



SANBAG SAFE ROUTES TO SCHOOL PLAN

Active Transportation Program Grant Application

Submitted by:

SANBAG (San Bernardino Associated Governments), acting in its role as the
San Bernardino County Transportation Commission & Council of Governments

June 10, 2014

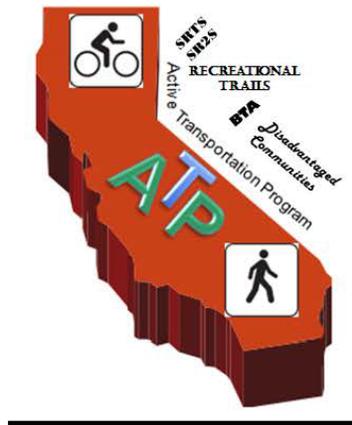
Table of Contents

ATP Application Part 1 (Sections I, V, VI, VII, VIII & XI)

I	General Information	3
V	Project Programming Request	5
VI	Additional Information	9
VII	Non-Infrastructure Schedule Information	10
VIII	Application Signatures	11
XI	Additional Application Attachments Check List	12

ATP Application Part 2 (Narrative Sections II, III & IV)

II	Project Information	15
III	Screening Criteria	16
IV	Narrative Questions	19
	1. Potential for Increased Active Transportation	19
	2. Potential for Improving Safety	21
	3. Public Participation and Planning	24
	4. Cost Effectiveness	26
	5. Improved Public Health	26
	6. Benefit to Disadvantaged Communities	29
	7. Use of Conservation Corps	33
	8. Performance on Past Grants	33
V	Letters of Support	34



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:	SANBAG Safe Routes to School Plan
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For Caltrans use only: <input type="checkbox"/> TAP <input type="checkbox"/> STP <input type="checkbox"/> RTP <input type="checkbox"/> SRTS <input type="checkbox"/> SRTS-NI <input type="checkbox"/> SHA <input type="checkbox"/> DAC <input type="checkbox"/> Non-DAC <input type="checkbox"/> Plan
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I. GENERAL INFORMATION

Project name: SANBAG Safe Routes to School Plan
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(fill out all of the fields below)

1. APPLICANT (Agency name, address and zip code) San Bernardino Association of Governments, 1170 W. 3rd Street, 2nd Floor, San Bernardino, CA 92410-1715	2. PROJECT FUNDING ATP funds Requested \$ <u>400,000.00</u> Matching Funds (If Applicable) \$ _____ Other Project funds \$ _____ TOTAL PROJECT COST \$ <u>400,000.00</u>
3. APPLICANT CONTACT (Name, title, e-mail, phone #) Ginger Koblasz, GIS Analyst, gkoblasz@sanbag.ca.gov, 909-884-8276	5. PROJECT COUNTY(IES): <p style="text-align: center;">San Bernardino County</p>
4. APPLICANT CONTACT (Address & zip code) 1170 W 3rd Street, 2nd Floor, San Bernardino, CA 92410-1715	7. Application # <u>3</u> of <u>3</u> (in order of agency priority)
6. CALTRANS DISTRICT #- Click Drop down menu below District 11	

Area Description:

8. Large Metropolitan Planning Organization (MPO)- Select your " MPO" or "Other" from the drop down menu>	SCAG Southern California Association of Governn
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. 08-6053R

12. Yes, the applicant has a STATE MA with Caltrans. 00335S

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: SANBAG Safe Routes to School Plan

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:
 TBD

27. SCHOOL DISTRICT NAME & ADDRESS:
 TBD

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

**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

Project name: SANBAG Safe Routes to School Plan

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.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST
 DTP-0001 (Revised July 2013)

General Instructions

<input checked="" type="checkbox"/> New Project					Date:	5/18/14
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
08						
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SB	VAR			SANBAG		
				MPO	Element	
				SCAG		
Project Manager/Contact		Phone		E-mail Address		
Ginger Koblasz		909-884-8276		gakoblasz@sanbag.ca.gov		
Project Title						
SANBAG Safe Routes to School Plan						
Location, Project Limits, Description, Scope of Work						<input type="checkbox"/> See page 2
SANBAG proposes to develop a student travel data collection strategy and incorporate priority Safe Routes to School projects into the existing SANBAG maintained Non-Motorized Transportation Plan (NMTP). The data collection strategy will inventory existing school data sources and propose a methodology for regularly collecting data on student travel trends. The Safe Routes to School Plan will inventory needed infrastructure improvements for approximately ten percent (10%) of San Bernardino County's schools.						
<input type="checkbox"/> Includes ADA Improvements <input type="checkbox"/> Includes Bike/Ped Improvements						
Component		Implementing Agency				
PA&ED						
PS&E						
Right of Way						
Construction						
Purpose and Need						<input type="checkbox"/> See page 2
The Non-Motorized Transportation Plan (NMTP) currently maintained by SANBAG fails to address the specific goals and objectives of the County's most prolific non-motorized commuters, students. Not only are students the largest users of non-motorized means, they represent the greatest potential for increasing widespread use of non-motorized modes of transportation. Completing an inventory of existing Safe Routes to School and local plans, conducting a survey of student travel trends, and creating a methodology for data updates will improve the regions ability to set priorities, reduce redundancy where objectives overlap, and avoid gaps for better management of limited resources.						
Project Benefits						<input type="checkbox"/> See page 2
Increasing the number of number of students who utilize a safe, non-motorized means of transportation provides far-reaching benefits for the entire community. Investment in Safe Routes to School helps alleviate congested roads, reduce vehicle emissions, and engages participants in much needed physical activity, improving both the physical and mental health of children and their families.						
<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						12/31/14
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document				Document Type		
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						
Begin Design (PS&E) Phase						
End Design Phase (Ready to List for Advertisement Milestone)						
Begin Right of Way Phase						
End Right of Way Phase (Right of Way Certification Milestone)						
Begin Construction Phase (Contract Award Milestone)						
End Construction Phase (Construction Contract Acceptance Milestone)						
Begin Closeout Phase						
End Closeout Phase (Closeout Report)						

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.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised May 2013)

General Instructions

<input checked="" type="checkbox"/> New Project					Date:	5/18/14
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
08						
Project Title						
SANBAG Safe Routes to School Plan						
Additional Information						
<p>SANBAG's Safe Routes to School Plan:</p> <ul style="list-style-type: none"> • Will enable San Bernardino County jurisdictions to identify the most cost-effective projects for investment of local funds and for future requests for ATP and other non-motorized funds • Will document a comprehensive process for evaluating SRTS needs, including cutting-edge techniques to make the process more efficient for San Bernardino County and other agencies in the state (e.g. through aerial photography, Google "street view", etc. • Can take advantage of economies of scale at the county level, rather than having individual city-level efforts • Will open additional lines of communication between public works/planning agencies and school districts • Will provide a basis for enhancing the pedestrian section of SANBAG's Non-Motorized Transportation Plan, with an additional focal point around schools. 						

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San Bernardino Associated Governments - SANBAG

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/17/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
08	SB	VAR				
Project Title: SANBAG Safe Routes to School Plan						

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Non-infrastructure
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		400							
TOTAL		400						400	

Fund No. 1:	ATP								Program Code
Proposed Funding (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Caltrans Non-infrastructure
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		400							
TOTAL		400						400	

Fund No. 2:									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. 3:									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: SANBAG Safe Routes to School Plan

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	\$	400
Total for ALL Phases	\$	400

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

Amount

	\$	
	\$	
	\$	
	\$	
	\$	
	\$	

*Must indicate which funds are matching

Total Project Cost	\$	400
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	\$	400
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: SANBAG Safe Routes to School Plan

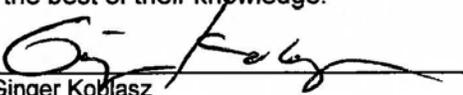
VII. NON-INFRASTRUCTURE SCHEDULE INFORMATION

Start Date	End Date	Task/Deliverables
10/01/2014	03/31/2017	1.1 Staff Coordination, project development, Oversight & Board Presentation / Board Agenda Items, Task List Updates, Copy of Schedule, Meeting Notes
10/01/2014	05/31/2015	1.2 RFP for Consultant Services / Procurement Procedures and Contract
06/01/2015	06/30/2015	1.3 Project Kick-off Meeting / Meeting Notes
07/01/2015	10/31/2016	2.1 Coordination with Stakeholders / Technical Advisory Report
07/01/2015	08/31/2015	2.2 Community Workshop(s) / Presentation, Workshop Summary, Photo
05/01/2016	06/30/2016	2.3 Community Workshop(s) / Presentation, Workshop Summary, Photo
07/01/2015	08/31/2015	3.1 Literature Review / Region Specific Best Practices
08/01/2015	09/30/2015	3.2 Review Current School Data / School Data Collection Effort Report
09/01/2015	10/31/2015	3.6 Create Plan of Action, Target Schools and Corridors / Plan of Action
10/01/2015	11/30/2015	3.4 Development of Data Collection, Sample Survey / Draft Collections
11/01/2015	12/31/2015	3.3 Alternative Collection Strategies for Colleges / Tech Memo for Colleges
12/01/2015	01/31/2016	3.5 Create Implementation Strategies / Implementation of Tech Memo
01/01/2016	04/30/2016	3.6 Conduct Walk Audits of Schools, Corridors / Summary of Survey Results
04/01/2016	06/30/2016	4.1 Review and Study Current School District and Local Needs / Infrastructure needs, recommendations, mapping analysis & graphics
06/01/2016	07/31/2016	4.2 Prioritization of Schools and Corridors / Study Area Prioritization
06/01/2016	07/31/2016	4.4 Develop Infrastructure Need Analysis / Implementation Tech Memo
07/01/2016	08/31/2016	4.5 Develop Cost Estimates for Improvements / Cost Estimate Report
08/01/2016	09/30/2016	4.6 Develop SRTS Grant Application Strategies / SRTS Grant Documents
09/01/2016	12/31/2016	4.7 Final Report Production / Final Report with Supporting Documents
12/01/2016	03/31/2017	4.8 Incorporate Final Report into NMTP / Board Approved Revised NMTP
11/01/2014	03/31/2017	5.1 Invoicing / Invoice Packages
01/01/2015	01/31/2017	5.2 Quarterly Reports / Quartley Reports
		Note:
		1.0 Project Management
		2.0 Public Outreach
		3.0 Student Travel Data
		4.0 Prioritization of School Plans
		5.0 Fiscal Management

Project name: Safe Routes to School Plan

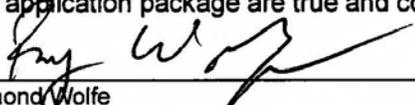
VIII. APPLICATION SIGNATURES

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

Signature: 
Name: Ginger Koblasz
Title: GIS Analyst

Date: 5/12/14
Phone: 909-884-8276
e-mail: gkoblasz@sanbag.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: 
Name: Raymond Wolfe
Title: Executive Director

Date: 5/12/14
Phone: 909-884-8276
e-mail: rwolfe@sanbag.ca.gov

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

Signature: _____
Name: _____
Title: _____

Date: _____
Phone: _____
e-mail: _____

Person to contact for questions:

Name: _____
Title: _____

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>

Project name:
SANBAG Safe Routes to School Plan

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

[See Figure 1, page 13](#)
- 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. http://www.sanbag.ca.gov/planning2/plan_non-motor.html
- Documentation of the public participation process (required)
[See page 25](#)
- 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)
[See page 34 - 47](#)

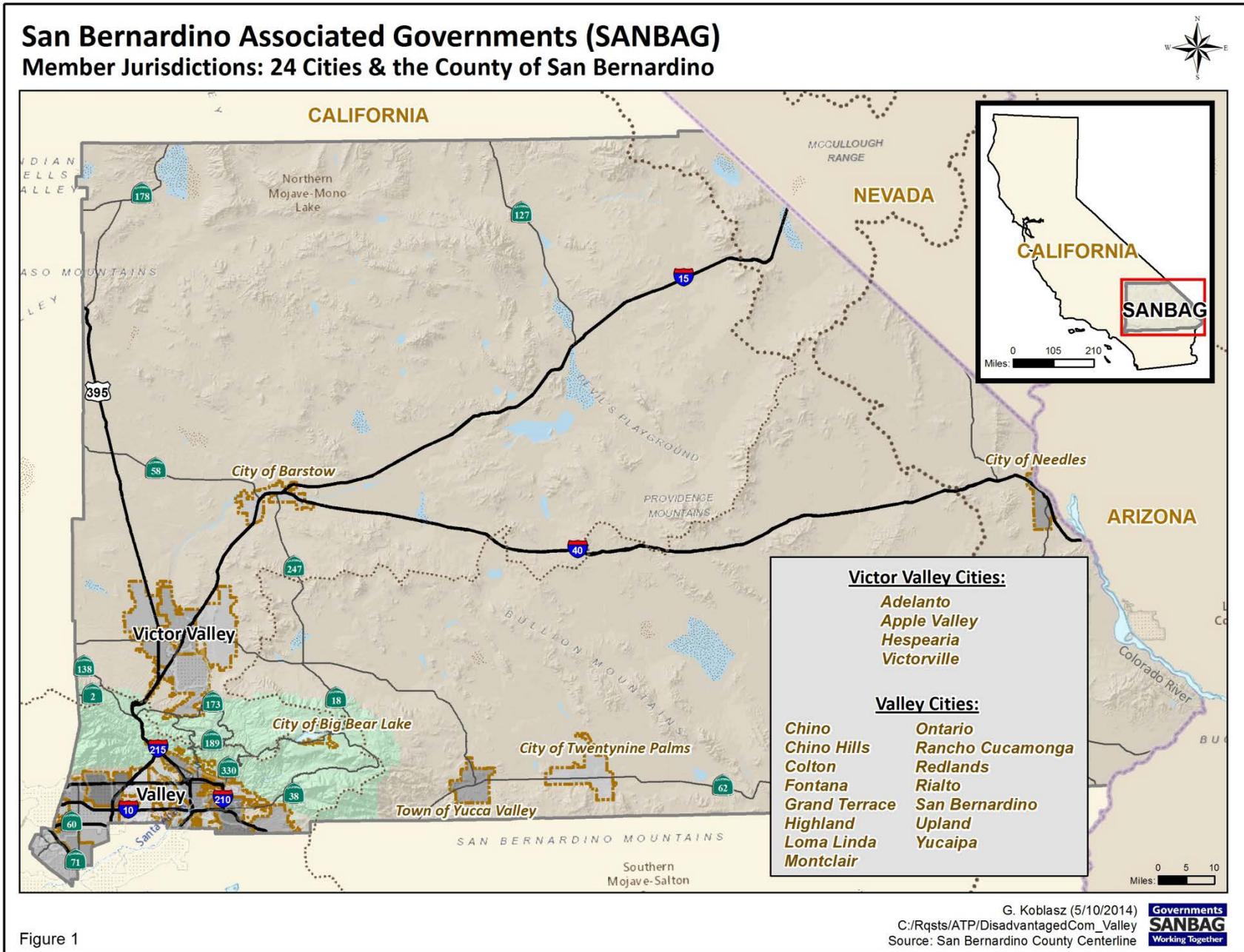
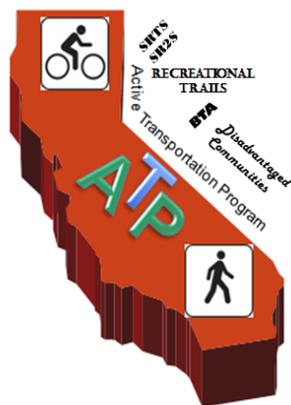


Figure 1



ACTIVE TRANSPORTATION PROGRAM

CYCLE 1

APPLICATION

Part 2

(Includes Narrative Sections II, III & IV)

II. PROJECT INFORMATION

Project Location: The Safe Routes to School Plan included in this grant application is for the entire San Bernardino County which encompasses 20,000 square miles of 24 cities and unincorporated areas with approximately 2.09 million residents (see Figure 1).

Project coordinates: 34.104276 latitude/ -117.30972 longitude (decimal degrees)

Project Description: San Bernardino Associated Governments (SANBAG), acting in its role as the San Bernardino County Transportation Commission (CTC) and Council of Governments (COG), is proposing to develop a Safe Routes to School Plan (SRTSP) with a Student Travel Data Collection Strategy to help complete the San Bernardino Countywide Non-Motorized Transportation Plan (NMTP; see http://www.sanbag.ca.gov/planning2/plan_non-motor.html). Through collaborative analysis and public outreach, the SRTSP will develop a priority list of projects and an inventory of needed infrastructure improvements for the selected critical priority sites of San Bernardino County's schools. Additionally, a Student Travel Data Collection Strategy will be created to inventory existing school data sources and define a methodology for regularly collecting data on student travel trends. This data will be used by SANBAG, member jurisdictions, and school district to prioritize investments, streamline project funding, and improve regional active transportation modeling efforts.

Project Status: During the implementation process of the NMTP with the jurisdictions, it has become clear that the need for a comprehensive, Countywide SRTSP and a Student Travel Data Collection Strategy exists and is currently identified as one of the gaps in the NMTP. To complete the regional plan, an ATP grant award is needed to bring the Plan to fruition.

III. SCREENING CRITERIA

A. Demonstrated Needs of the Applicant

In San Bernardino County, 15% of trips are completed by walking and bicycling. Unfortunately, San Bernardino County currently suffers from poor public health outcomes and high fatality rates for bicyclists and pedestrians. Health indicators show that 64% of adults in San Bernardino County are either obese or overweight. In addition, according to the American Lung Association, the county is ranked the smoggiest in the nation with more than 150,000 adults and children having asthma, 60,000 residents having chronic bronchitis, 23,000 having emphysema, and 420,000 suffering from heart disease. Furthermore, 8% of roadway injuries and 19% of roadway fatalities are suffered by people walking and bicycling. All of this adds up to make San Bernardino County one of the most disadvantaged communities in the State.

There is currently a lack of regularly collected data for school based trips which makes it difficult to develop solutions for the more than 500,000 students in the County. By collecting longitudinal data on student travel behavior, SANBAG and local school jurisdictions will be able to prioritize new projects and ensure the cost effectiveness of these investments. This data will also provide needed inputs to SCAG's Scenario Planning Model and the San Bernardino County Community Vital Signs (CVS) public health data collection program which tracks health indicators across the County.

This project will provide a template for comprehensive SRTS inventories and priority-setting that is transferable to other areas. It is rare that a comprehensive approach is used for identifying SRTS priorities, and this project could help counties, the region, and the state approach SRTS funding in a more systematic way. The approach will take advantage of economies of scale as well as explore methods to make individual walk/bike audits more efficient, such as: use of aerial photography, Google "street views" and existing GIS datasets to inventory certain features of the

walk environment; a training guide for field representatives to enforce consistency across the inventories; electronic record keeping to speed up the inventory process; and a tiered screening process whereby electronic records are used to do a first pass of candidate school sites, with a screening process applied to focus in on the schools most in need of attention from a SRTS standpoint. Technologies are available to dramatically improve the way inventories are done, including geolocation. This project will put those technologies to the test in the context of the SRTS strategy and ultimately be used in analytical models.

It is also important to note that of the roughly 500,000 students enrolled in schools located in San Bernardino County, 170,000 of the fall within the CalEnviroScreening Tool's top 10% of disadvantaged communities. The City of San Bernardino is the number one ranked impacted area in the State. These are some of the key factors that will be taken into consideration during the prioritization phase of the SRTSP preparation as a means to help ease poverty impacts by directly providing a higher degree of mobility to lower income and disadvantaged communities.

B. Consistency with Regional Transportation Plan

The Southern California Association of Governments (SCAG) 2012-2035 Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS) identifies a Regional Safe Routes to School (SRTS) Strategy as a key objective to meeting SB 375 goals. The network of bicycle projects in the NMTP has already been incorporated into the RTP/SCS with a projected Southern California investment of \$6 billion in regional bicycle, walking, and related infrastructure through 2035. If awarded, the addition of an SRTSP would similarly be incorporated in future RTP/SCS cycles as a more integral part of the larger regional system. Doing so would enable the region to take a comprehensive approach to complete RTP/SCS objectives rather than using a piecemeal approach as is often the case.

The incorporation of the SRTSP will help provide clean transportation options consistent with the 2012 San Bernardino County adopted Countywide Vision which envisions “a sustainable system of high-quality education, community health, public safety, housing, retail, recreation, arts and culture, and infrastructure, in which development complements our natural resources and environment.”

On March 5, 2014, the SANBAG Board approved the San Bernardino County Regional Greenhouse Gas Reduction (GHG) Plan and certified the Environmental Impact Report (EIR). A key reduction measure included in the Regional GHG Plan is the reduction of transportation emissions through the promotion of transit-oriented development, transit, bicycle and pedestrian connections and other strategies designed to reduce the reliance on single-occupancy vehicles. These strategies are consistent and build upon the RTP/SCS at the regional level to reduce GHG emissions. Because most non-motorized trips are school related, creating a Safe Routes to School Plan would enhance the necessary foundation already laid out in the NMTP which helps local jurisdictions satisfy some of the strategies identified in the Regional GHG Plan.

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.**

A. Describe how your project encourages increased walking and bicycling.

The SRTSP will build upon its inventory and prioritization study to better integrate SRTS sites and corridors within SANBAG's overall active transportation efforts. SANBAG has an extensive history of success when it comes to implementing projects within its NMTP. Through NMTP efforts, the County went from a combined total 53 centerline miles of bicycle infrastructure in 2001 to 506 miles in 2014. Feedback from residents and local school staff indicate that many of these projects are already being utilized by students. Some examples include:

- Pacific Electric Trail – 27 miles of Class 1 trail that extends from the City of Claremont through to Rialto.
- Orange Blossom Trail – 8.5 miles of Class 1 path that connects 6 parks, 4 elementary schools, 1 middle school, 3 high schools, the University of Redlands, the City of Redlands' new sports complex, a senior center, and a library.
- Victorville Mohave Riverwalk – a partially constructed 9 mile Class 1 path connecting residents, transit access points, shopping centers, and Victor Valley Community College.

Once additional research and analysis are completed in a more access-to-school focused manner, not only will the County's active transportation network itself expand, but the existing network will also experience an increase in use through additional connectivity, permitting more citizens to walk and bike.

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.

Schools and corridors will be selected from the priority list to conduct walk/bike audits with the students, parents, administrators, and communities in the County of San Bernardino. The selection process will be based on a combination of interest, need, socioeconomic status, and budget with the objective of creating improvement plans around as many schools, impacting as many students, as the resources will allow. Implementation of the SRTSP has the potential for providing students and their families with safe, non-motorized alternatives to access their schools. According to Caltrans, only 15% of children living within a 2-mile radius of a school currently walk or bicycle to school. It is anticipated that this number could be brought up as high as 25%. The economic, environmental, and health benefits of the SRTSP in partnership with school districts and schools would be enormous.

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 SRTSP would be explicitly aiming to improve and increase access to schools via walking and bicycling by consolidating active transportation plans from each of the 24 member jurisdictions and the County, defining a methodology for regularly collecting data on student travel trends, and developing an inventory of needed infrastructure improvements for high priority projects thus enabling SANBAG and local jurisdictions to expedite these projects in a coordinated manner. SANBAG and its partners can annually monitor and strategize implementation of active transportation projects in a manner that is cohesive by using consistent evaluation criteria. In addition, the collected data and priority list can essentially serve as the data for future transportation and land use models that the State and our region is in the process of developing.

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.

Extensive work has already been completed to reduce gaps in the active transportation network. The goals and objectives of the non-motorist students can finally begin to be adequately addressed once a Student Travel Data Collection Strategy process has been designed and implemented that identifies actual biking and walking patterns particularly where inadequate infrastructure exists. This will help identify priority areas of student access deficiencies so that infrastructure improvements can be designed to close those gaps from a more holistic, regional approach that maximizes existing network investments.

2. Potential for reducing the number and/ or rate of pedestrian and bicyclists fatalities and injuries, including the identification of safety hazards for pedestrians and bicyclists.

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

The potential to reduce pedestrian and/or bicycle injuries and fatalities is significant. Of the 3,165 bicyclist and/or pedestrians injured and/or killed between the years 2008 and 2012, over 68% were within half a mile of a school (see Figure 2). Whether the parties involved are students or not is irrelevant as these should be the safest zones for non-motorist travel.

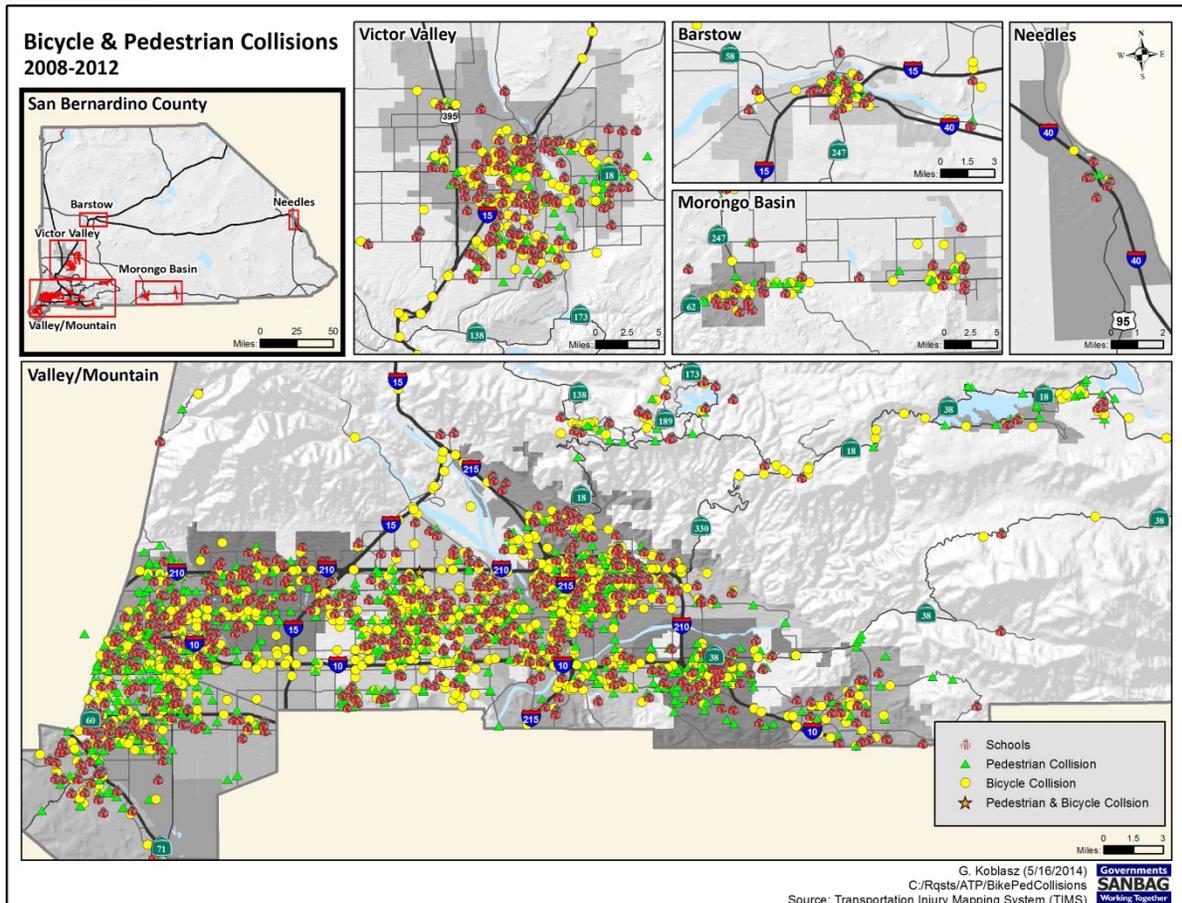
Figure 2									
Non-Motorized Collisions*									
2008-2012*									
Non-Motorist	County Total			Within 0.5 Miles of a School			Share of County Total Near School		
	Injured	Killed	Total	Injured	Killed	Total	Injured	Killed	Total
Pedestrian	1,758	155	1,913	1,212	89	1,301	68.94%	57.42%	68.01%
Bicycle	1,226	26	1,252	845	16	861	68.92%	61.54%	68.77%
Total	2,984	181	3,165	2,057	105	2,162	68.93%	58.01%	68.31%

*Transportation Injury Mapping System

- A proper inventory of existing efforts can be collected in order to prevent an unnecessary duplication of work,
- Public outreach can be conducted with walk/bike audits to tap into the knowledge and needs of those who are actually out on the streets,

- A prioritized list of infrastructure recommendations can be developed that maximizes limited resources to yield the greatest improvement in safe routes to schools possible,
- An ongoing partnership can be formed between SANBAG, local jurisdictions, community base organizations, and the school districts.

Figure 3



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

Improvements included as part of this Project will help address the following issues:

- **Reduces speed or volume of motor vehicles:** Improvements to the active transportation network include lane markings and wayfinding signage which makes vehicles more aware of the multi-modal environment, thereby heightening driver awareness which would result in reduced

speeds. Improving non-motorized network connectivity should reduce the number of vehicles on the road.

- **Improves sight distance and visibility:** Clear lane markings and signage of active transportation opportunities are a key strategy in development of strategies to ensure access to schools is safe.
- **Eliminates behaviors that lead to collisions:** Implementation of the projects identified in the Plan will require public outreach and education for all users in order ensure safe use of the infrastructure. Although not explicitly programmed, surveys and walk/bike audits will include education and encouragement element of the SSRTS for both students and parents.
- **Addresses inadequate traffic control devices:** This Project will inventory existing devices and recommend improvements where deficiencies are identified.
- **Addresses inadequate bicycle facilities, crosswalks or sidewalks:** The Project will specifically address inadequate bicycle facilities, crosswalks, and sidewalks once existing plans have been collected, student patterns have been analyzed, public outreach has been conducted, and infrastructure improvements have been prioritized. SANBAG and partners will actively seek funding opportunities to implement identified infrastructures.

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

Using data from the University of California, Berkeley's Transportation Injury Mapping System (TIMS), vehicle collisions involving bicycles and pedestrians were collected for the County of San Bernardino (see Figures 2 & 3) and briefly analyzed based on their proximity to schools. Of the 3,165 injuries and/or deaths involving non-motorists, 2,162 occurred within a half mile from a school. This statistic is horrifically high given schools ought to be among the safest places citizens can travel without the use of a motorized vehicle.

3. Public Participation and Planning

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 San Bernardino County Active Transportation Network (SBCATN) is a group of county agencies, community organizations, residents and cities interested in improving the experience of and increasing facilities for walking and bicycling in San Bernardino County. Stakeholders meet regularly at SANBAG and include SANBAG, Omnitrans, the San Bernardino County Public Health Department (DPH), MoveIE, the Safe Routes to School National Partnership, the American Lung Association and the Inland Empire Bicycle Alliance. The Network aims to: expand on the region's multi-modal planning efforts, especially for bicyclists and pedestrians; improve safety and accessibility for bicyclists and pedestrians; assist in the county implementation of the SCAG RTP/SCS; and further improve the quality of life in the county, including economic development, air quality, public health and connectivity. It is also intended to create a space for cities, agencies, organizations and communities to collaborate, educate and impact local and regional policies as partners. SBCATN, as well as the successful Non-Motorized Transportation Plan process, have set a solid foundation for allowing project proposal and plans to be addressed that included the consultation of all possible stakeholders in a simple, collaborative and, efficient manner. Many of the members in the SBCATN are trained SRTS instructors and have vast experiences in implementing SRTS programs.

To expand active transportation in San Bernardino County, SANBAG joined with community based organizations and the County DPH to establish the San Bernardino Active Transportation Network, which is dedicated to assisting members in expanding their active transportation networks and encourage sustainability in transportation and planning. The Network focused on helping members, local jurisdictions, and agencies, meet transportation, health, land use and economic

development goals. The network developed a vision document and was instrumental in pushing for the adoption of a Memorandum of Understanding (MOU) between SANBAG and SCAG on implementation of sustainability goals and policies identified in the RTP/SCS 2012.

Just as the development of the overall NMTP was a collaborative effort between SANBAG and local jurisdictions, the development of the SRTSP will also be heavily community and member agency driven project. Each year the Transportation Technical Advisory Committee (TTAC) with its local jurisdiction members and SANBAG staff review the list of projects, and its readiness of each project to be proposed for funding, and consider the project sequencing. As the SRTSP progresses, both TTAC and SBCATN are intended to serve as the venue for cities, agencies, organizations and communities to collaborate as partners through different phases of the project.

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

San Bernardino County Department of Public Health (DPH) implemented the Community Vital Signs (CVS) Initiative, which addresses the Wellness element of the Countywide vision. It sets evidence-based goals and priorities that align and use the County resources to improve the health and well-being of the county's residents. CVS is a one of a kind community driven initiative that brings together leaders from business, education, safety, faith and community organizations, housing, government, health and human services, and planning and transportation to establish a community health improvement framework. A theme emerging from Countywide Vision Wellness Element meetings is the high value residents place on cycling and walking features within their communities. Cycling and walking trails have been listed in the County's "Countywide Vision Project" meetings as a part of the infrastructure needing improvement. The Countywide Vision can be accessed at <http://cms.sbcounty.gov/cao-vision/Home.aspx>. Throughout the engagement process, the community leaders were able to shape the future of the county wellness. A result of the

engagement process was an in-depth analysis on how agencies can develop or enhance active transportation programs and policies to better meet the needs of residents and improve the overall County wellness from the built-environment perspective. The proposed Project is one of the implementation projects of SANBAG in achieving the community's Wellness Element Vision of the County.

Consequently, in an effort to expand active transportation and to reach out to the local communities, SANBAG joined with community based organizations and the DPH to establish the SBCATN as noted above which regularly meets and develops strategies to enhance the active transportation network throughout the county.

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

4. Cost Effectiveness

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 cost effectiveness of this Project comes from both in its large scale collaboration amongst 25 member jurisdictions and its already instituted process that was successfully created during the NMTP process.

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

Although modeling cannot be conducted to actually calculate a non-infrastructure planning project, the benefits of prioritizing SRTS projects in the county will allow future infrastructure projects to score high on cost/benefit ratio. The plan aims to prioritize schools that will need the most improvements thus indirectly considering the cost/benefit ratio.

5. Improved Public Health

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.

In 2012, the County completed its first Community Visioning Process. To address the growing health concerns in the county, the County DPH led a community-driven effort to establish a health improvement framework for the County of San Bernardino. As noted, the Community Vital Signs (CVS) initiative brought together business, community leaders, public sector, and residents to establish goals, strategies and measures for achieving wellness in the County.

The SRTSP seeks to combat diabetes and obesity by advocating active transportation around schools. The CVS indicated that “the childhood diabetes hospitalization rate for children under 18 was 51 per 100,000 in San Bernardino County, higher than the state at 35 per 100,000 children in 2010.” Obesity was address “for low-income CHILDREN under 5 years old is going down in San Bernardino County, staying stable for low-income children ages 5-19, and going up for adults.”

The active transportation projects highlighted in this grant application are the first step in creating a well-connected and expanded network of bikes lanes and pedestrian walkways with a goal of promoting active health behaviors and healthy lifestyles and targeting the disadvantaged communities to address the following:

1. 64% of adults in the County are either obese or overweight “percentage in obesity for low-income adults is going up.” (CVS Report, 2013, p72);
2. According to the County Health Ranking by the Robert Wood Johnson Foundation, there were over 6,500 premature deaths in the County in 2013, putting the county above the state average;
3. “Overall heart disease has been recently declining in the County, but high blood pressure is going up, especially for Latinos. African Americans have much higher rates of hospitalization for heart disease than any other ethnicity.” (CVS Report 2013, p76);
4. “Fewer adults in the County walked than in California as a whole. Less than 20% of teens (ages 12-17) in the County met the CDC recommendation of 60 minutes of physical activity every day, greater than in California at 15% in 2009.” (CVS Report 2013, p91);

5. According to the CES, San Bernardino ranks in the 98th percentile for ozone concentration, 83th percentile for PM 2.5, 90th percentile for asthma and 87th percentile for low birth weight.

According to the American Lung Association State of the Air 2013, San Bernardino County ranks first as the most ozone and smog polluted County in the US. The projects identified in the grant application will:

1. Provide safe and convenient alternatives to driving: The active transportation elements of the SRTS plan will facilitate incorporating physical activity into daily life and help individuals achieve their recommended levels of daily activity.
2. Offer sustainable communities around schools: Walking and cycling have shown to reduce lung and heart disease, obesity, diabetes and other health conditions. Research showed that individuals who live in more walkable communities have a 35% lower risk of obesity. Other studies have shown that people who live in walkable neighborhoods are more than twice as likely to get the recommended amount of physical activity.
3. Encourage shifting trips from vehicles to bicycling, walking and public transportation; which will reduce greenhouse gas emissions, reduce vehicle per miles traveled and help the region satisfy statewide goals under AB 32 and SB 375.

With future data collection efforts, SANBAG can project more detailed health benefits. In the interim, the Prism™ model was used to calculate the health benefits of biking and found the annual benefits value for cycling to be \$128 (see Figure 4).

Figure 4: Annual Health Benefits (2013 \$)

Category	Low	Likely	High
Cycling Health Benefits	\$115	\$128	\$141

Source: Victoria Transportation Policy Institute, 2011, Parsons Brinckerhoff, 2014

6. Benefit to Disadvantaged Communities

I. Is the project located in a disadvantaged community? Yes, with much of the populated areas of the County being designated as disadvantaged communities, many of the proposed projects will be located within them as well (see Figure 5 & 6).

II. Does the project significantly benefit a disadvantaged community? Yes

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

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

As shown in Figures 5 & 6, a significant portion of the County falls within areas that score in the top ten percent according to CalEnvironScreen as will the SRTSP study area and resulting priority infrastructure recommendations.

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.

Yes, as demonstrated in Figures 5 & 6, a significant portion of the Project should be considered disadvantaged according to the CES tool. Most of the populations of the San Bernardino County live in the San Bernardino Valley area where most of the disadvantaged communities are located. Approximately 650,000 people out of 2 million residents of San Bernardino County live in the CES defined top 10% disadvantaged communities.

c) 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 County of San Bernardino has been met with unprecedented growth over the last few decades resulting in irregular development patterns away from infill development to new suburban developments. The social issues arising from lack of infill development can be seen in multiple layers that are tied to the health of the community at large. Version 1.1 of the CES lists most of the

San Bernardino County's valley cities in the top 10% of disadvantaged communities as defined by the tool for evaluating multiple pollutants and stressors in California communities.

The recent CVS Report ranks the region as the fourth most obese region in US with two out of three residents considered overweight or obese. The region also has third highest heart disease rate and has the worst healthy food access within the state, with six times as many unhealthy food retail outlets as healthy ones. The most recent Quarterly Economic Report prepared by John E. Husing PhD for the Inland Empire Economic Partnership (IEEP) states that "public health research has shown that poverty far outranks other determinants like access to medical care or the environment in impacting a community's health". San Bernardino County has seen annual household income fall from \$57,942 in 1989 to \$51,756 in 2012. This represents a 10.7% decrease. This results in a poverty rate increase from 11.8% in 1990 to 19.0% in 2012.

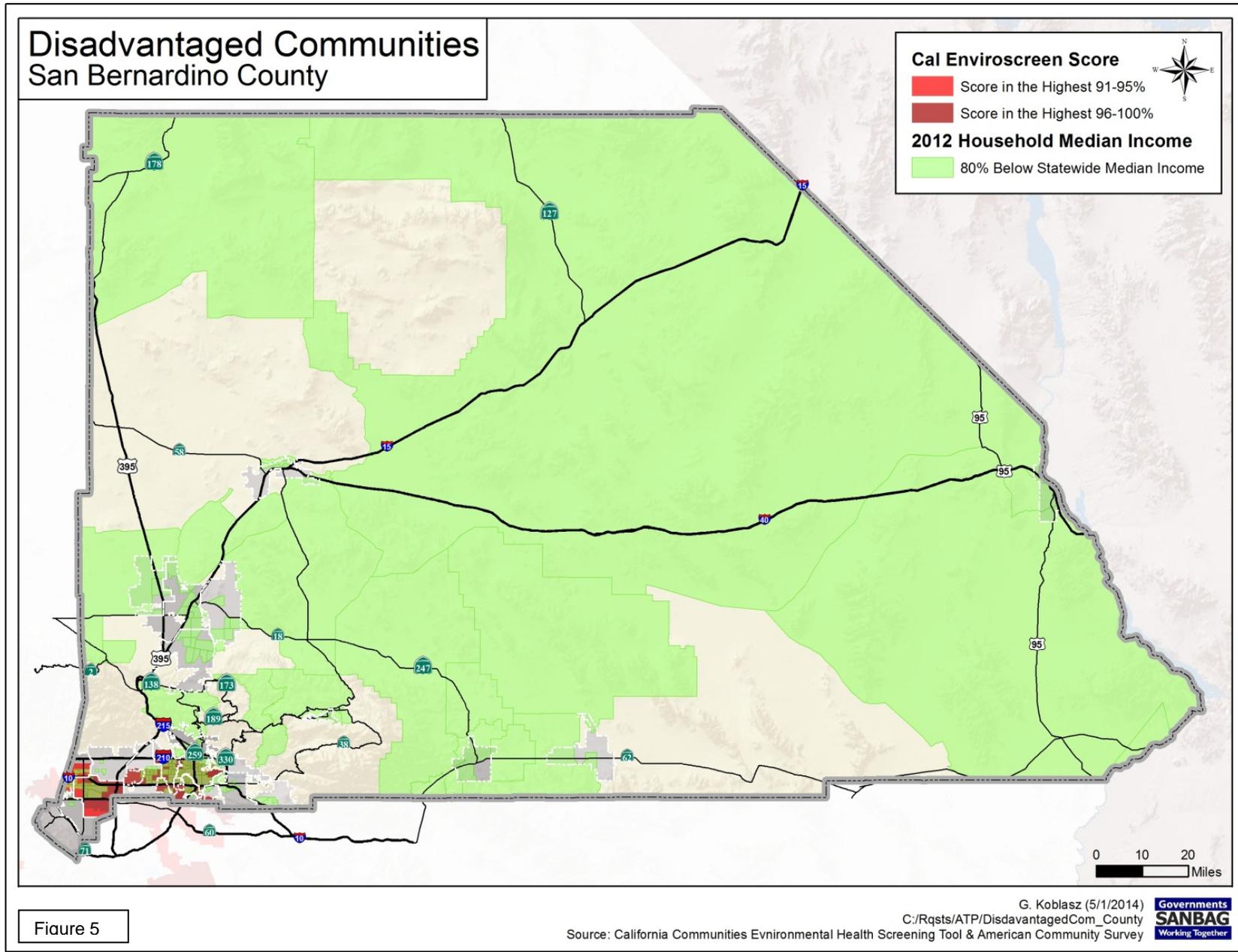
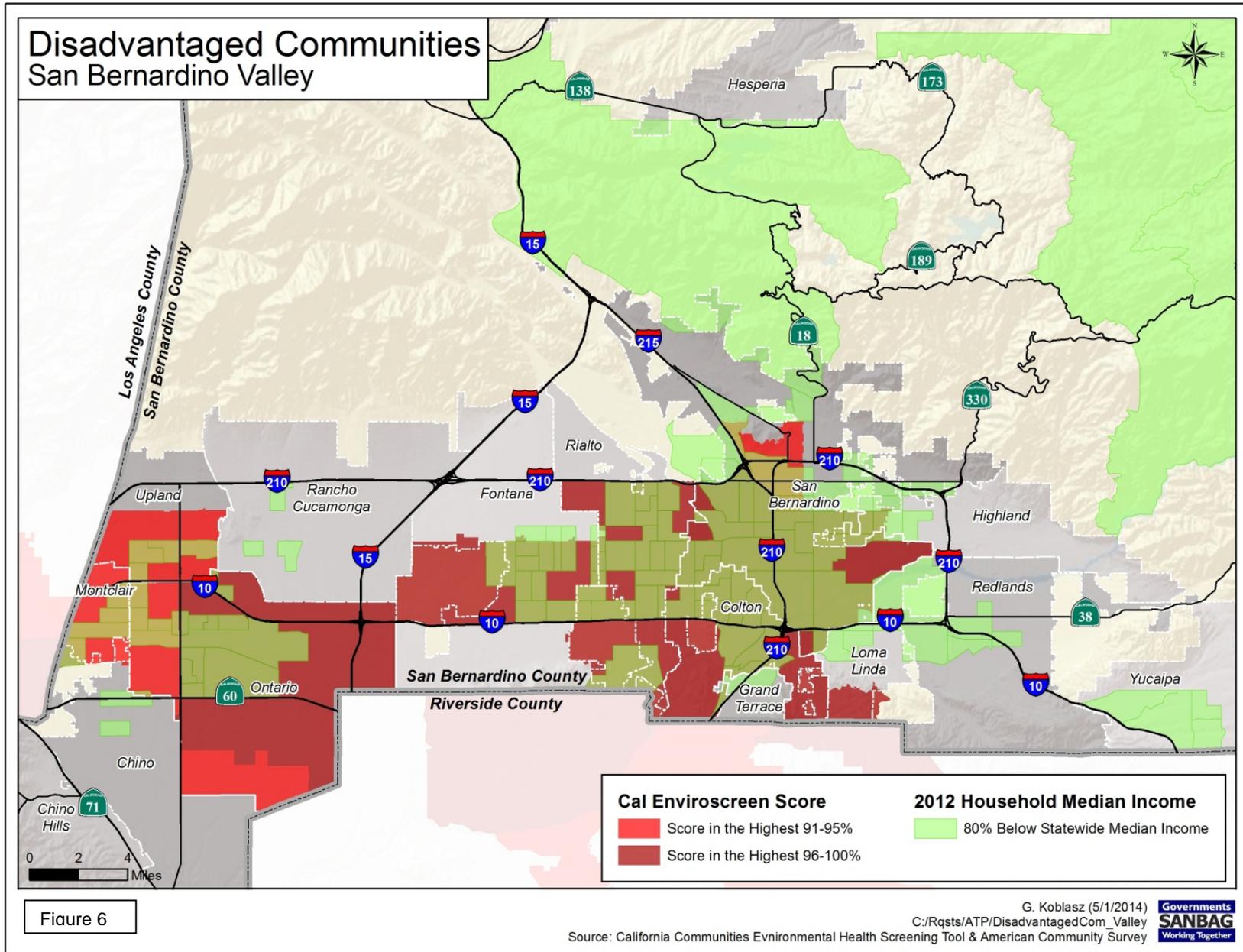


Figure 5



7. Use of California Conservation Corps (CCC) or a Certified Community Conservation Corps

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:**

Virginia Clark, virgina.clark@ccc.ca.gov, 916-341-3147.

The requested project information was sent via email on May 2, 2014.

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, calocalcorps@gmail.com, 916-558-1516.

The requested Project information was sent via email on May 2, 2014.

C. The applicant intends to utilize the CCC or a certified community conservation corps on all items where participation is indicated? Y/N To be determined based on response

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

Per a May 5, 2014 email from Virginia Clark, California Conservation Corps Region

Deputy, Region 1, the CCC is opting not to participate in the Project.

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

Per a May 13, 2014 email from Sarah Miggins, Southern California Mountains

Foundation (through Cynthia Vitale, Conservation Strategy Group, CALCC) is

interesting in and will be assisting with the preparation of a SRTSP section addressing

education, outreach, and instructions for seeking assistance from the Conservation

Corps with light construction.

8. Applicants Performance on Past Grants

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.

SANBAG is in good standing with all the past grants.

LETTERS OF SUPPORT



City of Hesperia

Gateway to the High Desert

May 7, 2014

Caltrans, Division of Local Assistance, MS-1
Attn: Chief, Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 95814

RE: San Bernardino County Safe Routes to School Plan

To Whom It May Concern:

The City of Hesperia is pleased to write this letter in support of San Bernardino Associated Governments' (SANBAG) application for funding through the Active Transportation Program (ATP) to develop a regional Safe Routes to School Plan for San Bernardino County.

SANBAG, in its role as both the San Bernardino County Transportation Commission and collaborative Council of Governments, has been instrumental in leading the NMTP process in coordination with its 24 member agencies. ATP funds for this project will allow SANBAG to collect student travel data and use it to prioritize Safe Routes to School projects in the NMTP.

The collection strategy will inventory existing school data sources and propose a methodology for regularly collecting data on student travel trends, including conducting walk audits around selected schools and corridors. This data will be used by SANBAG, Southern California Association of Governments (SCAG), and member jurisdictions to assist with the prioritization of limited resources as well as improve regional active transportation modeling efforts. The Safe Routes to School planning effort will develop an inventory of needed infrastructure improvements for approximately ten percent (10%) of San Bernardino County's schools.

The City of Hesperia supports SANBAG's efforts in taking the lead to complete a comprehensive needs-based strategy for making Safe Routes to School improvements in San Bernardino County. The inclusion of priority Safe Routes to School projects in the NMTP will expedite the ability of member jurisdictions, and San Bernardino County as a whole, to implement needed improvements.

For these reasons, the City of Hesperia wholeheartedly supports SANBAG's efforts to secure funding to develop a Safe Routes to School Plan for San Bernardino County. Thank you for your consideration of this much-needed School Plan for our region.

Sincerely,

Mike Podegracz
City Manager

*Thurston Smith, Mayor
Eric Schmidt, Mayor Pro Tem
Russ Blewett, Council Member
Bill Holland, Council Member
Mike Leonard, Council Member*

Mike Podegracz, City Manager

9700 Seventh Ave.
Hesperia, CA 92345

760-947-1000
TD 760-947-1119

www.cityofhesperia.us

C-1



April 28, 2014

Caltrans
Division of Local Assistance, MS-1
Attention: Chief, Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 95814

Re: California Active Transportation Program (ATP) – San Bernardino County Safe Routes to School Plan

To Whom It May Concern:

The City of Highland wishes to express its support of San Bernardino Associated Governments' (SANBAG) Caltrans Active Transportation Program Grant application for initiation of a San Bernardino County Regional Safe Routes to School Plan. The objective of this project is to develop a student travel data collection strategy and incorporate priority Safe Routes to School projects into the SANBAG maintained Countywide Non-Motorized Transportation Plan (NMTP).

The data collection strategy will inventory existing school data sources and propose a methodology for regularly collecting data on student travel trends. This data will be used by SANBAG, Southern California Association of Governments (SCAG), and member jurisdictions to assist with the prioritization of limited resources as well as improve regional active transportation modeling efforts. The Safe Routes to School planning effort will develop an inventory of needed infrastructure improvements for approximately ten percent (10%) of San Bernardino County's schools and conduct walk audits around selected schools and corridors.

The City of Highland supports SANBAG's application for grant funding in its efforts to promote the completion of a comprehensive needs-based strategy for making Safe Routes to School improvements in San Bernardino County. The inclusion of priority Safe Routes to School projects in the NMTP for 10% of schools in the SANBAG region will expedite the ability of member jurisdictions, and the County as a whole, to implement needed improvements.

Sincerely,

Ernest Wong
Public Works Director/City Engineer

Lawrence A. Mainez
Community Development Director

Mayor
Sam J. Racadio

Mayor Pro Tem
Larry McCallon

City Council
Penny Lilburn

City Council
Jody Scott

City Council
John P. Timmer

City Manager
Joseph A. Hughes

27215 Base Line, Highland, CA 92346

Tel: (909) 864-6861 • Fax: (909) 862-3180 • Web: www.cityofhighland.org

C-2



MONTCLAIR

May 12, 2014

Caltrans
Division of Local Assistance, MS-1
Attention: Chief, Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 95814

Re: California Active Transportation Program (ATP) – San Bernardino County Safe Routes to School Plan

To Whom It May Concern:

The City of Montclair wishes to express its support of San Bernardino Associated Governments' (SANBAG) Caltrans Active Transportation Program Grant application for initiation of a San Bernardino County Regional Safe Routes to School Plan. The objective of this project is to develop a student travel data collection strategy and incorporate priority Safe Routes to School projects into the SANBAG maintained Countywide Non-Motorized Transportation Plan (NMTP).

The data collection strategy will inventory existing school data sources and propose a methodology for regularly collecting data on student travel trends. This data will be used by SANBAG, Southern California Association of Governments (SCAG), and member jurisdictions to assist with the prioritization of limited resources as well as improve regional active transportation modeling efforts. The Safe Routes to School planning effort will develop an inventory of needed infrastructure improvements for approximately ten percent (10%) of San Bernardino County's schools and conduct walk audits around selected schools and corridors.

The City of Montclair supports SANBAG's application for grant funding in its efforts to promote the completion of a comprehensive needs-based strategy for making Safe Routes to School improvements in San Bernardino County. The inclusion of priority Safe Routes to School projects in the NMTP for 10% of schools in the SANBAG region will expedite the ability of member jurisdictions, and the County as a whole, to implement needed improvements.

Sincerely,

Steve Lustro, AICP
Community Development Director

CITY OF MONTCLAIR

5111 Benito Street, P.O. Box 2308, Montclair, CA 91763 (909) 626-8571 FAX (909) 621-1584

Mayor Paul M. Eaton • Mayor Pro Tem Bill Ruh • Council Members: Leonard Paulitz, Carolyn Raft, J. John Dutrey • City Manager Edward C. Starr

C-3



PAUL S. LEON
MAYOR

ALAN D. WAPNER
MAYOR PRO TEM

JIM W. BOWMAN
DEBRA DORST-PORADA
PAUL VINCENT AVILA
COUNCIL MEMBERS

May 6, 2014

AL C. BOLING
CITY MANAGER

MARY E. WIRTES, MMC
CITY CLERK

JAMES R. MILHISER
TREASURER

Caltrans
Division of Local Assistance, MS-1
Attention: Chief, Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 95814

SUBJECT: California Active Transportation Program (ATP)—San Bernardino County Safe Routes to School Plan

To Whom It May Concern:

The City of Ontario wishes to express its support of San Bernardino Associated Governments' (SANBAG) Caltrans Active Transportation Program Grant application for initiation of a San Bernardino County Regional Safe Routes to School Plan. The objective of this project is to develop a student travel data collection strategy and incorporate priority Safe Routes to School projects into the SANBAG maintained Countywide Non-Motorized Transportation Plan (NMTP).

The data collection strategy will inventory existing school data sources and propose a methodology for regularly collecting data on student travel trends. This data will be used by SANBAG, Southern California Association of Governments (SCAG), and member jurisdictions to assist with the prioritization of limited resources as well as improve regional active transportation modeling efforts. The Safe Routes to School planning effort will develop an inventory of needed infrastructure improvements for approximately ten percent (10%) of San Bernardino County's schools and conduct walk audits around selected schools and corridors.

Ontario supports SANBAG's application for grant funding in its efforts to promote the completion of a comprehensive needs-based strategy for making Safe Routes to School improvements in San Bernardino County.

www.ci.ontario.ca.us

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C-4

The inclusion of priority Safe Routes to School projects in the NMTP for 10% of schools in the SANBAG region will expedite the ability of member jurisdictions, and the County as a whole, to implement needed improvements.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Al C. Boling', is written over the printed name and title.

Al C. Boling
City Manager

C: Otto Kroutil, Development Director
Louis Abi-younes, P.E., City Engineer



City of Rialto *California*

May 14, 2014

Caltrans
Division of Local Assistance, MS-1
Attention: Chief, Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 95814

Re: California Active Transportation Program (ATP) – San Bernardino County Safe Routes to School Plan

To Whom It May Concern:

The City of Rialto wishes to express its support of San Bernardino Associated Governments' (SANBAG) Caltrans Active Transportation Program Grant application for initiation of a San Bernardino County Regional Safe Routes to School Plan. The objective of this project is to develop a student travel data collection strategy and incorporate priority Safe Routes to School projects into the SANBAG maintained Countywide Non-Motorized Transportation Plan (NMTP).

The data collection strategy will inventory existing school data sources and propose a methodology for regularly collecting data on student travel trends. This data will be used by SANBAG, Southern California Association of Governments (SCAG), and member jurisdictions to assist with the prioritization of limited resources as well as improve regional active transportation modeling efforts. The Safe Routes to School planning effort will develop an inventory of needed infrastructure improvements for approximately ten percent (10%) of San Bernardino County's schools and conduct walk audits around selected schools and corridors.

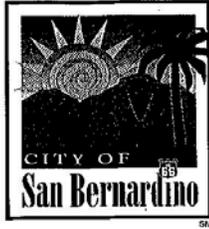
The City of Rialto supports SANBAG's application for grant funding in its efforts to promote the completion of a comprehensive needs-based strategy for making Safe Routes to School improvements in San Bernardino County. The inclusion of priority Safe Routes to School projects in the NMTP for 10% of schools in the SANBAG region will expedite the ability of member jurisdictions, and the County as a whole, to implement needed improvements.

Sincerely,

Marcus L. Fuller, P.E., P.L.S.
Public Works Director/City Engineer

150 South Palm Avenue, Rialto, California 92376

C-6



COMMUNITY DEVELOPMENT DEPARTMENT

300 North "D" Street • San Bernardino • CA 92418-0001
Planning & Building 909.384.5057 • Fax: 909.384.5080
www.sbcity.org

May 13, 2014

Caltrans
Division of Local Assistance, MS-1
Attention: Chief, Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 95814

Re: California Active Transportation Program (ATP) – San Bernardino County Safe Routes to School Plan

To Whom It May Concern:

The City of San Bernardino, Community Development Department wishes to express its support of San Bernardino Associated Governments' (SANBAG) Caltrans Active Transportation Program Grant application for initiation of a San Bernardino County Regional Safe Routes to School Plan. The objective of this project is to develop a student travel data collection strategy and incorporate priority Safe Routes to School projects into the SANBAG maintained Countywide Non-Motorized Transportation Plan (NMTP).

The data collection strategy will inventory existing school data sources and propose a methodology for regularly collecting data on student travel trends. This data will be used by SANBAG, Southern California Association of Governments (SCAG), and member jurisdictions to assist with the prioritization of limited resources as well as improve regional active transportation modeling efforts. The Safe Routes to School planning effort will develop an inventory of needed infrastructure improvements for approximately ten percent (10%) of San Bernardino County's schools and conduct walk audits around selected schools and corridors.

The Community Development Department supports SANBAG's application for grant funding in its efforts to promote the completion of a comprehensive needs-based strategy for making Safe

C-7

Letter of Support – ATP-SRTS
Page Two of Two

Routes to School improvements in San Bernardino County. The inclusion of priority Safe Routes to School projects in the NMTP for 10% of schools in the SANBAG region will expedite the ability of member jurisdictions, and the County as a whole, to implement needed improvements.

Sincerely,

A handwritten signature in black ink, appearing to read 'Mark Persico', with a long horizontal line extending to the right.

Mark Persico, AICP
Interim Director of Community Development
City of San Bernardino
300 N. D Street
San Bernardino, CA 92418
(909) 384-5357
Persico_ma@sbcity.org

**CITY OF
VICTORVILLE**



760.955.5000
FAX 760.245.7243
vville@ci.victorville.ca.us
<http://ci.victorville.ca.us>

14343 Civic Drive
P.O. Box 5001
Victorville, California 92393-5001

May 1, 2014

Caltrans
Division of Local Assistance, MS-1
Attention: Chief, Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 95814

Re: California Active Transportation Program (ATP) – San Bernardino County Safe Routes to School Plan

To Whom It May Concern:

The City of Victorville wishes to express its support of San Bernardino Associated Governments' (SANBAG) Caltrans Active Transportation Program Grant application for initiation of a San Bernardino County Regional Safe Routes to School Plan. The objective of this project is to develop a student travel data collection strategy and incorporate priority Safe Routes to School projects into the SANBAG maintained Countywide Non-Motorized Transportation Plan (NMTP).

The data collection strategy will inventory existing school data sources and propose a methodology for regularly collecting data on student travel trends. This data will be used by SANBAG, Southern California Association of Governments (SCAG), and member jurisdictions to assist with the prioritization of limited resources as well as improve regional active transportation modeling efforts. The Safe Routes to School planning effort will develop an inventory of needed infrastructure improvements for approximately ten percent (10%) of San Bernardino County's schools and conduct walk audits around selected schools and corridors.

The City of Victorville supports SANBAG's application for grant funding in its efforts to promote the completion of a comprehensive needs-based strategy for making Safe Routes to School improvements in San Bernardino County. The inclusion of priority Safe Routes to School projects in the NMTP for 10% of schools in the SANBAG region will expedite the ability of member jurisdictions, and the County as a whole, to implement needed improvements.

Sincerely,

Brian Gengler
City Engineer

C-9



COMMUNITY VITAL SIGNS
INITIATIVE
County of San Bernardino

COMMUNITY VITAL SIGNS INITIATIVE
351 North Mountain View Avenue, Second Floor
San Bernardino, CA 92415-0010

(909) 387-9107 ♦ Fax (909) 387-6228

MAXWELL OHIKHUARE, M.D.
San Bernardino County Health Officer
Community Vital Signs Initiative, Co-Chair



May 6, 2014

Caltrans
Division of Local Assistance, MS-1
Attention: Chief, Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 95814

Re: California Active Transportation Program (ATP) – San Bernardino County Safe Routes to School Plan

To Whom It May Concern:

The San Bernardino County Community Vital Signs Initiative wishes to express its support of San Bernardino Associated Governments' (SANBAG) Caltrans Active Transportation Program Grant application for initiation of a San Bernardino County Regional Safe Routes to School Plan. The objective of this project is to develop a student travel data collection strategy and incorporate priority Safe Routes to School projects into the SANBAG maintained Countywide Non-Motorized Transportation Plan (NMTP).

The data collection strategy will inventory existing school data sources and propose a methodology for regularly collecting data on student travel trends. This data will be used by SANBAG, Southern California Association of Governments (SCAG), and member jurisdictions to assist with the prioritization of limited resources as well as improve regional active transportation modeling efforts. The Safe Routes to School planning effort will develop an inventory of needed infrastructure improvements for approximately ten percent (10%) of San Bernardino County's schools and conduct walk audits around selected schools and corridors.

SANBAG is also a member of the Community Vital Signs Initiative, a health improvement partnership advancing the Wellness Element of our Countywide Vision. This community-driven initiative has actively engaged and convened many stakeholders from multiple sectors and non-traditional health partners to create a framework to improve health in our County. As a partner, SANBAG is committed to using their capacity to implement effective policies and programs that impact and evaluate our collective efforts to improve the health of our region.

As the County's Health Officer and Co-Chair of Community Vital Signs, I fully support SANBAG's application for grant funding in its efforts to promote the completion of a comprehensive needs-based strategy for making Safe Routes to School improvements in San Bernardino County. The inclusion of priority Safe Routes to School projects in the NMTP for 10% of schools in the SANBAG region will expedite the ability of member jurisdictions, and the County as a whole, to implement needed improvements.

Sincerely,

Maxwell Ohikhuare, M.D.
San Bernardino County Health Officer
Community Vital Signs, Co-Chair

DEPARTMENT OF PUBLIC HEALTH



COUNTY OF SAN BERNARDINO

OFFICE OF PUBLIC HEALTH ADMINISTRATION
351 North Mountain View Avenue, Third Floor ♦ San Bernardino, CA 92415-0010
(909) 387-9146 ♦ Fax (909) 387-8228

TRUDY RAYMUNDO
Public Health Director

MAXWELL OHIKHUARE, M.D.
Health Officer

May 8, 2014

Caltrans
Division of Local Assistance, MS-1
Attention: Chief, Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 95814

Re: California Active Transportation Program (ATP) – San Bernardino County Safe Routes to School Plan

To Whom It May Concern:

San Bernardino County Public Health wishes to express its support of San Bernardino Associated Governments' (SANBAG) Caltrans Active Transportation Program Grant application for initiation of a San Bernardino County Regional Safe Routes to School Plan. The objective of this project is to develop a student travel data collection strategy and incorporate priority Safe Routes to School projects into the SANBAG maintained Countywide Non-Motorized Transportation Plan (NMTP).

The data collection strategy will inventory existing school data sources and propose a methodology for regularly collecting data on student travel trends. This data will be used by SANBAG, Southern California Association of Governments (SCAG), and member jurisdictions to assist with the prioritization of limited resources as well as improve regional active transportation modeling efforts. The Safe Routes to School planning effort will develop an inventory of needed infrastructure improvements for approximately ten percent (10%) of San Bernardino County's schools and conduct walk audits around selected schools and corridors.

SANBAG is also a member of the Community Vital Signs Initiative, community health improvement partnership advancing the Wellness Element of our Countywide Vision. This community-driven initiative has actively engaged and convened many stakeholders from multiple sectors and non-traditional health partners to create a framework to improve health in our County. The Department of Public Health sees SANBAG as committed to using their capacity to work together with other sectors, choosing and implementing effective policies and programs that impact and evaluate our collective efforts to improve the health of our region.

Department of Public Health supports SANBAG's application for grant funding in its efforts to promote the completion of a comprehensive needs-based strategy for making Safe Routes to School improvements in San Bernardino County. The inclusion of priority Safe Routes to School projects in the NMTP for 10% of schools in the SANBAG region will expedite the ability of member jurisdictions, and the County as a whole, to implement needed improvements.

Sincerely,

Trudy Raymundo
Public Health Director

GREGORY C. DEVEREAUX
Chief Executive Officer

Board of Supervisors
ROBERT A. LOVINGOOD...First District JAMES RAMOS.....Third District
JANICE RUTHERFORD.....Second District GARY C. OVITT.....Fourth District
JOSE GONZALES.....Fifth District



April 28, 2014

Caltrans
Division of Local Assistance, MS-1
Attention: Chief, Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 95814

Re: California Active Transportation Program (ATP) – San Bernardino County Safe Routes to School Plan

To Whom It May Concern:

The Inland Empire Biking Alliance (IEBA) wishes to express its support of San Bernardino Associated Governments' (SANBAG) Caltrans Active Transportation Program Grant application for initiation of a San Bernardino County Regional Safe Routes to School Plan. The objective of this project is to develop a student travel data collection strategy and incorporate priority Safe Routes to School projects into the SANBAG maintained Countywide Non-Motorized Transportation Plan (NMTP).

The data collection strategy will inventory existing school data sources and propose a methodology for regularly collecting data on student travel trends. This data will be used by SANBAG, Southern California Association of Governments (SCAG), and member jurisdictions to assist with the prioritization of limited resources as well as improve regional active transportation modeling efforts. The Safe Routes to School planning effort will develop an inventory of needed infrastructure improvements for approximately ten percent (10%) of San Bernardino County's schools and conduct walk audits around selected schools and corridors.

IEBA supports SANBAG's application for grant funding in its efforts to promote the completion of a comprehensive needs-based strategy for making Safe Routes to School improvements in San Bernardino County. The inclusion of priority Safe Routes to School projects in the NMTP for 10% of schools in the SANBAG region will expedite the ability of member jurisdictions, and the County as a whole, to implement needed improvements.

Sincerely,

Mark Friis, Executive Director

Marven Norman, Vice President

PO BOX 9266 Redlands, Ca 92375
www.iebike.org

909-800-4322



April 28, 2014

441 Mac Kay Drive
San Bernardino, CA 92408
909-884-5864 phone
909-884-6249 fax

lung.org/california

Caltrans
Division of Local Assistance, MS-1
Attention: Chief, Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 95814

Re: California Active Transportation Program (ATP) – San Bernardino County Safe Routes to School Plan

To Whom It May Concern:

On behalf of the American Lung Association in California, I am writing to express support for the San Bernardino Associated Governments' (SANBAG) application to secure funding for a San Bernardino County Regional Safe Routes to School Plan. The aim of the project will be to develop a student travel data collection strategy to collect data on student travel trends and incorporate priority Safe Routes to School projects into the SANBAG Countywide Non-Motorized Transportation Plan (NMTP).

The Lung Association has been a strong supporter for healthy community planning. We have been working with local agencies and health organizations to promote planning that reduces driving and increases walking, biking and transit, which can help to reduce motor vehicle trips, greenhouse gases, air pollution and chronic illnesses. This is particularly important for San Bernardino County, which ranks at the top for most ozone polluted county in the nation according to the American Lung Associations' 2014 *State of the Air* report.

We believe this project will help to improve regional active transportation modeling efforts and support future planning for Safe Routes to School projects in San Bernardino County.

Therefore, the American Lung Association fully supports SANBAG as they seek Active Transportation Program resources to fund a San Bernardino County Regional Safe Routes to School Plan.

Sincerely,

A handwritten signature in black ink that reads "Terry M. Roberts".

Terry M. Roberts
Area Director, San Bernardino

C-13

May 1, 2014

Teresa McWilliam
Caltrans
Division of Local Assistance, MS-1
Attention: Chief, Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 95814

Re: California Active Transportation Program (ATP) – San Bernardino County Safe Routes to School Plan

Ms. McWilliam:

I write in support of San Bernardino Associated Governments' (SANBAG) Caltrans Active Transportation Program grant application for initiation of a San Bernardino County Regional Safe Routes to School Plan. The objective of this project is to develop a student travel data collection strategy and incorporate priority Safe Routes to School projects into the SANBAG maintained Countywide Non-Motorized Transportation Plan (NMTP).

The data collection strategy will inventory existing school data sources and propose a methodology for regularly collecting data on student travel trends. This data will be used by SANBAG, Southern California Association of Governments (SCAG), and member jurisdictions to assist with the prioritization of limited resources as well as improve regional active transportation modeling efforts. The Safe Routes to School planning effort will develop an inventory of needed infrastructure improvements for approximately ten percent (10%) of San Bernardino County's schools and conduct walk audits around selected schools and corridors.

Omnitrans supports SANBAG's application for grant funding in its efforts to promote the completion of a comprehensive needs-based strategy for making Safe Routes to School improvements in San Bernardino County. The inclusion of priority Safe Routes to School projects in the NMTP for 10% of schools in the SANBAG region will expedite the ability of member jurisdictions, and the County as a whole, to implement needed improvements. This effort will go hand-in-hand with Omnitran's efforts to improve pedestrian and bicycle infrastructure, benefiting both students and others using bus stops within walking distance of schools.

Please feel free to contact me for additional information at (909) 379-7256 or anna.rahtz@omnitrans.org.

Sincerely,



Anna Rahtz
Acting Director of Planning

C-14