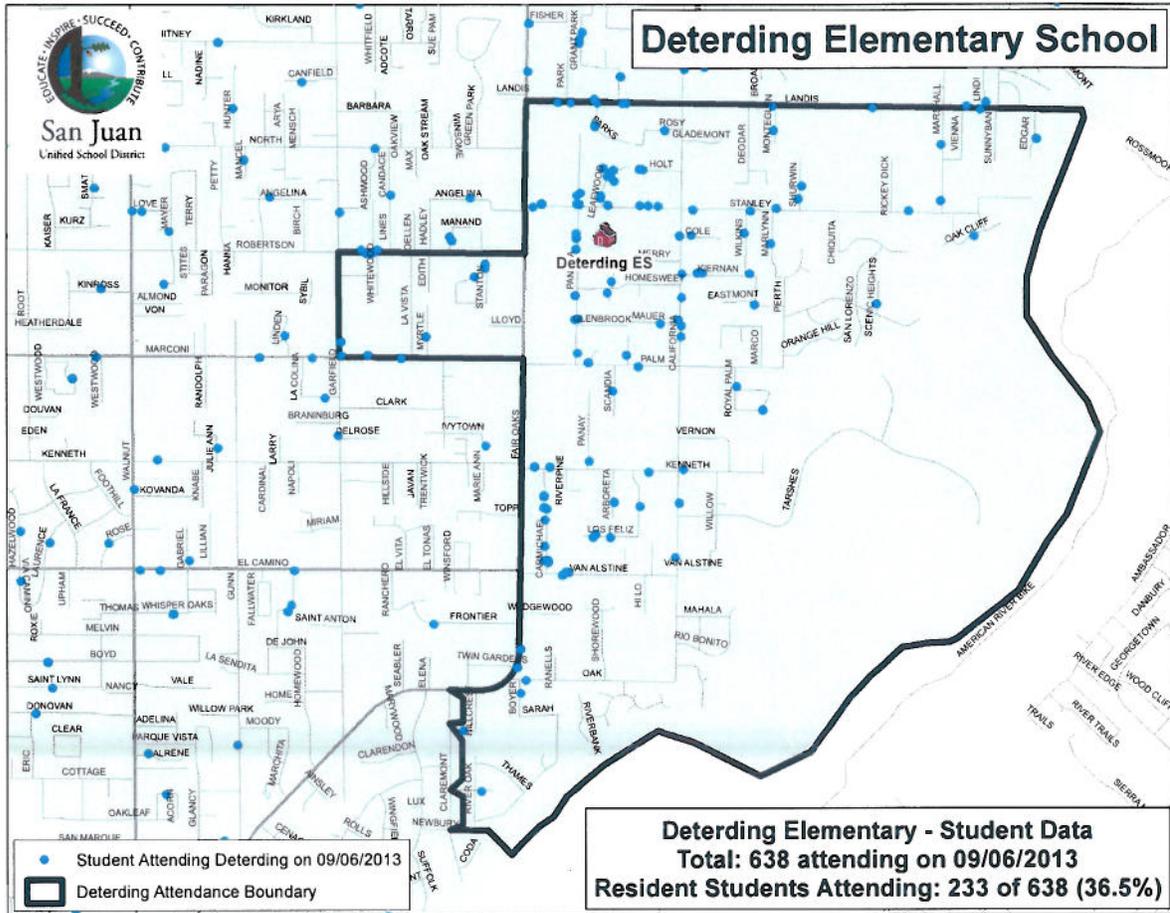
Collisions: roadways in the attendance boundary have a low rate of pedestrian collisions but a moderate rate of bicycle collisions

Previous: school participated in Sacramento County 5Es SRTS Project



Example at Deterding: new sidewalk on Panama Ave

*San Juan USD * Active Transportation Program - Safe Routes to School Application*



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Loni Mellers

San Juan USD * Active Transportation Program - Safe Routes to School Application

School: Thomas Kelly Elementary School (6034631)

Proposed: update assessment, possible pedestrian education if sidewalk project is completed

Address: 6301 Moraga Dr, Carmichael CA 95608 (census 6067007903)

GPS: 38.651653, -121.318213

Fitnessgram health risk: **35%**

Enrollment: 413

Staffing: Parent Liaison

Disadvantaged community: no

Last tally: 2011-11

Income: \$53,847, 88% of median

Last survey: 2011-10

CalEnviroScreen: 46-50%

Active mode share: 12%

Free & Reduced: 56%

Facilities Master Plan: minor projects

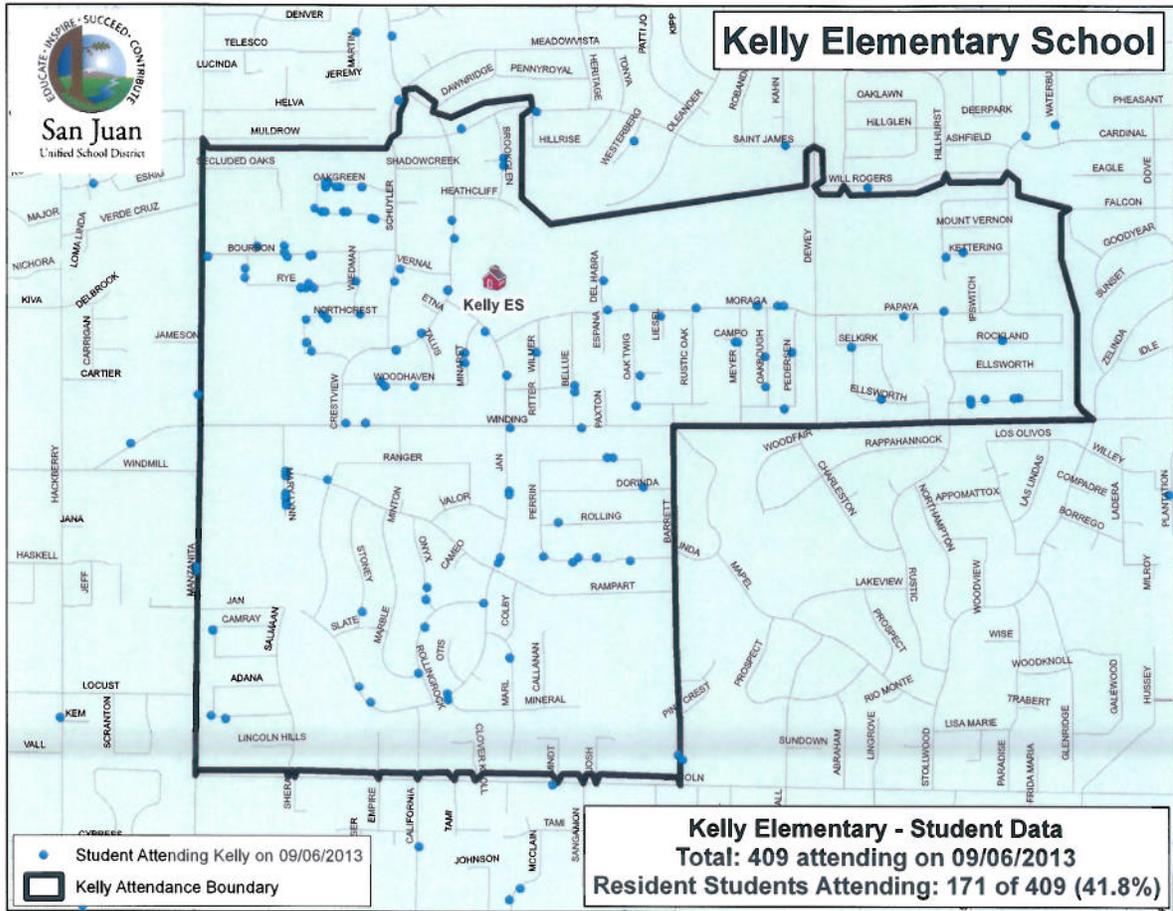
Transportation plan: sidewalk on Moraga Dr \$138K

Collisions: roadways in the attendance boundary have a low rate of collisions

Other: school participated in Sacramento County 5Es SRTS Project; parents have expressed concern about crossing Winding Way, south of the school



Example at Thomas Kelly: marked crosswalk, sidewalk gap



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

Melissa Brossanelli

School: LeGette Elementary School (6034672)

Proposed: update assessment, pedestrian education, possible full education and encouragement

Address: 4623 Kenneth Ave, Fair Oaks CA 95628 (census 6067008009)

GPS: 38.650139, -121.245195

Fitnessgram health risk: 20%

Enrollment: 620

Staffing:

Disadvantaged community: no

Last tally: 2010-03

Income: \$73,568, 120% of median

Last survey: 2010 Spring

CalEnviroScreen: 71-75%

Active mode share: 13%

Free & Reduced: 28%

Facilities Master Plan: minor projects

Transportation plan: sidewalk on Kenneth Ave \$206K

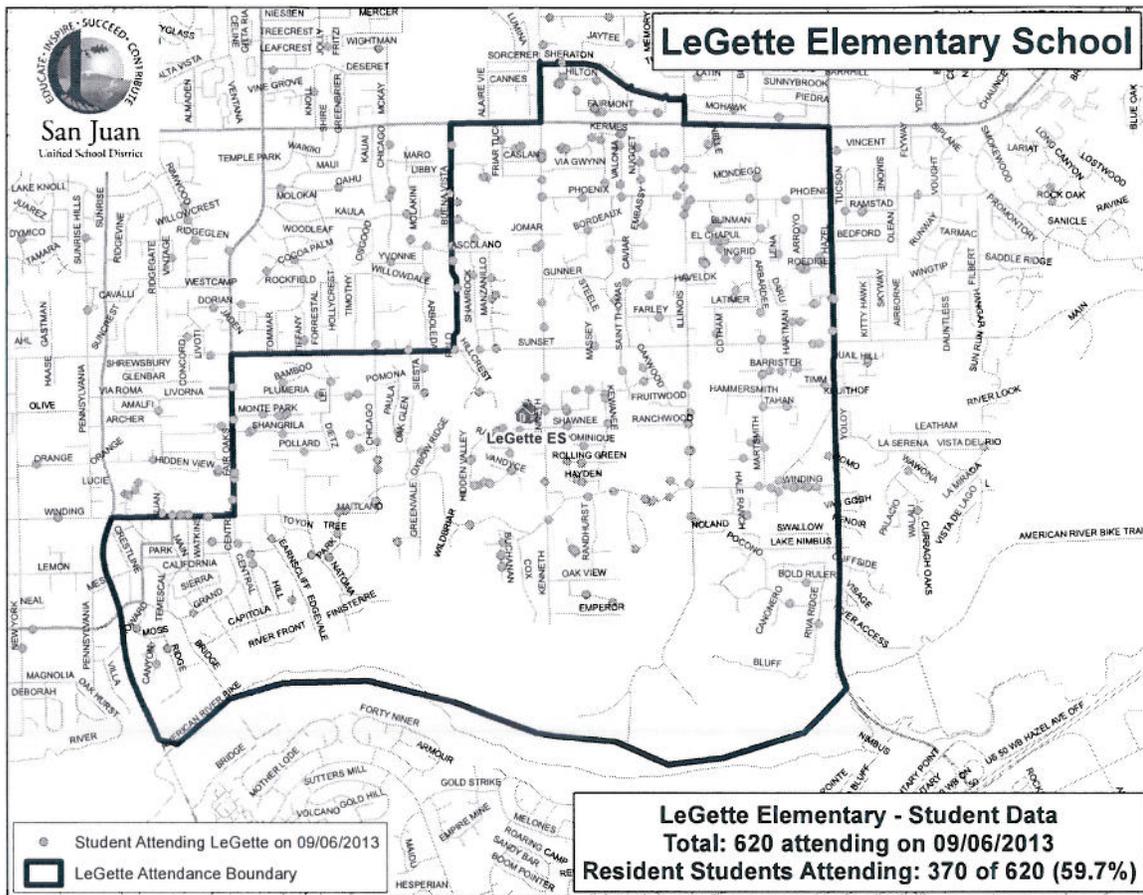
Previous: participated in Sacramento County 5Es SRTS Project

Collisions: roadways in the attendance boundaries have a low rate of collisions

Other: school has requested support for dangerous crosswalk over Kenneth Ave and dangerous intersection of Kenneth Ave and Sunset Ave



Example at LeGette: crosswalk over Kenneth is at the widest part of the street where many vehicles do U-turns



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

Nancy Miller

School: Northridge Elementary School (6034755)

Proposed: update assessment

Address: 5150 Cocoa Palm Way, Fair Oaks CA 95628 (census 6067008008)

GPS: 38.660484, -121.258154

Enrollment: 456

Disadvantaged community: no

Income: \$73,568, 120% of median

CalEnviroScreen: 71-75%

Free & Reduced: 64%

Fitnessgram health risk: 26%

Staffing: Parent Liaison

Last tally: 2011-04

Last survey: 2011-04

Active mode share: 12%

Facilities Master Plan: none

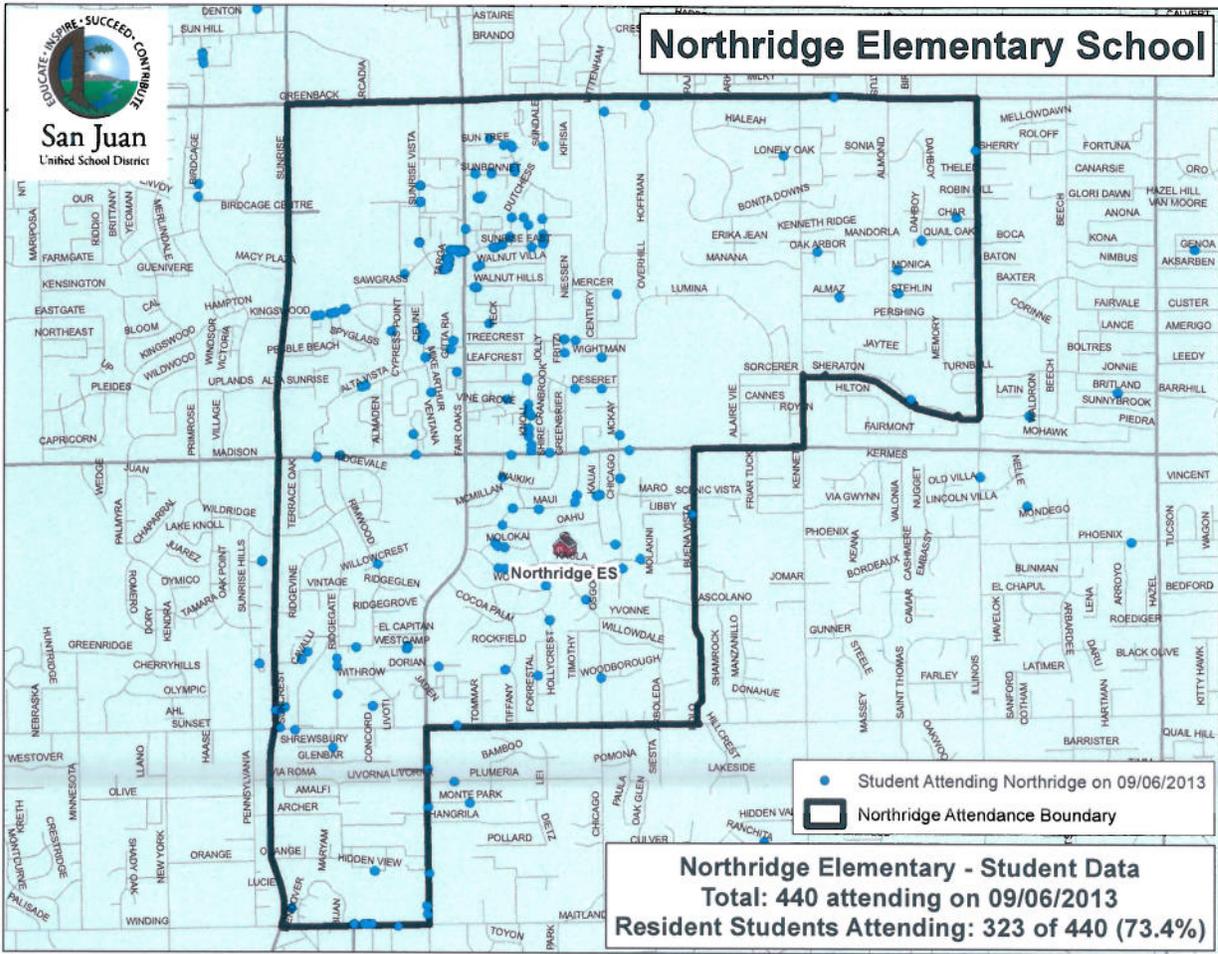
Transportation plan: no significant projects

Collisions: Madison Ave, north of the school, has a low rate of pedestrian collisions but a moderate rate of bicycle collisions

Previous: participated in Sacramento County 5Es SRTS Project



Example at Northridge: insufficient bike parking at insecure location



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

Michele Steyer, Principal

School: Pasteur Middle School (6034821)

Proposed: update assessment

Address: 8935 Elm Ave, Orangevale CA 95662 (census 6067008211)

GPS: 38.694814, -121.221893

Fitnessgram health risk: 15%

Enrollment: 670

Staffing: Parent Liaison

Disadvantaged community: no

Last tally: 2011-11

Income: \$66,463, 108% of median

Last survey: 2011-11

CalEnviroScreen: 71-75%

Active mode share: 13%

Free & Reduced: 40%

Facilities Master Plan: none

Transportation plan: no significant projects

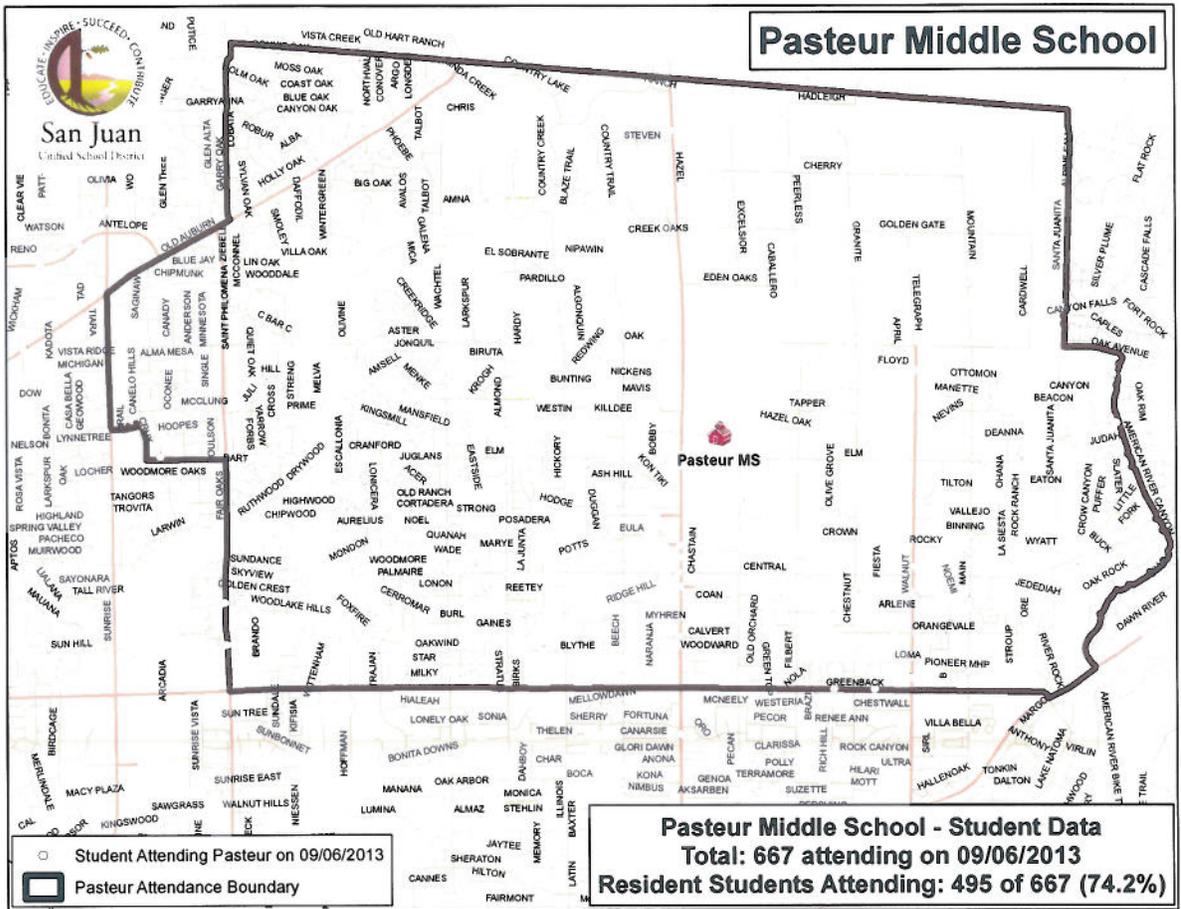
Collisions: roadways in the attendance boundary have a low rate of collisions

Previous: participated in Sacramento County 5Es SRTS Project

Other: intersection of Hazel Ave (arterial) and Elm Ave near school is unsafe for student crossing



Example at Pasteur: deteriorated path along Elm Ave



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

Jamie Deal, Principal

School: Lichen K-8 School (6034680)

Proposed: bicyclist education

Address: 8319 Lichen Dr, Citrus Heights CA 95621 (census 6067008128)	
GPS: 38.718190, -121.306456	Fitnessgram health risk: 28%
Enrollment: 640	Staffing: Parent Liaison
Disadvantaged community: no	Last tally: 2014-04
Income: \$55,228, 90% of median	Last survey: 2011-11
CalEnviroScreen: 56-60%	Active mode share: 29%
Free & Reduced: 67%	

Facilities Master Plan: minor projects

Transportation plan: no near-term projects

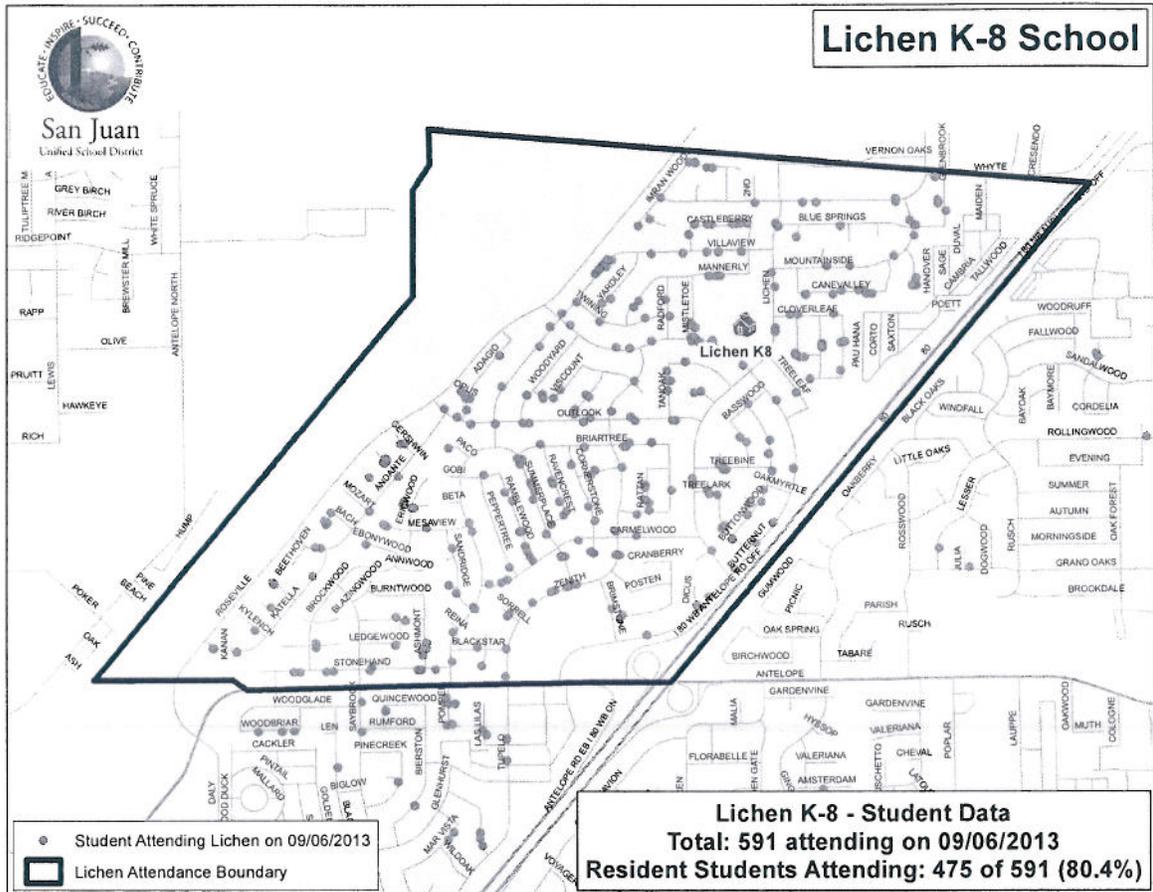
Collisions: roadways in the attendance boundary have a low rate of collisions

Previous: participated in Citrus Heights School Walkability Project 2011-2013

Other: school has been a strong active participant in the SRTS program and has requested continuation of the bicyclist education program



Example at Lichen: bicyclist education on-street group and LCI instructor



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

Deivid Landa 5/19/2014

II. PROJECT INFORMATION

(Please read the "ATP instructions" document prior to attaching your responses to all of the questions in Sections II. Project Information, Section III. Screening Criteria and Section IV. Narrative Questions - 20 pages max)

1. **Project Location**

San Juan Unified School District, Sacramento County, communities of Arden-Arcade, Carmichael, Orangevale and City of Citrus Heights

2. **Project Coordinates**

Latitude
(Decimal degrees)

Longitude
(Decimal degrees)

Coordinates are provided on each attached school detail page.

3. **Project Description**

The Safe Routes to School Program will serve 16 schools in San Juan Unified School District. Ten schools were part of the assessment-only Sacramento County 5Es Program (Safe Routes to School) but did not receive any education, encouragement or enforcement support. The walk audits and reports from the 5Es focused on the county right of way, and this project will give the district the opportunity to build on that work to address on-campus issues. Five of these schools, plus six others never previously served, will receive full or partial education, encouragement and enforcements programs. In addition, pedestrian education will specifically support use of two infrastructure projects; one completed last year and another to be completed summer 2014. Education will include pedestrian and bicyclist lessons which were developed by the district and are now being disseminated region-wide, and include use of the bike fleet purchased under a previous SRTS grant. Encouragement activities will include Walk to School Day, Bike to School Day, walking school buses, and other activities developed in cooperation with the individual schools.

4. **Project Status**

This is a new Safe Routes to School program. Of the 16 schools, nine had assessments completed under the Sacramento County 5Es Program, which will be updated, and one had an assessment completed under the Citrus Heights School Walkability Program. Six schools have never been a part of a Safe Routes to School program.

III. SCREENING CRITERIA

1. Demonstrated Needs of the Applicant

San Juan Unified School District will conduct Safe Routes to School programs at 16 schools which are within Sacramento County, primarily the community of Arden-Arcade in the west end of the district. This suburb was developed at a time when sidewalks were not always installed, and the arterial and collector streets that serve this area are much wider and busier than they were originally designed to be. Twelve of the schools are located directly on or very close to very busy arterials and collectors. The primary challenges faced by students walking and bicycling to these schools are crossing of arterials and collectors at intersection which are unsafe or are perceived to be unsafe by students and parents, and congested traffic during arrival and dismissal times on-campus and on adjacent streets (see attached documents providing details on each school in the application).

The program will serve these schools by creating or updating school assessments, which include observations, community walk audits, bike audits, and professional reports that present existing conditions and recommended solutions which enhance safety and increase walking and bicycling rates. These assessments will include school staff, parents, students, and partner in transportation, health, recreation, and social services.

Two elementary schools will receive a full education and encouragement program, including pedestrian and bicyclist lessons, utilizing the bike fleet purchased under a previous Safe Routes to School grant, while three will receive partial programs focused on education. Three K-8 schools will receive education and encouragement programs that build on previous middle school programs. One high school, serving grades 6-12, will be a pilot for developing programs targeted at grades 9-12, the district's first such activities. Two schools

will receive education specifically targeted to using new infrastructure that has been completed close to the schools with Safe Routes to School funding.

Six schools will receive full encouragement programs, including the establishment of at least one walking school bus. Schools serving middle school students will receive support in establishing after-school bike clubs.

At one school, Thomas Edison Language Institute (K-8), we will be collaborating with WALKSacramento, a local advocacy organization that has played a prominent role in the previous two Safe Routes to School programs, to offer a full program of education and encouragement activities.

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

The Regional Transportation Plan relevant to this Application is the County of Sacramento Pedestrian Master Plan, dated April 2007. This plan was used as the basis of the prior County 5Es SR2S Program. The plan has a section devoted to Safe Routes projects, and 17 school-related projects are listed, 7 of which are in support of schools in this application. Two of the projects have been completed in whole or in part, due to their inclusion in the 5Es Program report. The County of Sacramento Bicycle Master Plan, April 2011(updated April 2012), will also be used in schools assessments.

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.

In the short term, the project increases walking and bicycling by offering pedestrian and bicyclist safety lessons to students, which increases the comfort level of students and parents for using these modes. The on-bike bicyclist education also serves as a strong encouragement activity, greatly increasing the rate of bicyclist use.

In the long term, the assessment reports that will be produced or updated serve as guidelines for infrastructure project identification and prioritization so that transportation funds and district bond and capital funds are more likely to be spent on projects which support safety and encouragement for walkers and bicyclists.

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.

All students in grades 1-5 receive either pedestrian or bicyclist education lessons, about 2030 students per year for pedestrian education and about 1140 for bicyclist. Students at higher grade levels are offered some structured education along with optional programs. The high school pilot program will focus on increasing student use of transit. The National Center for Safe Routes to School Student Travel Tally will be administered every school year, and used to measure changes in mode share. The National Center for Safe Routes to School Parent Survey will be administered once at each school, at the beginning of the program, and at the end for school having a full program of education and encouragement. We intend to have an average increase of

6% in walking and 10% in bicycling at schools receiving a full education and encouragement program.

The current active transportation mode share and last measurement date for each school is shown on the school information sheet, where the school was part of the previous SRTS program, or where the school volunteered to collect the data. Where no data is available, an estimate was made based on observation and discussion with administrative staff.

- 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 education program focuses on walking and bicycling as viable methods for getting to and from school, and to and from other destinations in the community which students and their families wish to access. Student and family friendly maps will be created for at least eight of the schools that show safer routes, unsafe intersections, and sidewalk gaps, and identify healthy community destinations such as parks.

- 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.

The project does not include infrastructure. However, the majority of the potential infrastructure projects identified through audit and reporting for future implementation in the public right-of-way are for closing sidewalk or bike lane gaps, and for adding ADA-compliant ramps at corners with school crosswalks. On-campus infrastructure projects often provide a safe pathway for students to and from school buildings without having to cross through parking lots and over busy school driveways.

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.

The project will directly reduce fatalities and injuries for educating students about safe street crossing, including such contacts as making eye contact with drivers and avoiding the multi-lane threat, and choosing safe riding locations and routes to and from school. The innovative education lessons teach general safety and skills concepts, and focus on avoiding the types of crashes that occur in these suburban settings.

The recommendations made in the assessment reports will lead to high priority projects being completed in close proximity to the schools. These sidewalk and bike lane gap, ADA ramp, and crosswalk projects will reduce fatalities and injuries when constructed.

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

The education program offered at eight of the schools will teach students about common crash causes and unsafe driver behaviors, and some of this education will reach parents through their own children. Schools will provide clear diagrams and guidelines for parent drop-off/pick-up procedures that occur both on the school campuses and in the public right-of-way.

Regular traffic enforcement will be supplemented in areas of high concern and documented safety issues through an agreement with California Highway Patrol. CHP officers will also spend time in the schools educating students, parents and staff, and becoming more aware of community concerns about traffic safety as it affects students walking and bicycling to school.

In the long term, the recommended infrastructure projects will address all of the objectives listed above, and prioritization will be given to those projects with the higher crash reduction factors and the highest collision incidence.

- 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.

The roadway network in each school attendance boundary varies from quiet residential streets in some neighborhoods to extremely busy arterial and collection roads crisscrossing other attendance areas. As is true in almost all areas the arterial and collector roads see most of the injury crashes and nearly all the fatalities. SWITRS and TIMS maps have been retrieved for each school locale and attendance areas in order to identify the roadways and intersections of greatest concern, and these are documented in the detail for each school.

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.

Meetings were held with each school principal and/or knowledgeable staff to determine their areas of greatest concern both on and off-campus, and to determine the list of schools to be included. Observations were made of at least one arrival or dismissal at each school, and input gathered from parents and students during these observations.

The new assessments to be performed at eight schools will include community walk audits and bike audits, discussions with staff, and informal discussions with parents and students during arrival and dismissal. The audits will solicit and encourage participation from transportation, transit, health, and recreation agencies and organizations, advocacy organizations, business owners, parents, students, and community members.

Most of the schools to be served have student populations with moderate to high numbers having Spanish as the language spoken at home, as well as a few other languages including Russian and Arabic. Meetings and audits will be conducted with Spanish translation, and materials will be provided in at least these three languages, as appropriate to each school and school community.

The existing assessment reports, completed under an earlier SRTS grant, included an extensive community outreach process which involved members of the community, particularly parents, in identifying issues and solutions. The updates of these reports will be based largely on observation and documentation, but additional input will be solicited from the community, particularly about on-campus issues.

Recommended projects will be consistent with the existing local transportation plans, including the County of Sacramento Pedestrian Master Plan (2007), the County of Sacramento

Bicycle Master Plan (2011, updated 2012), and the County of Sacramento General Plan (2005, amended 2011), and the SACOG Metropolitan Transportation Plan / Sustainable Communities Strategy (2012). Where high value solutions are identified which are not present in these existing plans, they will be documented to a similar level of detail as is present in the plans.

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

For schools new to the Safe Routes to School program, all have had some limited experience with assessment, education, encouragement and/or enforcement activities in support of safer walking and bicycling for students. The principals expressed a strong interest in building on these earlier efforts. In most cases the principals took the proposal to their staff, PTA and/or school site council for approval.

For schools which have participated in previous SRTS programs and had a walk/bike audit and report completed, the school principal was asked if they wanted an update to the reports, which are now three to six years old, and all said yes. They commented that the reports did not address on-campus issues very well, and that they were uncertain which projects had been completed or scheduled within the public right-of-way, so these issues will be addressed in the updates.

C. Is the project cost over \$1 Million?

NO

If Yes- is the project Prioritized in an adopted city or county bicycle transportation plan, pedestrian plan, safe routes to school plan, active transportation plan, trail plan, circulation element of a general plan, or other publicly approved plan that incorporated elements of an active transportation plan? Y/N

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.

The “no action” alternative would be to provide no Safe Routes to School services to these schools, or to fund similar activities with district or private foundation money. The district has chosen to implement some projects identified in previous SRTS assessments, but has not chosen to fund staffing for non-infrastructure activities. The district has sought and is providing a program for some of these same schools with private funding, specifically the Fire Up Your Feet physical activity program, and will continue to seek such private funding. An application for Safe Routes to School funding through the Active Transportation Program was chosen because the district feels that this is a great source of funding to enhance skills for dealing with substandard infrastructure and driver behavior, and identifying high priority infrastructure solutions.

- B. Calculate the ratio of the benefits of the project relative to both the total project cost and funds requested.

No tools are widely available for calculating the benefits of active transportation in the school environment. Caltrans did not supply such a tool, but only references to other tools that apply to only some degree in the school environment. The district believes that this is an important issue and is committed to collecting data necessary to determine cost/benefit ratios in the future.

Research indicates that a mode shift to active transportation and the accompanying education that the district will implement, will have benefits in greenhouse gas reduction, air pollution reduction, transportation expense reduction for families, injury and fatality reduction, a

significant reduction of morning traffic as measured in vehicle miles traveled, and health.

Research also indicates that the greatest monetary benefits will be in health, through regular physical activity that will reduce obesity and all the disease and disability effects of insufficient physical activity. At a statistical value of life recognized to be \$4-6 million per incident, the prevention of even one student fatality while walking, bicycling, or in a motor vehicle going to and from school (motor vehicle crashes are the leading cause of death for children 4 to 14) indicates a very high rate of return on this investment. Several students have been killed by motor vehicle drivers, while going to and from school, within San Juan USD, over the last few years.

The SRTS program will address the ATP goals in the following ways:

- Increase the proportion of biking and walking trips: The program is estimated to increase biking by 10% and walking by 6%, shifting school travel away from motor vehicle trips.
- Increase safety for nonmotorized users: The program will educate students about safe biking and walking, particularly on skills and location selection for crossing the street safely and safe bike riding. Because there are so many deficits in facilities and so many challenges with driver violations and unsafe practices in the area of service, the program teaches specific skills for dealing these issues. We expect a significant increase in student safety as measured by a reduction in school-related travel injuries and fatalities.
- Increase mobility for nonmotorized users: The program will increase age-appropriate independent walking and bicycling among students, freeing them from dependence on their parents and motor vehicles for some trips.
- Advance the goals of regional agencies to achieve greenhouse gas reduction goals: By shifting trips from motorized to active transportation, not just for school travel but for

many other trips, students and families will reduce their carbon footprint. The education and encouragement program will increase the proportion of all trips using active transportation.

- Enhance public health, including the reduction of childhood obesity through the use of projects eligible for Safe Route to School funding: The education program specifically addresses the benefits of walking and bicycling as life-long physical activities that support development of motor skills and strength, weight management, and academic performance. Though poor nutrition is also a major contributor to obesity, physical inactivity seems to be the key factor, and the program thereby directly addresses obesity concerns.
- Ensure that disadvantaged communities fully share in program benefits: Nine of the ten full-service and limited-service program schools we have selected are in disadvantaged communities. One of the two schools we have selected for bicyclist education only is in a disadvantaged community. Of the six schools receiving only an assessment update, none are in disadvantaged communities.

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.

The California Physical Fitness Test is administered on a yearly basis by all schools for targeted 5th, 7th and 9th grades. The resulting fitnessgram “health risk” measurements (“% Students in Needs Improvement - Health Risk”) for the 16 schools range from 22% to 45%. The higher numbers are considered extreme and are concentrated in the schools which are most disadvantaged, and which have been identified for full programs of assessment, education, and encouragement.

San Juan Unified School District has emphasized physical activity throughout the Citrus Heights School Walkability Project education and encouragement activities, with the pedestrian and bicyclist lessons having specific content on the benefits of physical activity to health and academic performance. San Juan is currently carrying out a Fire Up Your Feet program with five of the schools identified in this application. This program, funding by Kaiser Thriving Schools, focuses on physical activity encouragement for students, families and staff. The themes and activities of this program will be continued in our Safe Routes to School program with all the selected schools.

IV. NARRATIVE QUESTIONS- continued

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

A. I. Is the project located in a disadvantaged community? **YES** (portions of the project)

II. Does the project significantly benefit a disadvantaged community? **YES** (portions of the project)

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

- Median household income for the community benefited by the project: \$_____

The median household income for the 16 schools varies from \$38,505 (63%) to \$83,534 (136%). Seven of the 12 schools to receive full or partials programs are at the 63% or 65% of median level.

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

None of the 16 schools are in the “top” 10% of communities, but several are in the 21-25 percentile.

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

The free and reduced percentages for the 16 schools range from 28% to 97%. The schools to receive full programs range from 76% to 97%.

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.

Nine of the 16 selected schools meet the criteria for one or two of the disadvantaged community criteria. The other 7 schools do not. This application serves primarily schools in disadvantaged communities, but is not limited to disadvantaged communities.

- 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.

The status of a school and community as disadvantaged and underserved was one of the selection criteria. About 70% of the funds and programs will be directed to those schools. Each of the schools that will receive a full program of assessment, education, and encouragement is located in a disadvantaged community based on at least one of the criteria above. Schools which are not in disadvantaged communities are receiving assessment updates and more limited education and encouragement programs.

A common characteristic of these disadvantaged schools is that the neighborhoods in which they are located were constructed during the mid-50s to mid-70s period in which the provision of sidewalks was uncommon. Though the school perimeters all have sidewalks, the sidewalks often end just beyond the school campus. Even where sidewalks are present, they are narrow and almost always discontinuous. Curbs are generally rolled, which provide less protection to pedestrians, and encourage motor vehicle drivers to park partially on the sidewalk. A few of the intersection corners have been upgraded with ADA-compliant ramps, but most have not and are difficult to navigate even for able-bodied people. The arterial and collector roadways which dissect these neighborhoods have been widened multiple times, often with the removal of sidewalk buffers and street trees. High speed traffic, almost always traveling well over the posted speed limits of 35mph to 45mph, produce unpleasant walk environments. Though bicycle lanes have been included on many projects in the last ten years, the majority of the arterials and collectors are still without bike lanes or even safe space for bicyclists. Only the most recently reconstructed intersections have pedestrian countdown signals. WalkScores for these neighborhoods are consistently low, generally in

the “car dependent” or “somewhat walkable” categories. The type of walkability and livability enhancements that have occurred in higher income urban and suburban areas are almost completely absent from the communities that are included for full service in this application.

Measures of health, life expectancy, income, employment, and home ownership have declined in most of these suburban communities over the last few years, and in the neighborhoods served by several of these schools, the decline has been precipitous.

This non-infrastructure program will not directly address these facility issues, but it will raise awareness in the school communities, and perhaps generate political action to better consider the needs of the disadvantaged communities.

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
- a. Name, e-mail, and phone # of the person contacted and the date the information was submitted to them
Virginia Clark, virginia.clark@ccc.ca.gov, California Conservation Corps, 2014-05-14
- 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
- a. Name, e-mail, and phone # of the person contacted and the date the information was submitted to them
Cynthia Vitale, calocalcorps@gmail.com, California Local Conservation Corps, 2014-05-14

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

YES. As this is a non-infrastructure Safe Routes to School application, there are only small education and encouragement portions of our program for which CCC/CLCC partnership would be of benefit to CCC/CCLC.

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

None: "The CCC will not participate in this ATP project." Email from Melanie Wallace.

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

SRCC has indicated an interest in supporting the education and outreach portion of the non-infrastructure ATP application for the San Juan Unified School District in Sacramento. Specifically, corps members can be trained to provide the kick scooter second grade program and the pedestrian safety first through third grade program.

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.

This is San Juan Unified School District's first application for transportation related funding as the lead agency. San Juan was a partner in two prior Safe Routes to School grants, the Sacramento 5E's grant lead by the County of Sacramento Department of Transportation, and the Citrus Heights School Walkability Program for which the City of Citrus Heights was a co-partner and the fiscal agent.

Project name: San Juan Unified School District - Safe Routes to Schools

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)

Date: 5/20/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
03	SAC					
Project Title: Safe Routes to School, San Juan USD						

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		125	125					250	
TOTAL		125	125					250	

Fund No. 1:	Safe Routes to School Non-Infrastructure								Program Code
Proposed Funding (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		125	125					250	
TOTAL		125	125					250	

Fund No. 2:									Program Code
Proposed Funding (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 3:									Program Code
Proposed Funding (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/20/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
03	SAC					
Project Title: Safe Routes to School, San Juan USD						

Fund No. 4:									Program Code
Proposed Funding (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
Proposed Funding (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 6:									Program Code
Proposed Funding (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 7:									Program Code
Proposed Funding (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/20/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
03	SAC					
Project Title: Safe Routes to School, San Juan USD						

Fund No. 8:									Program Code
Proposed Funding (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 9:									Program Code
Proposed Funding (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 10:									Program Code
Proposed Funding (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Project name: San Juan Unified School District - Safe Routes to Schools

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)	\$ 0
Right-of-Way Phase	\$ 0
Construction Phase-Infrastructure	\$ 0
Construction Phase-Non-infrastructure	\$ 250,000
Total for ALL Phases	\$ 250,000

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

*Must indicate which funds are matching

Total Project Cost	\$ 250,000
Project is Fully Funded	Yes

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	\$ 250,000
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: San Juan Unified School District - Safe Routes to Schools

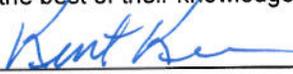
VII. NON-INFRASTRUCTURE SCHEDULE INFORMATION

Start Date	End Date	Task/Deliverables
09/02/2014	06/30/2016	Coordination of SRTS activities district-wide (Coordinator)
10/01/2014	06/30/2016	Parent engagement and encouragement activities (Coord. & Parent Liaisons)
12/01/2014	06/30/2016	Subcontract walk audit and bike audit support from local expertise
01/06/2015	06/30/2016	Full assessment and report with walk and bike audit (7 schools)
09/02/2014	06/30/2016	Rapid assessment/report (10 schools)
09/02/2014	06/30/2016	Update assessment/report (10 schools)
09/02/2014	06/30/2016	Continued use and maintenance of district's bike fleet
09/02/2014	06/30/2016	Full bicycle education program, grades 4-5 (League Cycling Inst.-10 schools)
09/02/2014	06/30/2016	Full pedestrian education program, grades 1-3 (8schools)
11/17/2014	06/03/2016	Middle school bike club including development and refinement of curriculum
11/17/2014	06/30/2016	Kick scooter safety program (includes purchase of scooters) 2nd grade
03/02/2015	04/06/2015	PE Specialist pedestrian education training (yearly)
03/02/2015	04/06/2015	League Cycling Instructor (LCI) Training TS101(yearly)
09/02/2014	09/30/2014	Drop-off/pickup, pedestrian, and bicyclist education for parents (yearly)
09/02/2014	09/30/2014	Guidance signs for drop off and pick up posted
09/30/2014	06/30/2016	Purchase and distribute incentives for walk and bike events
10/01/2014	06/30/2016	Coordinate walk and bike events
10/01/2014	06/30/2016	Establish and support walking school buses (4 elementary schools)
10/01/2014	06/30/2016	Establish and support bike train (middle school)
10/01/2014	06/30/2016	Implement Active4Me encouragement program (2 schools)
10/01/2014	06/30/2016	Contract with CHP for targeted enforcement school zones
06/01/2015	06/30/2016	Evaluate and make modifications to curriculum developed (yearly)
05/01/2015	05/30/2015	Conduct student tallies at all participating schools (yearly)
09/01/2014	05/30/2015	Parent Survey (7 schools) (yearly)
06/01/2015	06/30/2015	Annual Evaluation Report
		Note: all task indicated annually will be repeated under the same
		timeline in the following year

Project name: San Juan Unified School District - Safe Routes to Schools

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: 
Name: Kent Kern
Title: Superintendent

Date: 05/19/2014
Phone: 916 971-7014
e-mail: kkern@sanjuan.edu

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: _____
Name: Not Applicable
Title: _____

Date: _____
Phone: _____
e-mail: _____

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

Signature: 
Name: Kent Kern
Title: Superintendent

Date: 05/19/2014
Phone: 916 971-7014
e-mail: kkern@sanjuan.edu

Person to contact for questions:

Name: Nina Mancina
Title: Program Specialist

Phone: 916 971-7218
e-mail: nmancina@sanjuan.edu

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: Not Applicable
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>

Project name:
San Juan Unified School District - Safe Routes to Schools

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 Transportation Plans

County of Sacramento

- County of Sacramento Pedestrian Master Plan (2007):
http://www.sacdot.com/Documents/SAC_PED_PLAN_FINAL_042807_Small.pdf
- County of Sacramento Bicycle Master Plan (2011):
http://www.sacdot.com/Documents/Bikeways/AdoptedSacCountyBMP_04.27.11.pdf
- County of Sacramento General Plan (2005, amended 2011):
http://www.per.saccounty.net/PlansandProjectsIn-Progress/Documents/General%20Plan%202030/2030_General_Plan_Adopted_011112.pdf

Sacramento Area Council of Governments (SACOG)

- SACOG Metropolitan Transportation Plan / Sustainable Communities Strategy (2012):
<http://www.sacog.org/2035/files/MTP-SCS/MTPSCS%20WEB.pdf>
- SACOG Metropolitan Transportation Improvement Program (2013):
<http://www.sacog.org/mtip/2013-2016/adoption/pdf/2013%20MTIP%20Transmittal%209-26-12.pdf>
- SACOG Regional Bicycle, Pedestrian, and Trails Master Plan (2013):
<http://www.sacog.org/bikeinfo/pdf/masterplan/Bicycle-Pedestrian-Trails-Master-Plan-2013-06-20.pdf>

Safe Routes to School

- The assessment report executive summaries that resulted from the Sacramento County Five E's Safe Routes to School Project for ten schools in San Juan USD are available online at <http://www.walksacramento.org/publications-and-media/reports/safe-routes-to-school-reports/>.
- The Citrus Heights School Walkability Master Plan, covering eleven schools in San Juan USD, is under final review and will be available by July 2014.

San Juan Schools Public Participation Process Safe Routes to School / Active Transportation Program Application

Rank	School	Date	Process
1	Dyer-Kelly	03/04/2014 03/05/2014 05/03/2014 05/04/2014	Informal discussions with parents at arrival and dismissal times on multiple days; discussions with students during pedestrian and bicyclist lessons about safety issues and barriers on multiple days; discussions with all three administrators and office staff; discussions with duty staff at front of school; discussion with PE Specialist; multiple site observations
2	Howe Avenue	11/02/2011 03/22/2012 03/23/2012 03/07/2014	Informal discussions with parents and students during arrival and dismissal times on multiple days; discussions with administrators and office staff; Howe was part of the Sacramento County 5Es Safe Routes to School Project, so information from that process is still available, including a walk audit, staff discussions, parent meetings and walking school bus trainings, and a report; discussions with students during pedestrian education lessons; arrival and dismissal observations on multiple days; extensive site observations
3	Greer	02/25/2014 02/26/2014 03/17/2014 04/02/2014 04/28-30/2014 05/05-07/2014 05/12-14/2014	Informal discussions with parents and students during arrival and dismissal time on multiple days; discussions with administrators, office staff and teachers; discussion with PE Specialist; discussions with duty staff at front of school; discussions with students during pedestrian and bicyclist lessons about safety issues and barriers on multiple days; Greer had a walk audit and simple report completed under the Sacramento County 5E's Safe Routes to School Project
4	Encina	04/29/2014 03/17/2014	Discussions with administrator and office staff; observation of arrival and dismissal on multiple days; discussions with PE teachers
5	Starr King	03/19/2014 05/19/2014	Extensive discussions with administrators and office staff; observation of arrival and dismissal on multiple days; discussion with PE Specialist
6	Arcade	03/12/2014 05/19/2014	Discussions with administrators and office staff; observation of arrival
7	Arden	10/26/2011 03/11/2014 05/19/2014	Discussions with administrators, office staff, teachers and parent volunteers; discussions with school crossing guard; observation of dismissal; school requested review and assistance in 2011, site documentation and extensive discussions with staff and parent volunteers

8	Edison	03/07/2014 03/12/2014 04/08/2014	WALKSacramento led community walk audit on 04/08/2014 and is writing assessment report under a separate grant; discussions with administrator and office staff; informal discussions with parents and students during arrival
9	Whitney Avenue	02/13/2014 03/17/2014 03/18/2014 05/16/2014 05/12-20/2014	Informal discussions with parents and students during arrival and dismissal times on multiple days; discussions with administrator and office staff; discussions with students during pedestrian and bicyclist education lessons; Whitney Avenue was part of the Sacramento County 5Es Safe Routes to School Project, so information from that process is still available, including a walk audit, staff discussions, parent meetings, and report
10	Pasadena Avenue	02/05/2014 02/12/2014 03/13/2014 04/01-08/2014 04/24/2014	Extensive informal discussions with parents and students during arrival and dismissal times on multiple days; extensive discussions with administrator and office staff; discussions with duty staff at front of school; discussions with students during pedestrian and bicyclist education lessons
11	Deterding	03/19/2014	Discussion with administrator, observation of arrival and documentation of new infrastructure on Panama and Stanley; Deterding was part of the Sacramento County 5Es Safe Routes to School Project, so information from that process is still available, including a walk audit, staff discussions, parent meetings, and report
12	Kelly	03/18/2014 03/24/2014	Discussion with administrator; site observation; Kelly was part of the Sacramento County 5Es Safe Routes to School Project, so information from that process is still available, including a walk audit, staff discussions, parent meetings, and report
13	LeGette	03/19/2014	Extensive discussions with administrator and office staff; informal discussion with parents during school day; site observation including dangerous intersection and crosswalk; LeGette was part of the Sacramento County 5Es Safe Routes to School Project, so information from that process is still available, including a walk audit, staff discussions, parent meetings, and report
14	Northridge	03/19/2014	Discussions with administrator; Northridge was part of the Sacramento County 5Es Safe Routes to School Project, so information from that process is still available, including a walk audit, staff discussions, parent meetings, and report
15	Pasteur	03/19/2014	Discussions with administrator and teachers; site observation; discussions with neighborhood residents; Pasteur was part of the Sacramento County 5Es Safe Routes to School Project, so information from that process is still available, including a walk audit, staff discussions, parent meetings, and report

16	Lichen	2011-2013	Discussions with administrators, office staff, teachers, and PE Specialists; extensive informal discussions with parents and students during arrival and dismissal on multiple days; extensive discussions with students during pedestrian and bicyclist lessons; multiple PTA meetings; Lichen was part of the Citrus Heights School Walkability Project so information from that process is still available, including a walk audit, staff discussions, parent meetings, and report
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STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0008
(916) 319-2008
FAX (916) 319-2108

DISTRICT OFFICE
2729 PROSPECT PARK DRIVE, SUITE 130
RANCHO CORDOVA, CA 95670
(916) 464-1910
FAX (916) 464-1915

E-MAIL
Assemblyman.Cooley@assembly.ca.gov

Assembly California Legislature



KEN COOLEY
ASSEMBLYMAN, EIGHTH DISTRICT

COMMITTEES
ACCOUNTABILITY AND ADMINISTRATIVE
REVIEW
GOVERNMENTAL ORGANIZATION
INSURANCE
RULES (D-ALT)

SELECT COMMITTEES
CHAIR: COMMUNITY AND
NEIGHBORHOOD DEVELOPMENT
COMMUNITY COLLEGES
JOB CREATION FOR THE NEW ECONOMY
GOVERNMENT EFFICIENCY,
TECHNOLOGY AND INNOVATION
ASIA/CALIFORNIA TRADE AND
INVESTMENT PROMOTION

ALFRED E. ALQUIST SEISMIC SAFETY
COMMISSION

May 19, 2014

Nina Mancina, Grants and Special Projects Manager
San Juan Unified School District
3738 Walnut Ave
Carmichael, CA 95608

RE: Support for ATP "Safe Routes to School" Grant

Dear Nina,

I am writing to strongly support San Juan Unified School District's application for a Safe Routes to School Program grant from the Active Transportation Program.

This grant to San Juan Unified School District will further the ATP's program's objectives in part by new assessments of existing barriers to walking and bicycling to school for students. As these assessments are completed, they will be used to formulate recommendations to the County of Sacramento and to the district itself for projects and programs to mitigate these barriers. Assessment reports that were completed under the earlier Sacramento County 5E's Project will be updated to reflect current conditions including some completed projects, and to provide more detail for on-campus projects and procedures.

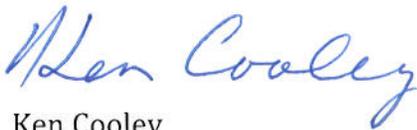
The San Juan Unified School District will also provide bicyclist education to 4th and 5th grade students, as well as bike clubs for middle school students, and pedestrian education for younger students.

The school district is already deeply committed to this facet of helping children grow up both strong and safe. Dan Allison, San Juan School District's "Safe Routes to School Coordinator" came out recently and helped support on his own time a recent bike rodeo at Arden-Arcade's Swanston Park and Community Center, a program sponsored by the Sheriff's Community Impact Program along with others partners. It was great to see young people enjoying biking while learning safety tips and skills, and I believe that students in San Juan will greatly benefit from the education program to be offered.

While I greatly enjoy bicycling and as a Scoutmaster organized annual bike trips for my Scouts, my wife has been a bike commuter rain or shine for years in Rancho Cordova. My recognition of cycling's value is why I am a Past Chairman of the Annual Bike Commute Month effort in Sacramento. It is also why, when we last considered extension of a ½ cent sales tax in Sacramento County (Measure A/2004) to support road and transportation improvements, I successfully advocated including funding for bike rail connections to the American River Parkway trail system. I strongly believe any program that gets more youth bicycling in a safe way deserves support.

I strongly support the Active Transportation Program created under Assembly Bill 101 of 2013 and Senate Bill 99 of 2013. The program proposed by San Juan will meet the goals of the acts and the guidelines developed by the California Transportation Commission, including increasing the proportion of students walking and bicycling, increasing the safety of students walking and bicycling, contribute to greenhouse gas reduction goals by reducing motor vehicle trips, enhance the health of students and reduce obesity by encouraging physically active lives, and serve a number of schools in disadvantaged communities.

I am very pleased to strongly support San Juan Unified School District in its grant application.



Ken Cooley
Assemblyman, Eighth District
PO Box 942849
Sacramento CA 94249



County of Sacramento

May 19, 2014

Nina Mancina, Grants and Special Projects Manager
San Juan Unified School District
3738 Walnut Ave
Carmichael CA 95608

Ms. Mancina:

I am writing in support of San Juan Unified School District's application for a Safe Routes to School Program under the Active Transportation Program.

The district will provide new assessments of barriers to students walking and bicycling to school, and resulting reports making recommendations to the County of Sacramento and to the district itself for projects and programs to mitigate these barriers. Assessment reports that were completed under the earlier Sacramento County 5E's Project may be enhanced to reflect current conditions including some completed projects, and to provide more detail for on-campus projects and procedures.

We are pleased that the district will provide pedestrian education to compliment the county sidewalk side walk projects at Deterding Elementary School and Howe Avenue Elementary School. The education program provided by the district effectively supplements the infrastructure projects that the county completes.

We support efforts by the district to provide bicyclist education to 4th and 5th grade students, as well as bike clubs for middle school students, and pedestrian education for younger students.

We hope the San Juan project will increase the proportion of students walking and bicycling, increase the safety of students walking and bicycling, enhance the health of students and reduce obesity by encouraging physically active lives, and serve a number of schools in disadvantaged communities.

Sincerely,

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

Michael J. Penrose, Director
Department of Transportation

MJP/RV/BI

San Juan Unified School District – Safe Routes to Schools

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May 19, 2014

Caltrans

Division of Local Assistance, MS1
P.O. Box 942874
Sacramento, CA 94274-0001

RE: Letter of Support for Active Transportation Program Grant Application for the San Juan Unified School District Safe Routes to School Project

To Whom It May Concern:

WALKSacramento supports the application for the San Juan Unified School District Safe Routes to School non-infrastructure project. WALKSacramento is a nonprofit organization dedicated to achieving safe, walkable communities – for personal health and recreation, livable neighborhoods, traffic safety, and clean air. Our organization works with local schools and government agencies to improve pedestrian safety and walkability throughout the Sacramento region.

At WALKSacramento, we believe that education and encouragement are integral parts of any successful Safe Routes to School program. San Juan Unified School District is particularly equipped to provide excellent bicycle education because the district possesses a fleet of adjustable bicycles to be used for bicycle safety lessons and district staff has cultivated a strong network of trained and experienced bicycle educators.

From 2009 to 2012, WALKSacramento worked with ten participating San Juan Unified schools to assess walkability and pedestrian safety as part of the Sacramento County Safe Routes to School “5Es” project. These assessments focused on barriers to walking and biking in the neighborhoods surrounding each participating school. We are pleased that this proposed project will expand the work done during the 5Es project to include on- and off-campus recommendations at more school sites.

We believe that the education, evaluation, and encouragement in this project will have significant impacts on the health and safety of the communities surrounding these schools. Throughout this project we hope to see a high level of collaboration between the school district, participating school administrations, local neighborhoods, and each school community. We are committed to making our streets safer, greener, and more comfortable places to walk, and because of this we support funding the San Juan Unified School District through the Active Transportation Program. Please contact me at tduarte@walksacramento.org if you have any questions.

Sincerely,

Teri Duarte, MPH
Executive Director

909 12th Street, Suite 203, Sacramento CA 95814
916-446-9255 / Federal Tax I.D.# 94-3395491

**San Juan Unified School District
ATP Safe Routes to School**

	Y1: 2014-15	Y2: 2015-16	2014-2016
Personnel			
Safety Specialist - Coordinator Dan Allison: Coordinate all aspects of project implementation including: education and encouragement activities, monitoring of budget, assessment and evaluation of program goals and reporting requirements	\$44,000.00	\$44,000.00	\$88,000.00
Extra Assignment: Extra assignment pay for PE Specialist training (70hours x 25/hours = \$1,750) Extra (Salary and Benefits 0.5 FTE @ 44,000/year)	\$3,750.00	\$2,000.00	\$5,750.00
Assignment pay for curriculum development and evaluation (\$2000/year)	\$6,000.00	\$6,000.00	\$12,000.00
Stipends: Parent Liaisons to support parent engagement and encouragement activities (\$1,000/yr x 6)	\$3,000.00	\$3,000.00	\$6,000.00
Stipends: Staff to support middle school bike clubs (\$250/year x 12)	\$47,750.00	\$46,000.00	\$93,750.00
Total Personnel Costs			
Materials and Supplies Cost			
General Office Supplies	\$250.00	\$250.00	\$500.00
Printing Costs	\$1,000.00	\$1,000.00	\$2,000.00
Incentive T-Shirts	\$4,800.00	\$4,800.00	\$9,600.00
Safety (signs, cones, vests)	\$1,212.00	\$1,212.00	\$2,424.00
Encouragement Supplies (incentives, vests, banners, bicycle supplies, bicycle locks, bike lights)	\$7,000.00	\$7,000.00	\$14,000.00
Events (banners, incentives)	\$2,800.00	\$2,800.00	\$5,600.00
Active4Me	\$650.00	\$650.00	\$1,300.00
Scooter Course Materials	\$550.00	\$0.00	\$550.00
Bicycle/Scooter Helmets	\$4,250.00	\$4,250.00	\$8,500.00
Total Materials and Supplies	\$22,572.00	\$21,962.00	\$44,474.00
Equipment			
Bicycle Fleet (replacements, incentives and supplies)	\$3,400.00	\$3,400.00	\$6,800.00
Scooters and Trailer	\$4,870.00	\$0.00	\$4,870.00
Presentation projector and tablet	\$1,200.00	\$0.00	\$1,200.00
Total Equipment	\$9,470.00	\$3,400.00	\$12,870.00
Contractual			
Professional Development (PE Specialists, LCI Instructors, Certificated Staff)	\$3,850.00	\$3,850.00	\$7,700.00
Evaluation Report	\$4,000.00	\$4,000.00	\$8,000.00
Walk Sacramento - Planning and Assessment	\$4,500.00	\$4,500.00	\$9,000.00
Sacramento Area Bicycle Association - Planning and Assessment	\$1,500.00	\$1,500.00	\$3,000.00
CHP RSA - Enforcement	\$9,840.00	\$9,840.00	\$19,680.00
LCI Bicycle Education Instructors	\$19,200.00	\$19,200.00	\$38,400.00
Bicycle Fleet Maintenance	\$1,360.00	\$1,360.00	\$2,720.00
Total Contractual	\$44,250.00	\$44,250.00	\$88,500.00
Total Direct Costs	\$123,982.00	\$115,612.00	239,594.00
Indirect Costs	\$5,083.26	\$5,322.74	10,406.00
Total Project Costs	\$129,065.26	\$120,934.74	\$250,000.00