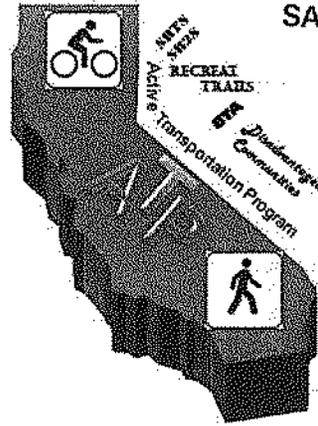


0617

District 10 APP ID: City of Stockton - 9
San Joaquin County
SAFE ROUTES TO SCHOOL PLAN



ACTIVE TRANSPORTATION PROGRAM

CYCLE 1
APPLICATION
PART 1 AND PART 2

City of Stockton Safe Routes to School Plan

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

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I. GENERAL INFORMATION

| |
|---|
| Project name: Safe Routes to School Plan |
|---|

(fill out all of the fields below)

| | |
|---|---|
| 1. APPLICANT (Agency name, address and zip code) City of Stockton, 22 E Weber Ave. Rm 301, Stockton CA 95204 | 2. PROJECT FUNDING ATP funds Requested \$ <u>350,000.00</u> Matching Funds \$ _____ Other Project funds \$ _____ TOTAL PROJECT COST \$ <u>350,000.00</u> |
| 3. APPLICANT CONTACT (Name, title, e-mail, phone #) Sharla Hardy, Assistant Engineer, sharla.hardy@stocktongov.com, (209) 937-8374 | 5. PROJECT COUNTY(IES): <p style="text-align: center;">San Joaquin County</p> |
| 4. APPLICANT CONTACT (Address & zip code) 22 E Weber Ave. Rm 301, Stockton CA 95204 | 7. Application # <u>9</u> of <u>19</u> (in order of agency priority) |
| 6. CALTRANS DISTRICT #- Click Drop down menu below District 10 | |

Area Description:

| | |
|--|--|
| 8. Large Metropolitan Planning Organization (MPO)- Select your " MPO" or "Other" from the drop down menu> | SJCOG San Joaquin Council of Governemnts |
| 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. <input checked="" type="checkbox"/> Yes, the applicant has a FEDERAL MA with Caltrans. | 10-5008R |
| 12. <input checked="" type="checkbox"/> Yes, the applicant has a STATE MA with Caltrans. | 00149S |

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*: | 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: 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): **Existing bike plan is expired.**

- 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:

All 100 schools within the City of Stockton.

27. SCHOOL DISTRICT NAME & ADDRESS:

See support letters from all 4 school districts operating within Stockton city limits.

| | | |
|---|---|--|
| 28. County-District-School Code (CDS) see Attachment C | 29. Total Student Enrollment 6,600 | 30. Percentage of students eligible for free or reduced meal programs ** 71.30 |
| 31. Percentage of students that currently walk or bike to school unknown | 32. Approximate # of students living along school route proposed for improvement 6,600 | 33. Project distance from primary or middle school non-infrastructure - no location |

**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

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** City of Stockton - Citywide

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

3. **Project Description** This project will gather stakeholders, establish an action committee based on the city's existing Safe Routes to School Committee, and develop a Safe Routes to School Plan (Plan), to be written in coordination with the four school districts operating within Stockton city limits. It is assumed that a consultant will be hired to coordinate survey, research, inventory, coordination, writing, and publicity efforts.

The goal is a Plan that will be used yearly to guide the collection of school surveys, the use of an established pedestrian and bicycle safety curriculum, the maintenance of one or more Safe Routes to School websites or webpages, coordination with parents, and outreach to the public on school safety issues. The Plan will include a prioritized list of future Safe Routes to School projects and maps of school enrollment areas, to be used as part of a Safe Routes to School lessons plan. Working together to create the Plan will increase coordination between Public Works staff, School Staff, School District Staff, Public Health Staff, and other stakeholders.

4. **Project Status** The project has not yet started. The existing Safe Routes to School Committee can be used as a starting point.

III. SCREENING CRITERIA

1. Demonstrated Needs of the Applicant

There are four school districts operating in the City of Stockton: Stockton Unified School District, Lodi Unified School District, Lincoln Unified School District, and Manteca Unified School District. One hundred public schools operate within city limits. The City and the School Districts have worked for years to increase the safety of students walking or biking to school. Although we have had noticeable success in implementing infrastructure improvements, and have implemented a successful pilot Safe Routes to School program, it has been difficult to judge the level of success because there is no regular, coordinated survey of how many children walk or bike to school and no regular inventory of safety curricula.

There is a Safe Routes to School Committee that meets several times a year and there is a yearly solicitation for possible Safe Routes to School projects. But school staff are very busy and there has been no time for a complete inventory of curriculum materials or to coordinate with parents to assess needs and generate interest at each school. Stockton needs a Plan, authorized by all four school districts, to coordinate safety efforts and maintain a base of information to be used to guide safety infrastructure, education, encouragement, and enforcement projects. The up to date survey information can be used to evaluate the success safety projects.

Stockton has recently completed a Safe Routes to School Pilot Project, developing curriculum and hosting events at ten elementary schools from all four school districts. An expansion of the Pilot Project to sixteen more schools is beginning. This is the perfect time to leverage the success of the pilot projects into established curricula at all Stockton schools based on a well thought out plan of safe routes to school Capital projects.

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

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

The project is consistent with the San Joaquin Regional Transportation Plan (RTP) 2011, adopted July 22, 2010, which includes a Bicycle and Pedestrian Action Element. The pending 2014 RTP and Sustainable Communities Strategy (RTP/SCS) includes reference to the Regional Bicycle, Pedestrian, and Safe Routes to School Master Plan. The RTP/SCS is scheduled to be adopted by the SJ COG Board in June 2014. The project will assist SJ COG in meeting its goal of reduced increasing bicycle and walking trips and improving safety for students traveling to school.

The project is also consistent with the Regional Bicycle, Pedestrian, and Safe Routes to School Master Plan, adopted September 2012. A letter of support from SJ COG is included in this application.

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.

The Safe Routes to School Plan will develop standard school curricula to teach bicycle and pedestrian safety and to encourage students to walk or bike to school. The Plan will provide lesson plans with maps to allow students to trace the safest route to school. Outreach and event materials will be developed or provided to allow school staff and parent volunteers to effectively encourage walking and biking to school.

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

According to California Department of Education information, the City of Stockton has 100 schools with 6600 students. There have been a few surveys of the number of children who bike or walk to individual schools, but no general survey of all schools has ever been made. From general studies, it can be assumed that there is at least a 2% cycling and walking rate and that educational outreach can increase that by at least 2%. Citywide, that would result in an increase of 132 children walking or biking to school.

Coordination to create a Citywide Safe Routes to School Plan will include surveying all schools and collecting the information into a central location that can be used by any interested person or group. Standard SRTS surveys will be used as the basis for the survey. The level of coordination that will be necessary to create and implement a citywide Plan and the curriculum and outreach materials that will be developed are expected to result in an increase of walking and biking to school of 10% over the next three years, an increase of 660 students.

- 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 Safe Routes to School Plan will be used to prioritize infrastructure improvements to be made to approaching routes to schools.

- 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.

Routes to schools will be identified and any barriers to access will be addressed.

The Plan will include a list of prioritized Safe Routes to School Projects, suitable for Active Transportation Plan and other funding.

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

IV. NARRATIVE QUESTIONS- continued

2. POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEOESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IOENTIFICATION 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.

As can be seen in Attachment C, there have been a number of pedestrian and cycling accidents near city schools, although not all of them have involved students.

The Plan will study collision patterns, coordinate with parents and school staff, and work with children to identify safety hazards near schools.

The Plan will also provide schools with education and encouragement materials to help them teach and promote pedestrian and bicycle safety at several age levels, including educational and encouragement materials for parents. The Plan will also identify infrastructure deficiencies near schools, producing a prioritized list of improvements to be made.

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

Providing the materials to teach pedestrian and bicycling safety will improve compliance with local traffic laws and eliminate behaviors that lead to collisions. Having materials to teach safety at several different age levels allows the information to become fixed in students' minds.

The inventory done as a preliminary to developing the Plan will include an inventory of inadequate traffic control devices and inadequate bicycle facilities, crosswalks, and sidewalks. Deficiencies will be addressed in the Plan.

- 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 City of Stockton has a history of outreach to the School Districts and the city's Public Works Department, in particular, has coordinated with the districts to make plans to improve the safety of children walking or biking to school. For ten years Public Works has hosted a Safe Routes to School Committee, which meets to identify and solve safety concerns.

Stockton Public Works has received grants for eight SR2S or SRTS projects, many of which were identified by the SRTS Committee. We have also applied for and received HES, HSIP, and other grants for projects identified by the Committee that did not qualify for SR2S or SRTS funding. The Traffic Section of Public Works has been especially open to contact by individual schools and has provided pedestrian signals and crosswalks at city expense and obtained traffic grants for installation of radar feedback signs near schools.

See Attachment C for collision data from the Transportation Injury Mapping System's (TIMS) Statewide Integrated Traffic Records System (SWITRS) and Safe Routes to School (SRTS) databases. The SWITRS collision data for 2011 is on a spreadsheet and the SRTS data for 2007-2009 is presented in a map. The data presented is limited to bicycle and pedestrian collisions and represents the most recent data available. The SWITRS spreadsheet shows 226 bicycle and pedestrian collisions that resulted in injury or fatality in 2011. Again, these collisions are not limited to student accidents.

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

IV. NARRATIVE QUESTIONS- continued

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

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

Most recently, the Pilot Safe Routes to School Project held coordination meetings with parents and school staff at ten elementary schools. The Project also held bicycle rodeos and ran safety towns and raffles at The Asparagus Festival and other local events. The Project got a lot of press coverage and generated good feedback from parents, staff, and the general public. The Safe Routes to School Committee is open to representatives from any interested organizations and is regularly attended by the School Districts and by the San Joaquin Public Health Department. It is occasionally attended by the Police Department and other departments or agencies.

Members of the Committee have limited time to devote, however, and have been aware for a long time of the need for complete survey information on all schools and for a coordinated inventory of barriers to travel, safety hazards, and available education and encouragement materials.

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

The first efforts of the SRTS Committee resulted in identification of specific infrastructure deficiencies. Sidewalk gaps, for instance, were fairly easy to identify. When non-infrastructure funding was available, we applied for a grant for the Pilot Project, an education and encouragement project. The Pilot Project was well received, with many elementary schools asking to be included. An expansion of the Pilot Project is about to start at sixteen schools, but although the schools have received materials, and there is a very good chance that they will be shared to other schools, the Committee sees that there is an opportunity now to coordinate the inclusion of a Safe Routes to School Curriculum into the four School Districts.

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

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

- Projects with substantial participation of community members- 11 to 15 points
- Projects with moderate participation of community members - 6 to 10 points
- Projects with minimal participation of community members- 1 to 5 points
- Projects with no participation of community members- 0 points

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 only possible alternative is to continue with no Safe Routes to School Plan. The Committee will continue to meet and School Districts will continue to submit any complaints that they have been given from individual schools. This will result in the identification of one or two Safe Routes to School projects every year at individual locations. The individual projects will continue to slightly increase the number of children walking or biking to work at individual schools.

In contrast, creating the Plan will encourage walking and biking to school city-wide.

B. Calculate the ratio of the benefits of the project relative to both the total project cost and funds requested (i.e., $\frac{\text{Benefit*}}{\text{Total Project Cost}}$ and $\frac{\text{Benefit*}}{\text{Program Funds Requested}}$).

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

- Applicant considers alternatives and exceptionally justifies the project nominated - 5 points
- Applicant considers alternatives and adequately justifies the project nominated - 3 to 4 points
- Applicant considers alternatives and minimally justifies the project nominated - 1 to 2 points
- Applicant did not consider alternatives or justify the project nominated - 0 points

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

The project will decrease vehicle traffic and increase walking and cycling.

Decreasing the vehicle traffic will:

- Decrease greenhouse gas emissions and sequester carbon dioxide,
- Decrease air pollution,
- Decrease road maintenance and repair
- Decrease fuel costs.

Increasing walking and cycling will:

- Decrease obesity, heart disease and diabetes rates and
- Energize students before class, increasing their level of achievement

Greenhouse Gas Reduction. Encouraging walking and biking to schools will reduce vehicle miles traveled. Reducing vehicle miles traveled will reduce greenhouse gas (GHG) emissions and may reduce the rate of climate change. One vehicle mile traveled (VMT) produces one pound of CO₂e.

If as was calculated in question 1B, the Plan will result in a decrease of 990 vehicle miles per day, that adds up to 188,100 vehicle miles over a 190 day school year. This does not include the emissions released as parents idle their engines while waiting for children to be let out of school.

Per the EPA, the value of reducing greenhouse gas emissions for a project completed in 2015 is \$39 per metric ton per year or \$0.02 per pound per year. If

emissions of CO₂e are reduced 188,100 pounds per year, this is a benefit of \$3762 per year or **\$11,286** over the three year life of the project.

Air Pollution Reduction. Using CMAQ formulas, we can also calculate the reduction of air pollutants. The project will cause a reduction of 298 pounds of pollutants per year or 894 pounds over the life of the project. This includes reactive organic gases, nitrogen oxides, and particulates.

There have been many studies on the social cost of air pollution, with differing benefit values. Averaging the estimates gives a value of \$14,000 per ton or \$7 per pound. Using that value, the project benefit will be \$2,085 per year or **\$6256 air pollution benefit over the life of the project.**

Road Maintenance. There are many studies that assess the cost of road maintenance and repair per vehicle mile driven. Since this cost varies by location, we chose an amount of 0.20 cents per mile, the lowest result given for cars, to be conservative. Reducing the VMT by 990 miles per day or 188,100 miles per year will result in a maintenance savings of \$376 per year or **\$1129 road maintenance benefit over the life of the project.**

Fuel Costs. Using 20 miles per gallon as an average for mixed year cars and trucks, the cost savings for diverted MVT is 0.05 gallons per mile. Current gas prices are around \$4 per gallon, for a savings of \$0.20 per mile. Reducing the VMT by 990 miles per day or 188,100 per year will result in a fuel savings of \$37,620 per year or **\$112,860 fuel benefit over the life of the project.**

Public Health Improvement. It is difficult to calculate a dollar value for the increase in public health due to increased exercise. Physical activity improves your chance of living longer and living healthier in many ways (see question 5).

The CDC has calculated that increased exercise would cut yearly medical costs in the US by more than \$70 billion. Since the population of the US is 313.9 million, that is a savings of \$223 per active person, per year.

The VMD for the project does not directly correlate to numbers of active people, but health advisers suggest that walking 2.5 hours per week at a brisk pace (or 2.25 miles of brisk walking) is enough to be active. Cyclists require a greater number of miles per day, but they are also likely to take longer trips.

We propose that 2.25 miles per week, 52 weeks a year, represents one additional statistical active person per year. Multiply 2.25 by 52 and we can estimate that there is one statistical active person for every 117 vehicle miles diverted. The project has been assigned a value of 990 miles per day or 188,100 vehicle miles per school year diverted from motorized to non-motorized travel. Dividing that by 117 vehicle miles per active person yields 1608 additional active people, or \$358,515 saved in health care costs per year or **\$1,075,546 health benefits due to exercise over the life of the project.**

Energize Students. Although many studies have shown that students who walk or bike to school are, on average, more energized and productive, it is difficult to place a price on that increase. This is certainly a benefit that the stakeholders for this project consider to be important.

Collisions Although the Plan will be used to identify safety hazards and facilitate the installation of engineering countermeasures against them, it is difficult to quantify the number of collisions this may prevent and therefore, hard to place a price on the hypothetical decrease. Again, this is certainly a benefit that the stakeholders for this project consider to be important.

Total. Total quantifiable benefits over the life of the project are \$1,250,920.

The project cost is \$350,000 and program funds requested are also \$350,000. The Cost Effectiveness, calculated as benefit divided by cost, is therefore 2.3. See Attachment I for calculation spreadsheets.

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.

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

Increased use of cycling for travel will decrease air pollution. CalEnviroScreen data show significant ozone and particulate matter for many areas in Stockton and, unsurprisingly, a high rate of both asthma and birth weight (see Attachment D). Lowering air pollution levels in the city will help decrease those rates for an at-risk population.

Three quarters of Stockton is either in the 5% or 10% most disadvantaged category for CalEnviroScreen. The city's median household income of \$47,246, which is 77% of the median household income for California (\$61,400 – see Attachment F). Poverty has a significant effect on health and on accessibility of health and other services.

Physical activity improves a person's chance of living longer and living healthier and can help ameliorate the effects of poverty. By encouraging increased cycling and walking, the project will contribute to: lower rates of obesity and heart disease, improved heart-lung and muscle fitness; improved sleep; reduced high blood pressure and risk of type 2 diabetes; reduced risk of heart attack, stroke, and some cancers; reduced arthritis pain and disability;

reduced risk of osteoporosis and falls; improved cognitive function in older adults; and reduced symptoms of depression and anxiety.

Since a 2009 Gallup poll determined that the Stockton Metropolitan Area had a 35% incidence of obesity, there is obviously a significant population that could benefit from an increased opportunity to cycle and walk as a mode of travel. Encouraging children to begin a habit of walking or cycling could benefit them for the rest of their lives.

IV. NARRATIVE QUESTIONS- continued

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

A. I. Is the project located in a disadvantaged community? Y/N Y

II. Does the project significantly benefit a disadvantaged community? Y/N Y

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

- o Median household income for the community benefited by the project: \$47,246
- o California Communities Environmental Health Screen Tool (CalEnvironScreen) score for the community benefited by the project: from 6.85 to 58.75 (see Attachment D)
- o For projects that benefit public school students, percentage of students eligible for the Free or Reduced Price Meals Programs: 71.3 %

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.

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.

| |
|---|
| <ul style="list-style-type: none">• Project clearly and significantly addresses health, safety, and/or infrastructure challenges in the disadvantaged community- 5 points• Project adequately addresses health, safety, and/or infrastructure challenges in the disadvantaged community - 3 points• Project minimally addresses health, safety, and/or infrastructure challenges in the disadvantaged community - 1 points |
| <ul style="list-style-type: none">• 80% to 100% of project funding benefits the disadvantaged community- 5 points• 60% to 79% of project funding benefits the disadvantaged community- 4 points• 40% to 59% of project funding benefits the disadvantaged community- 3 points• 20% to 39% of project funding benefits the disadvantaged community- 2 points• 1% to 19% of project funding benefits the disadvantaged community- 1 points• 0% of project benefits the disadvantaged community- 0 points |

A Safe Routes to School Plan will help reduce barriers to walking or cycling to school, providing disadvantaged neighborhoods in Stockton with increased mobility. Eight out of thirteen zip codes serving the City of Stockton are in a higher than 50% percentile in the CalEnviroScreen scoring system. On the CalEnviroScreen map, nearly ¾ of the residential areas are marked as being 5 to 10% most disadvantaged.

Out of 100 schools in Stockton, 64 schools have 75% of enrolled students qualify for free or reduced lunches. City-wide, out of 66,366 students enrolled during October 2012, at least 47,301, or 71.3%, qualified for free or reduced lunches (see Attachment H). Increasing the number of children walking or biking to school will increase the health of children in disadvantaged neighborhoods particularly, because residents with low incomes are more likely to take advantage of walking and cycling opportunities.

Neighborhoods with low incomes are also more likely to have sidewalk gaps or other obstacles that can be solved with an infrastructure improvement. The Plan will identify these obstacles. Disadvantaged neighborhoods will receive at least 80% of the benefit of this project.

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 | Detailed Estimate | Project Schedule |
| Project Map | Preliminary Plan | |

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

- A. The applicant has coordinated with the CCC to identify how a state conservation corps can be a partner of the project. Y/N
 - a. Name, e-mail, and phone # of the person contacted and date
 Virginia Clark, Region Deputy, Region 1, California Conservation Corps (916) 341-3147
virginia@clark@ccc.ca.gov 5/9/14

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. Y/N

a. Name, e-mail, and phone # of the person contacted and date

Nicholas Mueller, Coordinator II, San Joaquin Regional Conservation Corps
Office (209) 468-9131, Cell (209) 639-5343, nmuelles@sjcoe.net 5/9/14

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

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

The California Conservation Corps will not be able to participate on this proposed grant application project. See Attachment J.

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

The San Joaquin Regional Conservation Corps will not be able to participate on this proposed grant application project. See Attachment J.

Points will be deducted if an applicant does not seek corps participation or if an applicant intends not to utilize a corps in a project in which the corps can participate*.

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

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

IV. NARRATIVE QUESTIONS- continued

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

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

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

Over the past five years, the City of Stockton Public Works Department has worked on an average of \$54 million in capital improvement projects from major arterials and collectors to complex multi-year and multi-funded interchange projects. The majority of the funding for these projects came from grants. Public Works' success in delivering projects and managing grants has strongly positioned itself to receive additional grant funding from the San Joaquin Council of Governments through annual redistributions and funding from other agencies that were unable to deliver their projects. Public Works staff have a great many years of combined engineering, business, and other technical experience in successfully executing and delivering grant-funded projects from grant award through project close-out and final reimbursement billings.

Project name: 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.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

General Instructions

| | | | | | | |
|--|---------------------|--------------|---|------------------------------|----------------|-------------------------------------|
| <input checked="" type="checkbox"/> New Project | | | | | Date: | 5/19/14 |
| District | EA | Project ID | PPNO | MPO ID | TCRP No. | |
| 10 | | | | | | |
| County | Route/Corridor | PM Bk | PM Ahd | Project Sponsor/Lead Agency | | |
| SJ | | | | City of Stockton | | |
| | | | | MPO | Element | |
| | | | | SJCOG | Capital Outlay | |
| Project Manager/Contact | | Phone | | E-mail Address | | |
| Sharla Hardy | | 209 937-8374 | | Sharla.hardy@stocktongov.com | | |
| Project Title | | | | | | |
| Safe Routes to School Plan | | | | | | |
| Location, Project Limits, Description, Scope of Work | | | | | | <input type="checkbox"/> See page 2 |
| Coordinate with four school districts, perform public outreach and create a Safe Routes to School Plan for all schools within the City. Identify and prioritize any ADA, bicycle, or pedestrian improvements that need to be done to remove obstacles from routes to schools. Submit the plan for City Council and School District (4) approval. | | | | | | |
| <input type="checkbox"/> Includes ADA Improvements | | | <input type="checkbox"/> Includes Bike/Ped Improvements | | | |
| Component | Implementing Agency | | | | | |
| PA&ED | n/a | | | | | |
| PS&E | n/a | | | | | |
| Right of Way | n/a | | | | | |
| Construction | City of Stockton | | | | | |
| Purpose and Need | | | | | | <input type="checkbox"/> See page 2 |
| The City of Stockton and the four School Districts that operate within it have been working for years to increase the safety of routes to school and to encourage students to walk or bike to school. In order to increase our effectiveness, however, it is necessary to create and authorize a Safe Routes to School Plan, to be used to coordinate safety efforts and maintain a base of information that can guide safety infrastructure improvements, education curricula, encouragement projects and programs, and enforcement requests. | | | | | | |
| Project Benefits | | | | | | <input type="checkbox"/> See page 2 |
| Project will increase walking and cycling to school, reducing traffic snarls at schools and decreasing fuel use, road maintenance costs, greenhouse gas emissions, and air pollution. Increased walking will improve student health and energize students in the morning so that they are ready to learn when they arrive at school. | | | | | | |
| <input checked="" type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals | | | <input type="checkbox"/> Reduces Greenhouse Gas Emissions | | | |
| Project Milestone | | | | | | Proposed |
| Project Study Report Approved | | | | | | 05/15/15 |
| Begin Environmental (PA&ED) Phase | | | | | | 05/15/15 |
| Circulate Draft Environmental Document | | | | Document Type | CE | 05/30/15 |
| Draft Project Report | | | | | | 05/30/15 |
| End Environmental Phase (PA&ED Milestone) | | | | | | 05/30/15 |
| 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) | | | | | | 06/01/15 |
| End Construction Phase (Construction Contract Acceptance Milestone) | | | | | | 12/31/15 |
| Begin Closeout Phase | | | | | | 01/15/16 |
| End Closeout Phase (Closeout Report) | | | | | | 04/15/16 |

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-8410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/19/14

| District | County | Route | EA | Project ID | PPNO | TCRP No. |
|--|--------|-------|----|------------|------|----------|
| 10 | SJ | | | | | |
| Project Title: 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 | |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | 50 | 300 | | | | | 350 | |
| TOTAL | | 50 | 300 | | | | | 350 | |

| 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 | |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | 50 | 300 | | | | | 350 | |
| TOTAL | | 50 | 300 | | | | | 350 | |

| 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 | | | | | | | | | |

Project name: 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 | \$ | 350,000 |
| Total for ALL Phases | \$ | 350,000 |

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

*Must indicate which funds are matching

| | | |
|-------------------------|-----|---------|
| Total Project Cost | \$ | 350,000 |
| Project is Fully Funded | Yes | |

| ATP Work Specific Funding Breakdown (to the nearest \$1000) | Amount | |
|---|--------|---------|
| Request for funding a Plan | \$ | 350,000 |
| Request for Safe Routes to Schools Infrastructure work | \$ | |
| Request for Safe Routes to Schools Non-Infrastructure work | \$ | 350,000 |
| 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 | 11/01/2014 | 05/01/2015 |

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: Safe Routes to School Plan

VII. NON-INFRASTRUCTURE SCHEDULE INFORMATION

| Start Date | End Date | Task/Deliverables |
|------------|------------|--|
| 05/15/2015 | 06/15/2015 | SRTS Committee List |
| 06/01/2015 | 06/15/2015 | Minutes Kickoff Meeting |
| 06/15/2015 | 10/31/2016 | Ongoing SRTS Committee Meetings |
| 06/01/2015 | 10/31/2016 | Stakeholder Database |
| 06/15/2015 | 07/15/2015 | Evaluate necessary components of SRTS plan |
| 06/15/2015 | 07/15/2015 | Scope of Work for Consultant |
| 07/15/2015 | 08/15/2015 | Request for Proposals |
| 08/15/2015 | 09/15/2015 | Proposals Reviewed/Consultant Chosen |
| 09/15/2015 | 11/01/2015 | Contract with Consultant |
| 11/01/2015 | 01/15/2016 | Inventory current practices, policies, and needs at schools |
| 11/01/2015 | 01/15/2016 | Survey Schools to provide baseline # & % of students walking/biking |
| 11/01/2015 | 10/31/2016 | Coordinate with parents and school staff |
| 11/15/2015 | 01/15/2016 | Draft mapping plan for schools to use in class |
| 01/15/2016 | 03/15/2016 | Introduce Schools to draft mapping plan - obtain feedback |
| 02/15/2016 | 03/31/2016 | Outline SRTS plan, using inventory |
| 02/15/2016 | 04/15/2016 | Determine curriculum to be established in 4 school districts |
| 02/15/2016 | 04/15/2016 | List of identified SRTS projects |
| 03/15/2016 | 04/15/2016 | Develop outreach materials |
| 03/15/2016 | 05/15/2016 | Determine website needs |
| 03/15/2016 | 04/15/2015 | Draft SRTS plan |
| 04/15/2016 | 05/15/2016 | Distribute SRTS plan for review |
| 03/15/2016 | 04/15/2016 | Analyze feedback on mapping plan |
| 04/15/2016 | 05/01/2016 | Prioritize identified SRTS projects |
| 03/05/2016 | 05/01/2016 | Database of school survey baselines |
| 05/01/2016 | 06/01/2016 | Institute regular school surveys |
| 05/01/2016 | 07/01/2016 | Presentations to schools, districts, public |
| 06/01/2016 | 07/15/2016 | Edit SRTS Plan - create figures, illustrations, and appendices |
| 06/01/2016 | 07/15/2016 | Finalize mapping packets, curriculum packets, outreach packets |
| 07/15/2016 | 08/30/2016 | Present all materials for approval and adoption |
| 09/01/2016 | 10/15/2016 | Council Approval of SRTS Plan, Schools and Districts prepared to implement |
| 07/15/2016 | 10/31/2016 | Website established or School District websites updated |
| | | Publicity - timing to be determined |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

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: *G.A. Mackay*
Name: Gordon A. Mackay
Title: Public Works Director

Date: 5/13/14
Phone: (209) 937-8400
e-mail: gordon.mackay@stocktongov.com

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: *Eric Alvarez*
Name: Eric Alvarez
Title: Dep. Public Works Dir./City Eng.

Date: 5/15/14
Phone: (209) 937-8228
e-mail: eric.alvarez@stocktongov.com

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

Signature: *Jason Messer*
Name: Jason Messer
Title: Superintendent

Date: 5/2/14
Phone: (209) 958-0729
e-mail: jmesser@msd.net

Person to contact for questions:

Name: Same as School Official
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: _____

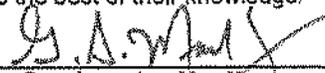
Date: _____
Phone: _____
e-mail: _____

*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: Safe Routes to School Plan

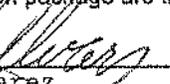
VIII. APPLICATION SIGNATURES

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

Signature: 
Name: Gordon A. MacKay
Title: Public Works Director

Date: 5/19/14
Phone: (209) 937-8400
e-mail: gordon.mackay@stocktongov.com

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: Eric Alvarez
Title: Dep. Public Works Dir./City Eng.

Date: 5/15/14
Phone: (209) 937-8228
e-mail: eric.alvarez@stocktongov.com

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

Signature: 
Name: STEVEN LOWDER
Title: Superintendent

Date: May 7, 2014
Phone: 209 933-7070
e-mail: slowder@stockton.k12.ca.us

Person to contact for questions:

Name: Same as School Official
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>

MAY 09 2014

PUBLIC WORKS DEPT
CITY OF STOCKTON

Project name: Safe Routes to School Plan

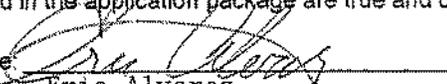
VIII. APPLICATION SIGNATURES

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

Signature: 
Name: Gordon A. MacKay
Title: Public Works Director

Date: 5/13/14
Phone: (209) 937-8400
e-mail: gordon.mackay@stocktongov.com

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: Eric Alvarez
Title: Dep. Public Works Dir./City Eng.

Date: 5/15/14
Phone: (209) 937-8228
e-mail: eric.alvarez@stocktongov.com

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

Signature: 
Name: Thomas Juslan
Title: Superintendent

Date: _____
Phone: 209 953 8716
e-mail: tuslan@lusc.net

Person to contact for questions:

Name: Same as School Official
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: _____

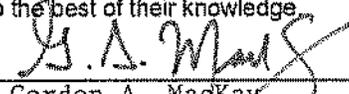
Date: _____
Phone: _____
e-mail: _____

*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: 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: Gordon A. MacKay
Title: Public Works Director

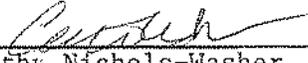
Date: 5/19/14
Phone: (209) 937-8400
e-mail: gordon.mackay@stocktongov.com

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: Eric Alvarez
Title: Dep. Public Works Dir./City Eng.

Date: 5/15/14
Phone: (209) 937-8228
e-mail: eric.alvarez@stocktongov.com

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

Signature: 
Name: Cathy Nichols-Washer
Title: Superintendent

Date: 5/2/14
Phone: 209-331-7010
e-mail: c.washer@lodiUSD.net

Person to contact for questions:

Name: Lynn Aebi
Title: Executive Assistant to Superintendent

Phone: 209-331-7010
e-mail: laebi@lodiUSD.net

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:
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

- 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.

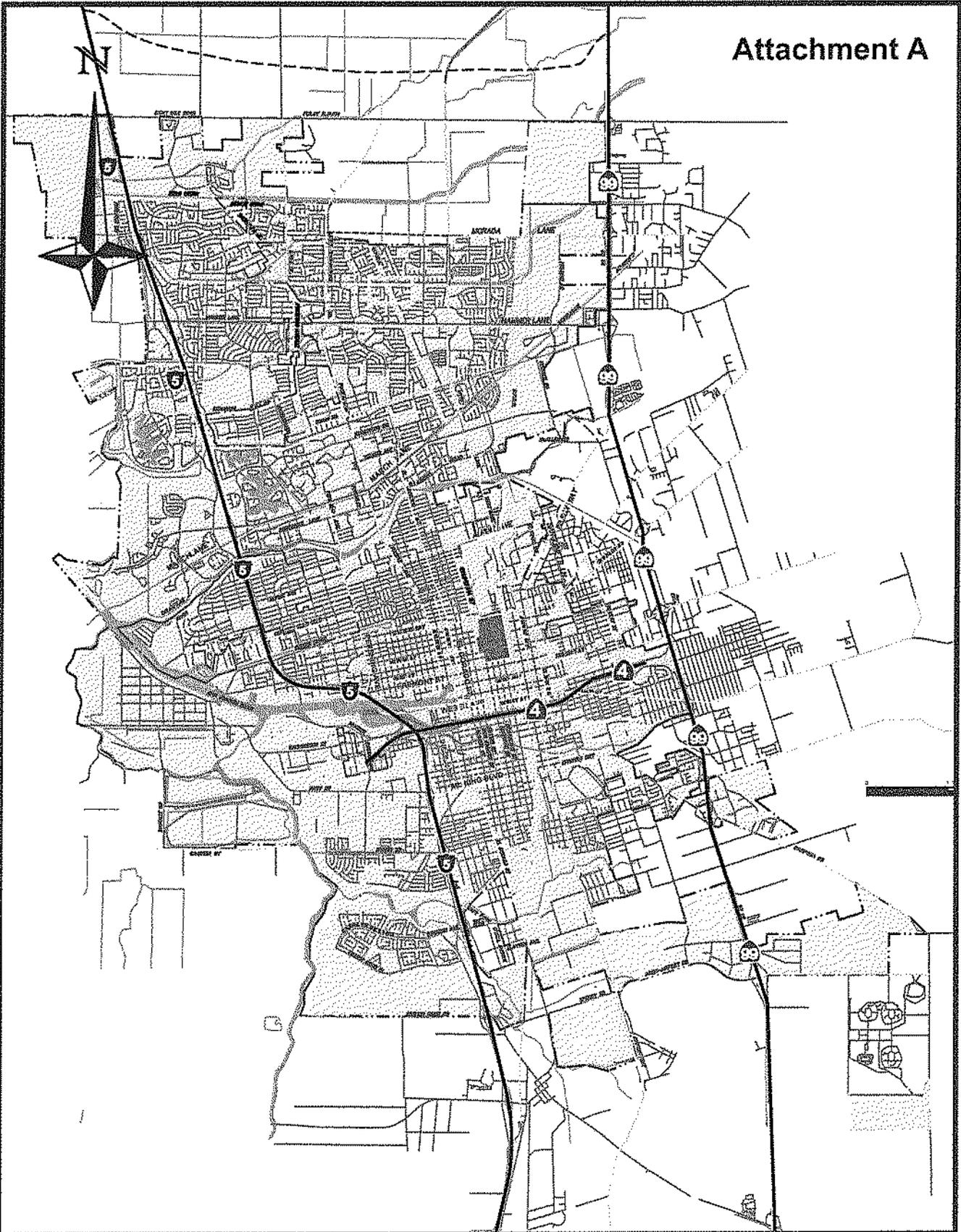
- Letters of Support from Caltrans (Required for projects on the State Highway System(SHS))

- 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)



VICINITY MAP: Safe Routes to School Plan

CITY OF STOCKTON
DEPARTMENT OF PUBLIC WORKS

CITY OF STOCKTON PUBLIC WORKS DEPT
Construction Engineering Estimate

Project: **Safe Routes to School Plan**
 Project No.
 Federal No. _____
 Months 15 7
 Weeks 63 29.4

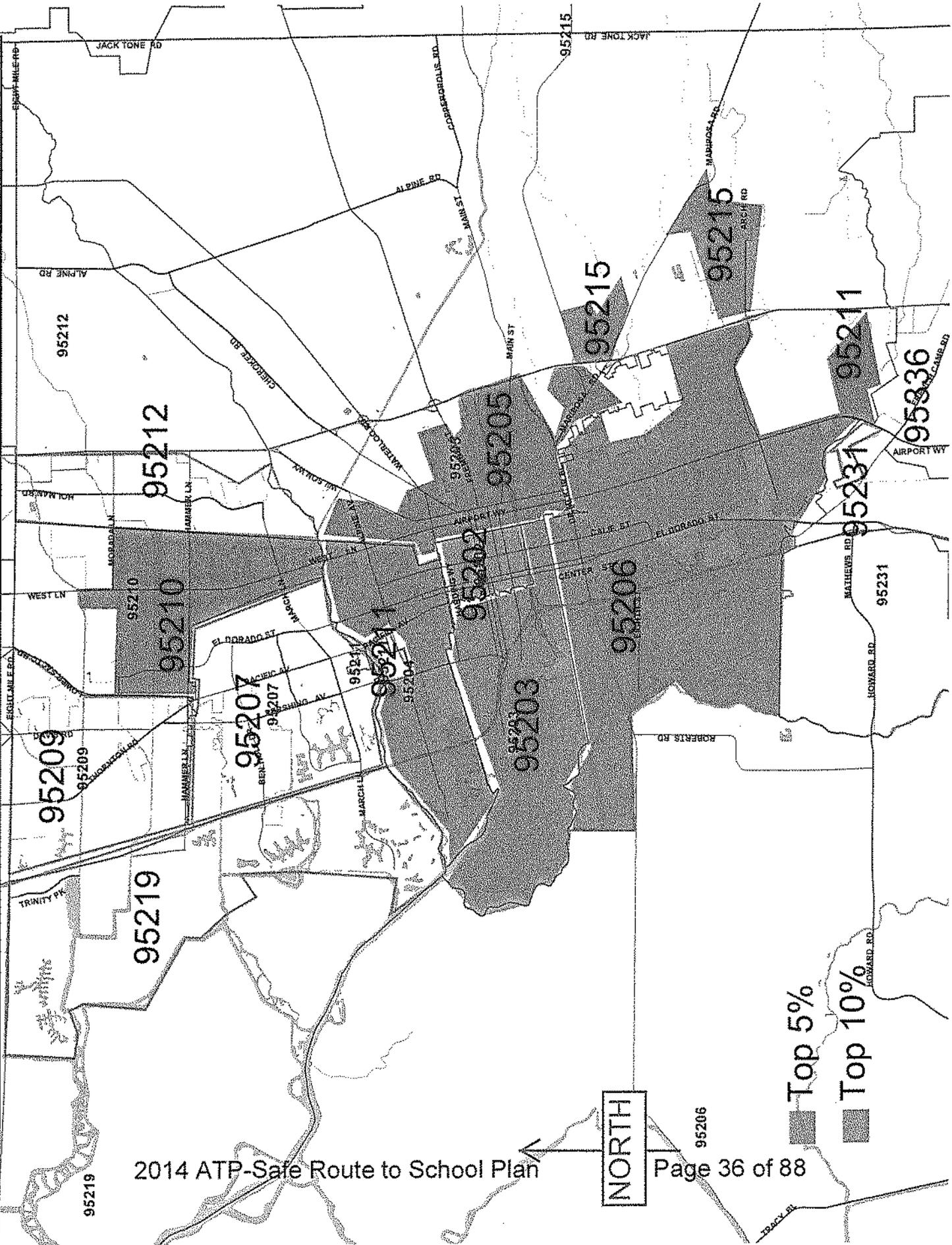
| Name | Title | Salary & Benefits | Hrs/ week | Total Weeks | Total Est. Hours Charge to Project | Total Salary Estimate |
|------------------------------------|---------------------------------|-------------------|-----------|-------------|------------------------------------|-----------------------|
| | Assistant Engineer | \$75 | 23 | 63 | 1449 | \$ 108,675 |
| | Associate Engineer | \$75 | 20 | 50 | 1000 | \$ 75,000 |
| | Engineering Manager | \$73 | 3 | 50 | 150 | \$ 10,950 |
| | City Engineer | \$95 | 1 | 40 | 40 | \$ 3,800 |
| | Traffic Engineer | \$90 | 2 | 20 | 40 | \$ 3,600 |
| | Director | \$120 | 1 | 20 | 20 | \$ 2,400 |
| Total PW Engineering/CM | | | | | | \$ 204,425 |
| | Analyst | \$75 | 2 | 15 | 23 | \$ 1,688 |
| | Supv. Off Asst | \$50 | 3 | 15 | 45 | \$ 2,250 |
| | Grant Coordinator | \$50 | 2 | 15 | 30 | \$ 1,500 |
| | Office Spec | \$48 | 3 | 20 | 60 | \$ 2,880 |
| Total PW Admin | | | | | | \$ 8,318 |
| Total PW Salary Costs | | | | | | \$ 212,743 |
| Consultant | | | | | | |
| | Meeting Coordinator | \$85 | 4 | 30 | 120 | \$ 10,200 |
| | Project Manager | \$90 | 5 | 30 | 150 | \$ 13,500 |
| | Outreach | \$30 | 40 | 20 | 800 | \$ 24,000 |
| | Outreach | \$30 | 30 | 20 | 600 | \$ 18,000 |
| | Administrator | \$45 | 15 | 20 | 300 | \$ 13,500 |
| | Graphics | \$50 | 15 | 15 | 225 | \$ 11,250 |
| | Writer | \$50 | 15 | 20 | 300 | \$ 15,000 |
| Total Consultant | | | | | | \$ 105,450 |
| Total Salary and Consultant | | | | | | \$ 318,193 |
| | Website | | | | | \$ 5,000 |
| | Printing | | | | | \$ 20,000 |
| | Postage | | | | | \$ 6,000 |
| | Room rental for Public Meetings | | | | | \$ 500 |
| | Misc. | | | | | \$ 2,000 |
| Total | | | | | | \$ 351,693 |
| rounded to nearest thousand | | | | | | \$350,000 |

SAFE ROUTES TO SCHOOL PLAN

| | Activity | Month |
|--|--|-------|
| | Evaluate necessary components of a Safe Routes to School Plan - must be usable Active Transportation Document | 1 |
| | Identify stakeholders and form committee to oversee draft of plan | 1 |
| | Initial information gathering | 1 |
| | Kickoff Meeting - Present needed components at Safe Routes to School Committee Meeting - solicit additional input | 1 |
| | Safe Routes to School Committee Meeting | ALL |
| | Draft Scope of Work for Consultant | 2 |
| | Search for additional interested stakeholders | ALL |
| | Request for Proposals | 3-4 |
| | Choose Consultant | 4-5 |
| | Contract with Consultant | 5-6 |
| | Plan survey of representative elementary schools | 7 |
| | Survey representative elementary schools | 7 |
| | Review current policies in school districts and city | 7 |
| | Analyze potential components of Safe Routes to School Master Plan | 8 |
| | Draft Safe Routes to School Plan | 8-9 |
| | Determine Curriculum to be used in 4 school districts | 8-9 |
| | Determine outreach materials to be used in 4 school districts | 8-9 |
| | Determine website needs | 8-9 |
| | Draft regular survey for schools to use | 8 |
| | Draft mapping plan for schools to use | 8-9 |
| | Present draft master plan, survey, and maps to 8 representative schools, 4 school districts - solicit additional input | 10 |
| | Consider public presentation of work so far | 11 |
| | Edit Safe Routes to School Master Plan - create figures and appendices | 11 |
| | Edit regular survey for schools to use | 11 |
| | Edit mapping plan for schools to use | 11 |
| | Present edited master plan, survey, and maps to school districts for approval and final tuning | 12-13 |
| | Final edits to master plan, survey, and mapping | 13 |
| | Council Approves Plan - Schools are ready to implement programs | 14 |
| | Website established | 15 |

Deliverables
Committee List
Minutes Kickoff Meeting
Scope of Work for Consultant
Request for Proposals
Consultant Chosen
Contract with Consultant
Inventory of current practices, policies, and
Report of potential components to Master Plan
List of identified potential projects
Draft Master Plan
Surveys
Mapping Plan
Report of feedback from schools and school districts
Curriculum chosen
Outreach Materials
Website needs
Edited Master Plan, Surveys, and Mapping Plan
Final Master Plan, Surveys, and Mapping Plan
Approval of 4 School Districts and City Council
Website established to provide curriculum and outreach materials to all schools

DISADVANTAGED AREAS IN STOCKTON BY ZIP CODE PER CALENIROSCREEN



| Zip Code | Total Population | Ozone | Ozone Pct | PM2.5 | PM2.5 Pct | Diesel PM | Diesel PM Pct | Pesticides | Pesticides Pct | TRI | TRI Pct | Traffic |
|----------|------------------|---------|-----------|-------|-----------|-----------|---------------|------------|----------------|----------|---------|---------|
| 95202 | 6521 | 0.02214 | 37.61 | 12.48 | 71.4 | 22.15 | 83.83 | 3.39 | 47.17 | 1473 | 31.22 | 696 |
| 95203 | 15696 | 0.02221 | 37.78 | 12.31 | 70.36 | 17.52 | 78.69 | 12.8 | 58.31 | 5510851 | 90.93 | 1328.5 |
| 95204 | 27786 | 0.02180 | 37.37 | 12.28 | 69.93 | 18.4 | 79.76 | 0.039 | 14.31 | 1.00E-04 | 16.06 | 934.3 |
| 95205 | 38069 | 0.02279 | 38.53 | 12.51 | 71.65 | 18.95 | 80.5 | 94.2 | 72.24 | 4773280 | 90.28 | 1352.2 |
| 95206 | 65004 | 0.02532 | 40.10 | 11.92 | 66.5 | 8.23 | 61.79 | 252.3 | 79.83 | 11002150 | 93.65 | 711.7 |
| 95207 | 47965 | 0.02175 | 37.20 | 12.11 | 68.34 | 14.41 | 74.28 | 2.04 | 42.75 | 0 | 0 | 1376.9 |
| 95209 | 39488 | 0.02216 | 37.70 | 11.81 | 65.09 | 9.51 | 64.67 | 8.32 | 54.18 | 0 | 0 | 1281.1 |
| 95210 | 39009 | 0.02290 | 38.69 | 12.01 | 67.67 | 10.71 | 67.61 | 50 | 68.49 | 1350936 | 83.03 | 869 |
| 95211 | 1545 | 0.02184 | 37.45 | 12.27 | 69.87 | 20.71 | 82.7 | 0 | 0 | 0 | 0 | 985 |
| 95212 | 25239 | 0.02632 | 41.01 | 11.9 | 66.38 | 7.07 | 58.45 | 676.2 | 87.42 | 1838020 | 85.49 | 1223.2 |
| 95215 | 23224 | 0.03074 | 43.50 | 12.39 | 70.91 | 5.7 | 55.17 | 740.9 | 87.99 | 2005143 | 86.4 | 712.9 |
| 95219 | 27884 | 0.02043 | 35.79 | 11.36 | 61.91 | 7.53 | 60.09 | 1556.8 | 92.8 | 0 | 0 | 1868.3 |

| Zip Code | Traffic Pct | Cleanup Sites | Cleanup Sites Pct | Groundwater Threats | Groundwater Threats Pct | Haz. Waste | Haz. Waste Pct | Imp. Water Bodies | Imp. Water Bodies Pct | Solid Waste | Solid Waste Pct | Pollution Burden |
|----------|-------------|---------------|-------------------|---------------------|-------------------------|------------|----------------|-------------------|-----------------------|-------------|-----------------|------------------|
| 95202 | 51.2 | 42 | 74.24 | 145 | 81.25 | 1.6 | 55.04 | 12 | 89.69 | 1 | 3.62 | 55.8 |
| 95203 | 72.15 | 179 | 96.89 | 1154 | 99.39 | 2.975 | 73.71 | 16 | 95.73 | 14 | 88.1 | 74.7 |
| 95204 | 60.48 | 20 | 52.81 | 256 | 91.4 | 1.7 | 56.45 | 18 | 97.32 | 0 | 0 | 50.2 |
| 95205 | 72.67 | 96 | 91.62 | 325 | 94.11 | 9.6 | 94.22 | 6 | 63.87 | 5 | 53.97 | 73.5 |
| 95206 | 52.11 | 163 | 96.28 | 434 | 96.68 | 8.05 | 92.53 | 21 | 98.83 | 34 | 99.22 | 74.8 |
| 95207 | 73.29 | 4 | 16.68 | 122 | 77.52 | 2.35 | 65.61 | 12 | 89.69 | 0 | 0 | 49.5 |
| 95209 | 70.73 | 1 | 3.54 | 35 | 44.28 | 0.375 | 26.92 | 14 | 92.71 | 0 | 0 | 44.2 |
| 95210 | 57.8 | 3 | 7.61 | 24 | 32.84 | 1.575 | 54.26 | 6 | 63.87 | 0 | 0 | 54.4 |
| 95211 | 62.59 | 0 | 0 | 0 | 0 | 0.15 | 16.35 | 5 | 57.17 | 0 | 0 | 34 |
| 95212 | 69.36 | 0 | 0 | 5 | 6.57 | 0.775 | 37 | 7 | 71.67 | 0 | 0 | 54.8 |
| 95215 | 52.28 | 46 | 76.66 | 120 | 77.32 | 3 | 74.07 | 9 | 80.47 | 4 | 47.67 | 67.6 |
| 95219 | 84.97 | 3 | 7.61 | 47 | 52.88 | 1.15 | 45.74 | 21 | 98.83 | 1 | 3.62 | 51.8 |

| ZIP Code | Pollution Burden Score | Age | Age Pctl | Asthma | Asthma Pctl | Low Birth Weight | Low Birth Weight Pctl | Education | Education Pctl | Linguistic Isolation | Linguistic Isolation Pctl | Poverty |
|----------|------------------------|-------|----------|--------|-------------|------------------|-----------------------|-----------|----------------|----------------------|---------------------------|---------|
| 95202 | 5.6 | 30.52 | 86.46 | 265.5 | 99.82 | 7.89 | 84.63 | 44.4 | 92.51 | 20.9 | 86.99 | 83.7 |
| 95203 | 7.5 | 25.48 | 48.46 | 103.9 | 96.86 | 7.93 | 85.26 | 33.9 | 86.43 | 12.4 | 69.11 | 53.9 |
| 95204 | 5 | 29.15 | 80.97 | 59.82 | 83.14 | 6.97 | 61.78 | 18.1 | 61.05 | 7.5 | 49.59 | 44.3 |
| 95205 | 7.4 | 27.72 | 71.26 | 73.3 | 90.71 | 6.95 | 60.92 | 47.9 | 94.4 | 23.7 | 89.37 | 68.6 |
| 95206 | 7.5 | 26 | 53.66 | 86.17 | 93.97 | 7.08 | 65.6 | 38.2 | 89.41 | 18.4 | 83.2 | 51.1 |
| 95207 | 4.9 | 28.61 | 77.83 | 69.09 | 89.05 | 8.04 | 87.13 | 20 | 65.37 | 10.1 | 60.79 | 51.3 |
| 95209 | 4.4 | 26.09 | 55.37 | 47.07 | 69.85 | 8.72 | 94.23 | 14.3 | 51.61 | 4.3 | 31.3 | 26.1 |
| 95210 | 5.4 | 27.62 | 70.8 | 57.55 | 81.23 | 7.8 | 83 | 33.3 | 85.76 | 11.7 | 66.89 | 58.8 |
| 95211 | 3.4 | 1.88 | 0.4 | 40.81 | 60 | NA | NA | 0 | 0 | NA | NA | NA |
| 95212 | 5.5 | 26.08 | 55.14 | 49.745 | 73.85 | 8.18 | 88.53 | 18.9 | 62.63 | 6.4 | 44.48 | 37.4 |
| 95215 | 6.8 | 26.9 | 63.31 | 57.11 | 80.68 | 6.61 | 49.84 | 36.4 | 87.95 | 13.8 | 73.72 | 50 |
| 95219 | 5.2 | 25.21 | 45.2 | 34 | 45.35 | 7.28 | 70.59 | 9.3 | 35.3 | 6.3 | 43.82 | 19.3 |

| ZIP Code | Poverty Pctl | Pop. Char. | Pop. Char. Score | CES 1.1 Score | CES 1.1 Percentile Range |
|----------|--------------|------------|------------------|---------------|--------------------------|
| 95202 | 99.44 | 91.6 | 9.2 | 51.14 | 96-100% (highest scores) |
| 95203 | 85.62 | 78.6 | 7.9 | 58.75 | 96-100% (highest scores) |
| 95204 | 72.47 | 68.2 | 6.8 | 34.24 | 81-85% |
| 95205 | 96.23 | 83.8 | 8.4 | 61.6 | 96-100% (highest scores) |
| 95206 | 82.65 | 78.1 | 7.8 | 58.4 | 96-100% (highest scores) |
| 95207 | 82.72 | 77.1 | 7.7 | 38.17 | 86-90% |
| 95209 | 40 | 57.1 | 5.7 | 25.25 | 66-70% |
| 95210 | 90.37 | 79.7 | 8 | 43.36 | 91-95% |
| 95211 | NA | 20.1 | 2 | 6.85 | 16-20% |
| 95212 | 59.94 | 64.1 | 6.4 | 35.12 | 86-90% |
| 95215 | 81.23 | 72.8 | 7.3 | 49.18 | 96-100% (highest scores) |
| 95219 | 24.07 | 44.1 | 4.4 | 22.8 | 61-65% |

ATTACHMENT E

SUPPORTING WEB ADDRESSES

CMAQ calculations – http://www.fhwa.dot.gov/environment/air_quality/cmaq/research/safetea-lu_phase_1/appendix_d.cfm

2012 Regional Congestion Management Program (<http://www.sjcog-rcmp.org/>)

SWITRS database <http://tims.berkeley.edu/>

TIMS SRTS - California Department of Public Schools Database
<http://www.cde.ca.gov/ds/si/ds/pubschls.asp>.

City of Stockton Climate Action Plan -
<http://www.stocktongov.com/government/boardcom/clim.html>

EPA – value of greenhouse gas reduction -
<http://www.epa.gov/climatechange/EPAactivities/economics/scc.html>

US Forest Service – CUFR Tree Carbon Calculator - <http://www.fs.fed.us/ccrc/topics/urban-forests/ctcc/>

Social cost of air pollution (<http://www.vtpi.org/tca/tca0510.pdf>)

Maintenance cost per mile - (<http://www.irfnews.org/wp-content/uploads/LU-UMD2.pdf>),

Average mpg for vehicles - (<http://www.project.org/info.php?recordID=384>)

Value per statistical life
(<https://www.law.upenn.edu/institutes/regulation/papers/RobinsonValues.pdf>)

CDC health costs - (<http://www.hsph.harvard.edu/nutritionsource/staying-active-full-story/>).

Fatality Analysis Reporting System - <http://www.nhtsa.gov/FARS>

Regional Bicycle, Pedestrian, and Safe Routes to School Master Plan (SJCOC – 2012)
<http://www.sjcog.org/DocumentCenter/View/61>

S1901 INCOME IN THE PAST 12 MONTHS (IN 2012 INFLATION-ADJUSTED DOLLARS)
2008-2012 American Community Survey 5-Year Estimates

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

| | | California | | | | | | | | | | |
|--|------------|-----------------|-----------|-----------------|-----------|-------------------------|-----------|----------------------|----------|-----------------|----------|-----------------|
| | | Households | | Families | | Married-couple families | | Nonfamily households | | Margin of Error | | |
| Subject | Estimate | Margin of Error | Estimate | Margin of Error | Estimate | Margin of Error | Estimate | Margin of Error | Estimate | Margin of Error | Estimate | Margin of Error |
| Total | 12,466,331 | +/-22,603 | 8,550,034 | +/-24,211 | 6,151,533 | +/-31,569 | 3,916,297 | +/-10,924 | | | | |
| Less than \$10,000 | 5.5% | +/-0.1 | 4.2% | +/-0.1 | 1.8% | +/-0.1 | 10.1% | +/-0.1 | | | | |
| \$10,000 to \$14,999 | 5.2% | +/-0.1 | 3.2% | +/-0.1 | 1.7% | +/-0.1 | 10.3% | +/-0.1 | | | | |
| \$15,000 to \$24,999 | 9.5% | +/-0.1 | 8.2% | +/-0.1 | 5.9% | +/-0.1 | 13.2% | +/-0.1 | | | | |
| \$25,000 to \$34,999 | 9.1% | +/-0.1 | 8.4% | +/-0.1 | 6.8% | +/-0.1 | 10.9% | +/-0.1 | | | | |
| \$35,000 to \$49,999 | 12.3% | +/-0.1 | 12.0% | +/-0.1 | 10.6% | +/-0.1 | 13.2% | +/-0.2 | | | | |
| \$50,000 to \$74,999 | 17.1% | +/-0.1 | 17.2% | +/-0.1 | 17.0% | +/-0.1 | 16.4% | +/-0.1 | | | | |
| \$75,000 to \$99,999 | 12.4% | +/-0.1 | 13.2% | +/-0.1 | 14.5% | +/-0.1 | 9.8% | +/-0.1 | | | | |
| \$100,000 to \$149,999 | 15.1% | +/-0.1 | 17.2% | +/-0.1 | 20.5% | +/-0.1 | 9.4% | +/-0.1 | | | | |
| \$150,000 to \$199,999 | 6.7% | +/-0.1 | 8.0% | +/-0.1 | 10.0% | +/-0.1 | 3.4% | +/-0.1 | | | | |
| \$200,000 or more | 7.1% | +/-0.1 | 8.6% | +/-0.1 | 11.2% | +/-0.1 | 3.3% | +/-0.1 | | | | |
| Median income (dollars) | 61,400 | +/-154 | 69,883 | +/-262 | 84,974 | +/-273 | 40,843 | +/-217 | | | | |
| Mean income (dollars) | 85,265 | +/-198 | 94,829 | +/-299 | 110,665 | +/-341 | 59,392 | +/-263 | | | | |
| PERCENT IMPUTED | | | | | | | | | | | | |
| Household income in the past 12 months | 28.9% | (X) | (X) | (X) | (X) | (X) | (X) | (X) | (X) | (X) | (X) | (X) |
| Family income in the past 12 months | (X) | (X) | 29.5% | (X) | (X) | (X) | (X) | (X) | (X) | (X) | (X) | (X) |

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S1901 | INCOME IN THE PAST 12 MONTHS (IN 2012 INFLATION-ADJUSTED DOLLARS)
2008-2012 American Community Survey 5-Year Estimates

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

| Subject | Stockton city, California | | | | | | | | | | | |
|--|---------------------------|-----------------|--------|----------|-----------------|----------|-------------------------|-----------------|--|----------------------|-----------------|-----|
| | Households | | | Families | | | Married-couple families | | | Nonfamily households | | |
| | Estimate | Margin of Error | | Estimate | Margin of Error | | Estimate | Margin of Error | | Estimate | Margin of Error | |
| Total | 90,469 | +/-920 | 65,805 | +/-1,029 | 41,388 | +/-965 | 24,664 | +/-981 | | | | |
| Less than \$10,000 | 7.3% | +/-0.6 | 6.7% | +/-0.7 | 2.5% | +/-0.5 | 11.9% | +/-1.5 | | | | |
| \$10,000 to \$14,999 | 7.4% | +/-0.6 | 5.2% | +/-0.6 | 2.2% | +/-0.5 | 15.0% | +/-1.8 | | | | |
| \$15,000 to \$24,999 | 12.5% | +/-0.8 | 11.7% | +/-1.0 | 8.4% | +/-1.1 | 16.8% | +/-1.8 | | | | |
| \$25,000 to \$34,999 | 10.5% | +/-0.6 | 10.5% | +/-0.8 | 9.2% | +/-1.0 | 12.5% | +/-1.4 | | | | |
| \$35,000 to \$49,999 | 14.6% | +/-0.8 | 14.1% | +/-1.0 | 13.7% | +/-1.2 | 14.8% | +/-1.3 | | | | |
| \$50,000 to \$74,999 | 17.9% | +/-0.9 | 18.4% | +/-1.2 | 20.3% | +/-1.3 | 13.9% | +/-1.4 | | | | |
| \$75,000 to \$99,999 | 11.7% | +/-0.8 | 12.7% | +/-0.9 | 16.3% | +/-1.3 | 7.3% | +/-1.1 | | | | |
| \$100,000 to \$149,999 | 11.5% | +/-0.6 | 12.7% | +/-0.8 | 16.4% | +/-1.2 | 5.6% | +/-1.0 | | | | |
| \$150,000 to \$199,999 | 4.0% | +/-0.5 | 4.9% | +/-0.6 | 6.6% | +/-0.8 | 1.5% | +/-0.7 | | | | |
| \$200,000 or more | 2.6% | +/-0.4 | 3.1% | +/-0.4 | 4.6% | +/-0.7 | 0.6% | +/-0.3 | | | | |
| Median income (dollars) | 47,246 | +/-1,312 | 51,730 | +/-1,317 | 66,117 | +/-2,226 | 30,450 | +/-1,746 | | | | |
| Mean income (dollars) | 62,293 | +/-1,141 | 67,584 | +/-1,413 | 82,005 | +/-2,059 | 41,068 | +/-1,765 | | | | |
| PERCENT IMPUTED | | | | | | | | | | | | |
| Household income in the past 12 months | 29.6% | (X) | (X) | (X) | (X) | (X) | (X) | (X) | | | | (X) |
| Family income in the past 12 months | (X) | (X) | 30.2% | (X) | (X) | (X) | (X) | (X) | | | | (X) |

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of
16

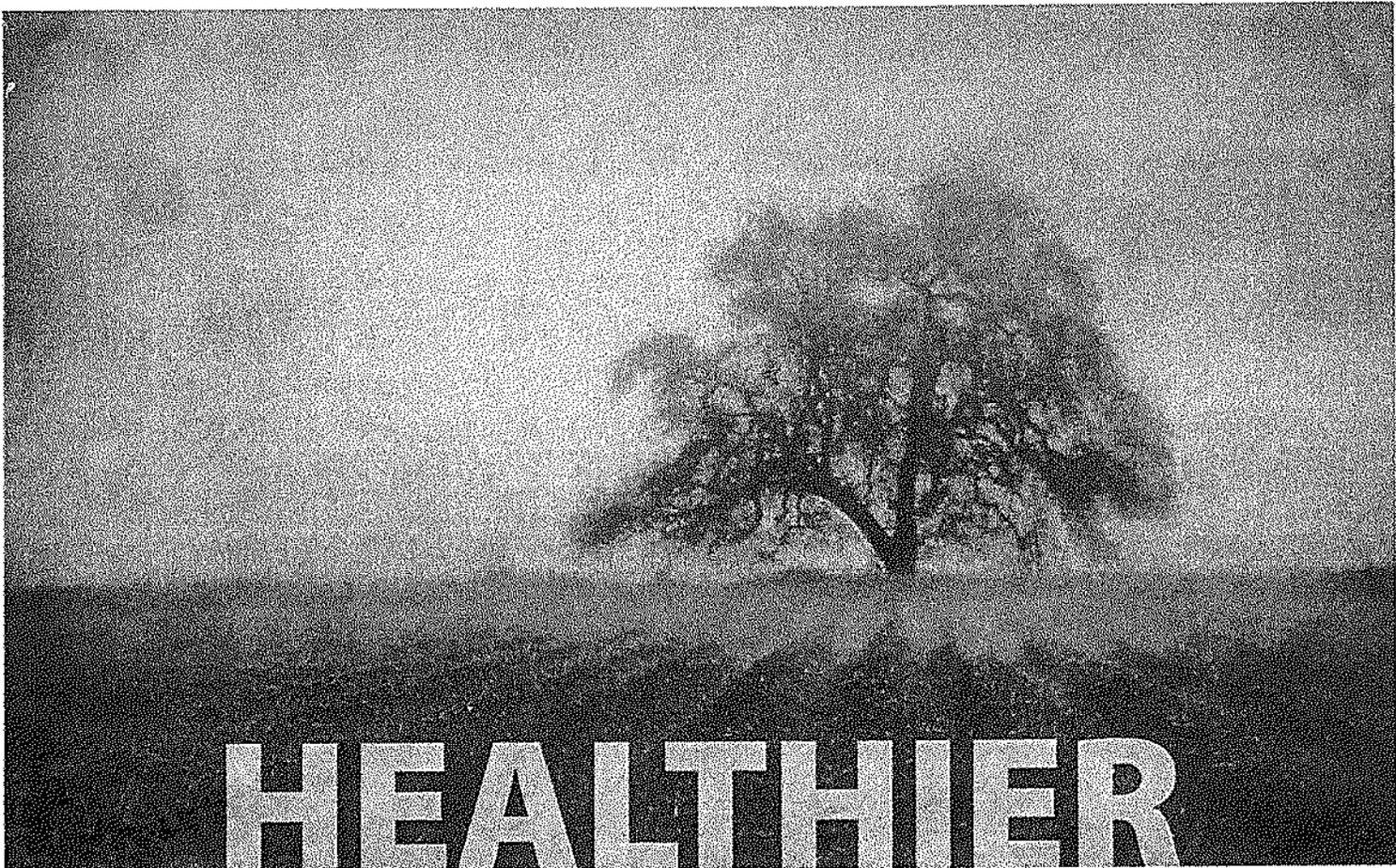
Stockton, CA - Industrial and Commercial Sites and Buildings

| Demographics Report (Stockton, California) | | | | | |
|--|---------|-------|--------------------------------------|---------|-------|
| Population (2013) | | | Population (2018) | | |
| | TOTAL | | | TOTAL | |
| Population (2013) | 306,094 | | Population (2018) | 317,312 | |
| Sex (2013) | | Chart | Sex (2018) | | Chart |
| | TOTAL | % | | TOTAL | % |
| Male | 150,114 | 49.04 | Male | 155,612 | 49.04 |
| Female | 155,970 | 50.96 | Female | 161,699 | 50.96 |
| Age Distribution (2013) | | Chart | Age Distribution (2018) | | Chart |
| | TOTAL | % | | TOTAL | % |
| 0-4 | 21,978 | 8.16 | 0-4 | 26,072 | 8.22 |
| 5-9 | 24,421 | 7.98 | 5-9 | 188,800 | 59.5 |
| 10-19 | 49,454 | 16.16 | 10-19 | 48,761 | 15.37 |
| 20-29 | 47,923 | 15.66 | 20-29 | 49,089 | 15.47 |
| 30-39 | 38,721 | 12.65 | 30-39 | 41,254 | 13 |
| 40-49 | 36,183 | 11.82 | 40-49 | 35,837 | 11.29 |
| 50-59 | 35,611 | 11.63 | 50-59 | 34,645 | 10.92 |
| 60-64 | 14,853 | 4.85 | 60-64 | 16,670 | 5.22 |
| 65+ | 33,936 | 11.00 | 65+ | 40,927 | 12.9 |
| Race Distribution (2013) | | Chart | Race Distribution (2018) | | Chart |
| | TOTAL | % | | TOTAL | % |
| White | 115,183 | 37.63 | White | 119,614 | 37.7 |
| Black | 36,690 | 11.99 | Black | 37,999 | 11.98 |
| American Indian | 3,311 | 1.08 | American Indian | 3,456 | 1.09 |
| Asian | 64,334 | 21.02 | Asian | 66,431 | 20.94 |
| Pacific Islander | 1,903 | .62 | Pacific Islander | 1,960 | .62 |
| Other | 63,600 | 20.75 | Other | 65,884 | 20.76 |
| Multirace | 21,163 | 6.91 | Multirace | 21,969 | 6.92 |
| Hispanic | 127,299 | 41.59 | Hispanic | 136,444 | 43 |
| Total Households (2013) | | Chart | Total Households (2018) | | Chart |
| | TOTAL | % | | TOTAL | % |
| Households | 93,340 | | Households | 97,113 | |
| Families | 67,627 | 72.45 | Families | 70,713 | 72.82 |
| Household Income Distribution (2013) | | Chart | Household Income Distribution (2018) | | Chart |
| | TOTAL | % | | TOTAL | % |
| <\$10K | 6,116 | 6.55 | <\$10K | 5,848 | 6.02 |
| \$10-\$20K | 10,756 | 11.52 | \$10-\$20K | 9,984 | 10.28 |
| \$20-\$30K | 10,504 | 11.25 | \$20-\$30K | 8,692 | 8.95 |
| \$30-\$40K | 12,002 | 12.86 | \$30-\$40K | 10,229 | 10.53 |
| \$40-\$50K | 10,011 | 10.73 | \$40-\$50K | 13,699 | 14.11 |
| \$50-\$60K | 7,494 | 7.93 | \$50-\$60K | 7,708 | 7.94 |
| \$60-\$75K | 9,667 | 10.36 | \$60-\$75K | 8,974 | 9.24 |
| \$75-\$100K | 10,052 | 10.77 | \$75-\$100K | 11,859 | 12.21 |
| > \$100K | 16,829 | 18.03 | > \$100K | 20,122 | 20.72 |
| Labor Force Status (2013) | | Chart | Labor Force Status (2018) | | Chart |
| | TOTAL | % | | TOTAL | % |
| Labor Force | 133,862 | | Labor Force | 139,819 | |
| Employed | 112,341 | 84.11 | Employed | 117,607 | 84.11 |
| Unemployed | 21,161 | 15.84 | Unemployed | 22,149 | 15.84 |
| In Armed Forces | 60 | | In Armed Forces | 63 | |
| Not in Labor Force | 88,662 | | Not in Labor Force | 92,768 | |
| Total Number of Housing (2013) | | Chart | Total Number of Housing (2018) | | Chart |
| | TOTAL | % | | TOTAL | % |
| Total Dwellings | 100,419 | | Total Dwellings | 103,898 | |
| Owner-Occupied Dwellings | 49,982 | 53.55 | Owner-Occupied Dwellings | 52,284 | 53.84 |
| Renter-Occupied Dwellings | 43,358 | 46.45 | Renter-Occupied Dwellings | 41,829 | 46.16 |
| Housing Units Occupied | 93,340 | 92.95 | Housing Units Occupied | 97,113 | 93.47 |
| Education Attainment (2013) | | Chart | Education Attainment (2018) | | Chart |
| | TOTAL | % | | TOTAL | % |
| Population Age 25+ | 178,165 | | Population Age 25+ | 193,459 | |
| < Grade 9 | 25,962 | 14.57 | < Gr 9 | 10,689 | 5.53 |
| Grade 9-12 | 22,122 | 12.42 | Gr 9-12 | 28,293 | 14.62 |
| High School | 42,678 | 23.95 | High School | 68,532 | 30.26 |
| Some College | 42,933 | 24.1 | Some College | 49,496 | 25.58 |
| Assoc Degree | 14,942 | 8.39 | Assoc Degree | 15,965 | 8.25 |
| Bach Degree | 19,699 | 11.06 | Bach Degree | 19,973 | 10.32 |
| Grad Degree | 9,829 | 5.52 | Grad Degree | 10,512 | 5.43 |

Stockton, CA - Industrial and Commercial Sites and Buildings

| Size of Household (2013) | | Chart | Size of Household (2018) | | Chart |
|--------------------------|--------|-------|--------------------------|--------|-------|
| | TOTAL | % | | TOTAL | % |
| 1 Person | 20,228 | 21.67 | 1 Person | 21,041 | 21.67 |
| 2 Person | 23,389 | 25.06 | 2 Person | 24,349 | 25.07 |
| 3 Person | 15,017 | 16.09 | 3 Person | 15,618 | 16.08 |
| 4 Person | 14,426 | 15.46 | 4 Person | 15,008 | 15.45 |
| 5 Person | 9,578 | 10.26 | 5 Person | 9,979 | 10.27 |
| 6+ Person | 5,305 | 5.68 | 6+ Person | 6,519 | 6.68 |

Source: Applied Geographic Solutions, 2013



HEALTHIER

San Joaquin County

COMMUNITY HEALTH NEEDS ASSESSMENT 2013



EXECUTIVE SUMMARY

healthiersanjoaquin.org

People who want to make changes
and get healthy struggle because they
continue to live in unhealthy and
non-supportive environments.

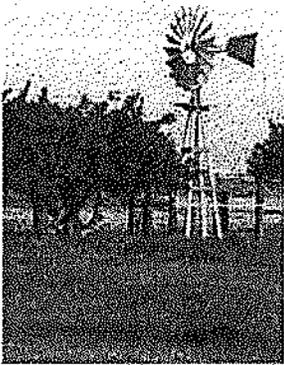


San Joaquin County CHNA
EXECUTIVE SUMMARY



Project Overview

Every three years federal and state laws require that nonprofit hospitals conduct a community health needs assessment (CHNA) to identify priority health needs in the communities the hospitals serve. In accordance with these legislative requirements, members of the San Joaquin County Community Health Needs Assessment Collaborative (SJC2HAC) completed a CHNA that encompasses all of San Joaquin County. Between June 2012 and February 2013 Valley Vision, Inc., a nonprofit



community consulting organization dedicated to improving the quality of life for residents across Northern California, completed the CHNA using a participatory process.

For the purposes of this CHNA, a health need was defined as: "a poor health outcome and its associated driver." A health driver was defined as: "a behavioral, environmental, and/or clinical factor, as well as more upstream social economic factors, that impact health."

The objective of the CHNA was:

To provide necessary information for participating members of the San Joaquin County Community Health Assessment Collaborative to create implementation plans, identify communities and specific groups within these communities which experience health disparities, especially as these disparities relate to chronic disease, and further identify contributing factors that create both barriers and opportunities for these populations to live healthier lives.

Demographics/Socioeconomic Info: San Joaquin County

San Joaquin County is located in the Central Valley of Northern California and is home to approximately 700,000 residents. The largest incorporated city in the county is Stockton, which is home to almost half of the county's residents. The racial and ethnic makeup of county residents includes Whites (68.7%), African American (8.2%), Native American (2.0%), Asian (15.5%), Pacific Islander (0.7%), and two or more races (4.9%). Residents of Hispanic or Latino origin (any race) included 39.4% of all residents.

Central California was hit hard in the recent recession, and San Joaquin County fared worse than the state average on many measures of economic distress. Unemployment for the county was 14.4% compared to the state rate of 10.1%. The County earned a nation-wide reputation for its high number of home foreclosures, and as of March 2013, 22% of all homes were in some stage of foreclosure compared to the state rate of 14% and national rate of 12%. Like other counties in California's fertile central valley, San Joaquin relies heavily on agriculture.

According to the US Census (2011), almost 40% of all county residents spoke a language other than English at home, and nearly one in four over the age of 25 did not have a high school diploma. Median household income was almost \$53,764 compared to the state at \$61,632. In some areas of the county, nearly 46% of adults did not have health insurance.

Data

A community-based participatory research design was used to conduct the assessment, which involved collecting both primary and secondary data. Primary data included input from more than 180 members of community, which included expert interviews with 45 key informants, and focus group interviews with 137 community members. Input was also gathered at meetings of the Healthier San Joaquin Community Coalition and the annual Community Health Forum, held in November 2012. In addition, a community health assets survey collected basic information for more than 300 assets in the greater San Joaquin County area.

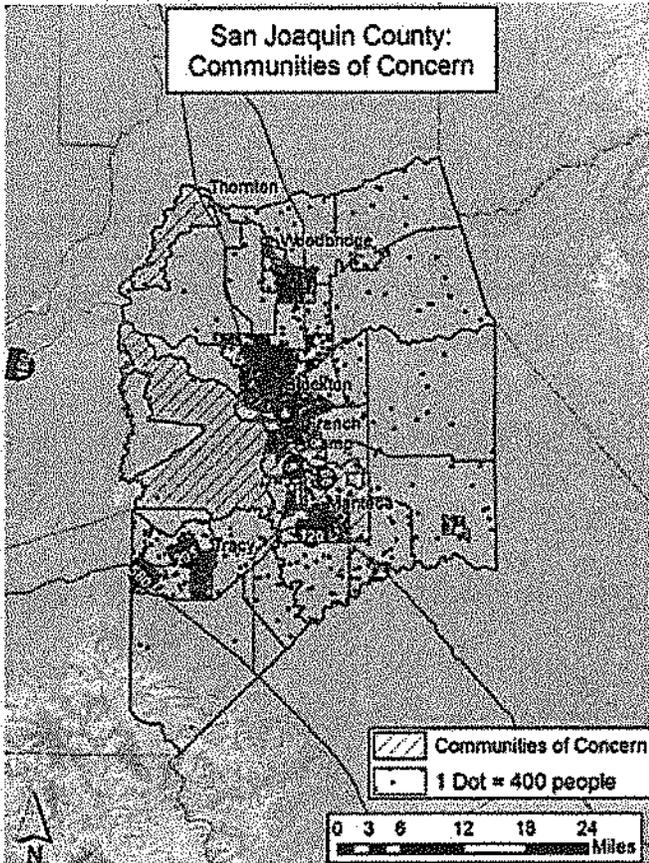
Secondary data included health outcome data, socio-demographic data, and behavioral and environmental data at the ZIP code or census tract level. Health outcome data included emergency department (ED) visits, hospitalization, and mortality rates related to heart disease, diabetes, stroke, hypertension, chronic obstructive pulmonary disease, asthma, accidents and mental health conditions. Socio-demographic data included race and ethnicity, poverty (female-headed households, families with children, people over 65 years of age), education attainment, health insurance status, and housing arrangement (own or rent). Behavioral and environmental data such as crime rates, access to parks, availability of healthy food, and leading causes of death helped describe general living conditions.

Communities of Concern

ZIP codes that consistently fell in the top 20% highest rates for poor health outcomes and mortality were identified and then triangulated with primary and socio-demographic data to identify specific Communities of Concern. The 10 Communities of Concern in San Joaquin County, listed below, are home to more than 257,000 county residents. The ZIP code Communities of Concern in Stockton, Manteca, and Tracy were more densely populated urban areas. The ZIP code communities in French Camp, Thornton, and Woodbridge all had smaller populations and represent rural communities.

| ZIP Code | Community/Area | Population* |
|-------------------|--------------------|----------------|
| 95202 | Stockton/Downtown | 6,934 |
| 95203 | Stockton/Downtown | 17,137 |
| 95204 | Stockton/Central | 27,786 |
| 95205 | Stockton/Southeast | 38,069 |
| 95206 | Stockton/Southwest | 65,004 |
| 95231 | French Camp | 4,374 |
| 95258 | Woodbridge | 4,018 |
| 95336 | Manteca | 42,675 |
| 95376 | Tracy | 49,859 |
| 95686 | Thornton | 1,405 |
| Total | | 257,261 |
| Population | | |

(Source: US Census Bureau, 2010)



The figure above shows a map of each community of concern. Red lines denote each ZIP code listed above. To help display where the majority of residents live within each ZIP code, a population density map is included.*

The table below notes the socio-demographic characteristics of each Community of Concern, and compares these to state and national benchmarks where applicable.

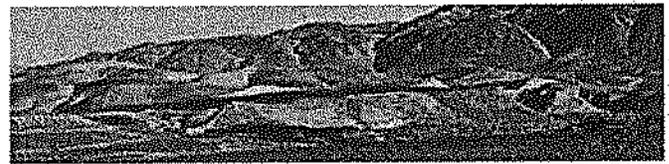
Health Outcomes

Age-adjusted rates of ED visits and hospitalizations for several chronic health conditions were analyzed. Visits due to heart disease, diabetes, stroke, and hypertension were consistently higher in the Communities of Concern compared to other ZIP codes in the health service area. In general, African Americans and Whites had the highest rates for these health conditions compared to other racial and ethnic groups. Mortality data for each of these health conditions consistently showed rates in the Communities of Concern above county and state benchmarks.

Environmental and Behavioral – Health Drivers

Analysis of environmental indicators showed that many of the Communities of Concern had conditions that were barriers to active lifestyles, such as elevated crime rates and a traffic climate unfriendly to bicyclists and pedestrians. Furthermore, these communities frequently had higher percentages of residents who were obese or overweight. Access to healthy food outlets was often limited, while the concentration of fast food and convenience stores was high. Analysis of the health behaviors of these residents also showed many behaviors that correlated to poor health, such as having a diet that was limited in fruit and vegetable consumption and limited physical activity.

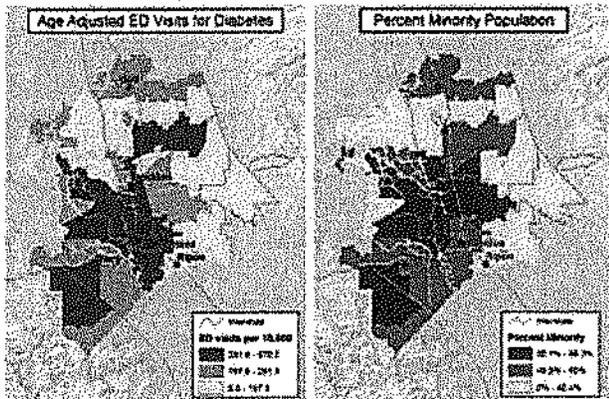
The figure below provides an example of social characteristics for residents living in Communities of Concern and how these relate to health in San Joaquin County. The ZIP code map on the left displays the frequency in which community residents visited any emergency department due to diabetes for all of 2011. In the



| | % Households in poverty over 65 headed | % Families in poverty w/ kids | % Families in poverty female headed | % over 25 with no high school diploma | % Non-White Hispanic | % pop over age 5 with limited Eng | % Unemployed | % No health insurance | % Residents Renting |
|----------|--|-------------------------------|-------------------------------------|---------------------------------------|----------------------|-----------------------------------|------------------|-----------------------|---------------------|
| 95202 | 31.8 | 56.2 | 69.7 | 50.9 | 85.3 | 21.3 | 32.8 | 45.5 | 93.9 |
| 95203 | 19.6 | 30.9 | 44.4 | 35.3 | 78.0 | 15.8 | 17.9 | 40.6 | 57.4 |
| 95204 | 11.8 | 21.1 | 41.8 | 18.3 | 60.2 | 5.0 | 12.4 | 29.2 | 42.8 |
| 95205 | 13.7 | 34.3 | 53.9 | 51.6 | 86.3 | 19.0 | 23.7 | 41.6 | 49.0 |
| 95206 | 16.2 | 25.5 | 46.9 | 36.4 | 88.3 | 16.5 | 22.9 | 25.8 | 31.2 |
| 95231 | 15.0 | 37.5 | 27.4 | 44.7 | 70.2 | 10.9 | 37.2 | 34.0 | 46.6 |
| 95258 | 7.0 | 6.2 | 12.9 | 17.6 | 34.6 | 4.4 | 8.5 | 16.3 | 22.8 |
| 95336 | 4.7 | 8.8 | 21.5 | 18.6 | 48.7 | 3.7 | 9.7 | 16.1 | 36.9 |
| 95376 | 12.0 | 6.8 | 19.1 | 17.0 | 62.0 | 6.5 | 8.2 | 13.8 | 31.0 |
| 95686 | - | - | - | - | - | - | - | - | - |
| State | - | - | - | 19.4 ¹ | - | - | 9.8 ² | 21.63 | - |
| National | 8.74 | 15.15 | 31.26 | 12.97 | - | 8.78 | 7.99 | 16.310 | - |

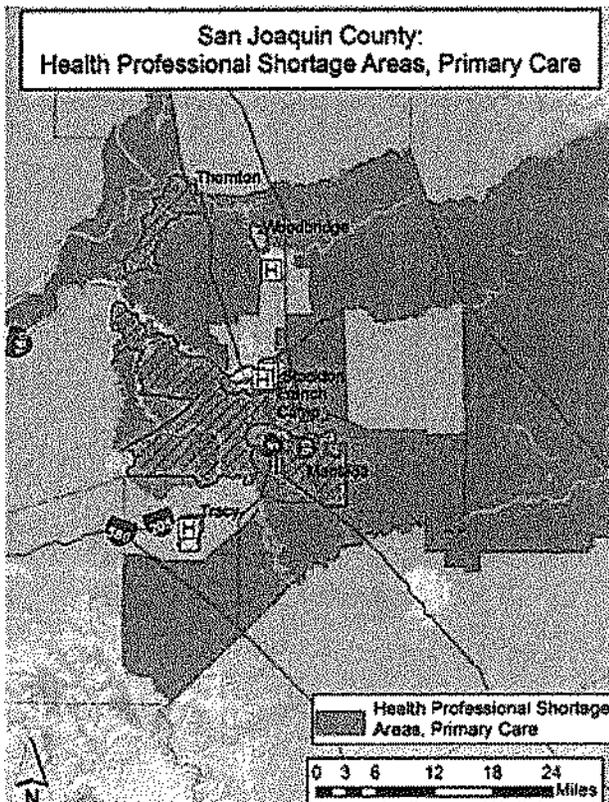
(Source: Dignity Health Community Benefit, CNI data, 2011)

map each ZIP code is assigned a color to show frequency; darker colors note that residents of these ZIP codes visited the emergency department due to diabetes more frequently



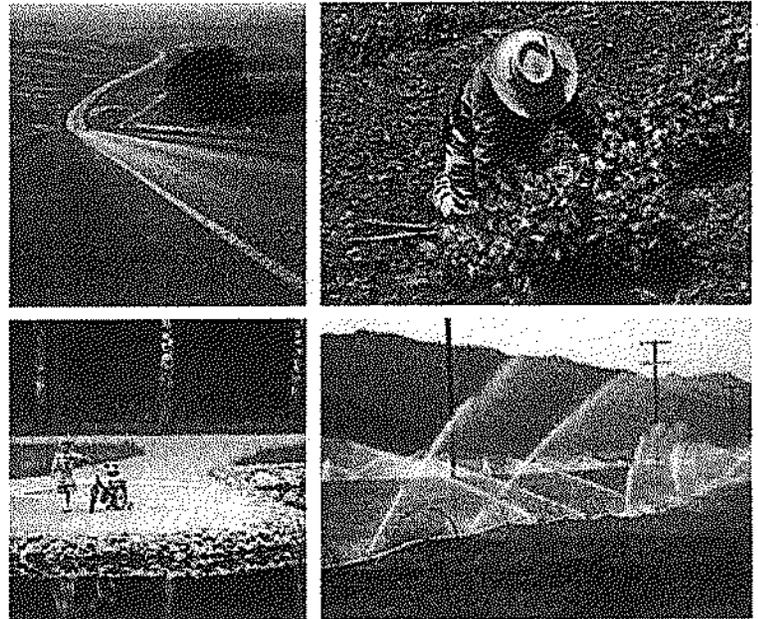
than residents living in the lighter colored ZIP codes. The ZIP code map on the right uses the same color ramping to show the distribution of people of color in the County. By examining the map one can see the relationship between emergency department visits due to diabetes and one's race or ethnicity.

Further, the map below displays portions of the County that have been designated a "Health Professional Shortage Area" by the Bureau of Health Professionals in 2011. Note that each ZIP code community of concern was also a Health Professional Shortage Area. Community residents often spoke of difficulty in finding a physician when needed.



Priority Health Needs

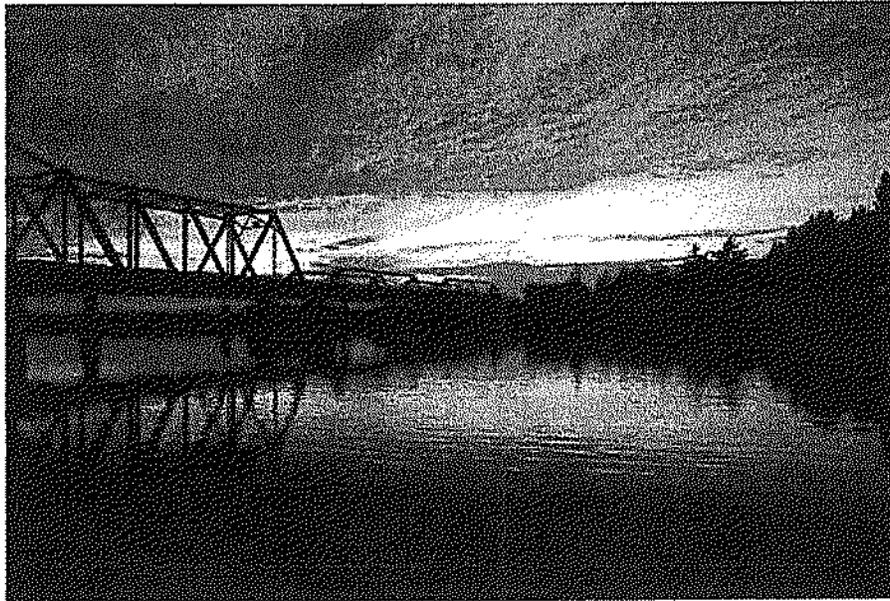
Priority health needs were determined through in depth analysis of qualitative and quantitative data, and then confirmed by socio-demographic data. As noted earlier, a health need was defined as a poor health outcome and its associated driver. A health need was included as a priority if it was represented by rates exceeding established quantitative benchmarks or was consistently mentioned in the qualitative data. After examining key findings from all data sources, a consolidated list of priority health needs for the Communities of Concern in San Joaquin County emerged:



- Lack of access to primary and preventative health care services
- Lack of or limited access to health education
- Lack of or limited access to dental care
- Limited cultural competence in health and related systems
- Limited or no nutrition literacy/access to healthy and nutritious foods, food security
- Limited transportation options
- Lack of safe and affordable places to be active

What's Next?

To fulfill state and federal requirements, each of the participating hospitals will use the information gathered through the CHNA to develop implementation plans that address some or all of the community's priority health needs. The CHNA is also intended to provide information to the community at large in the hope that individuals and organizations can work together to help all residents of San Joaquin County lead healthier lives.



a c k n o w l e d g e m e n t s

The community health assessment research team is thankful to all who contributed to the CHNA. We are deeply grateful for the key informants who offered their time and expertise to inform both the direction and outcomes of the study. Additionally, many community residents volunteered their time as focus group participants to give our research team a first-hand perspective of living in communities of San Joaquin County with limited access to basic healthcare services. We also wish to acknowledge the members of the San Joaquin County Community Health Assessment Collaborative (SJC2HAC):

Community Medical Centers, Inc.
Dameron Hospital
First 5 San Joaquin
Health Plan of San Joaquin
Kaiser Permanente
Lodi Memorial Hospital
San Joaquin County Public Health
St. Joseph's Behavioral Health Center
St. Joseph's Medical Center
Sutter Tracy Community Hospital

To get a copy of the full CHNA report, visit <http://healthiersanjoaquin.org>



**County Health
Rankings & Roadmaps**
Healthier Nation. Healthier County.

Health Outcomes - Overall Rank

| Rank | County |
|------|----------------------|
| 1 | Marin (MR) |
| 2 | Placer (PL) |
| 3 | Santa Clara (ST) |
| 4 | San Mateo (SE) |
| 5 | Yolo (YO) |
| 6 | El Dorado (EL) |
| 7 | Orange (OR) |
| 8 | Colusa (CO) |
| 9 | Nevada (NE) |
| 10 | San Benito (SN) |
| 11 | San Luis Obispo (SP) |
| 12 | Sonoma (SM) |
| 13 | Santa Cruz (SC) |
| 14 | Santa Barbara (SR) |
| 15 | Ventura (VE) |
| 16 | Mono (MN) |
| 17 | San Diego (SD) |
| 18 | Alameda (AL) |
| 19 | Contra Costa (CN) |
| 20 | Plumas (PU) |
| 21 | Monterey (MT) |
| 22 | Tuolumne (TO) |
| 23 | San Francisco (SF) |
| 24 | Napa (NA) |
| 25 | Glenn (GL) |
| 26 | Mariposa (MI) |
| 27 | Riverside (RI) |
| 28 | Los Angeles (LO) |
| 29 | Calaveras (CA) |
| 30 | Sacramento (SA) |
| 31 | Lassen (LS) |
| 32 | Solano (SO) |
| 33 | Sutter (SU) |
| 34 | Imperial (IM) |
| 35 | Amador (AM) |
| 36 | Stanislaus (SL) |
| 37 | Madera (MA) |
| 38 | Sierra (SI) |
| 39 | Merced (MC) |
| 40 | Trinity (TR) |
| 41 | Kings (KI) |
| 42 | San Joaquin (SJ) |
| 43 | Mendocino (ME) |
| 44 | San Bernardino (SB) |
| 45 | Butte (BU) |
| 46 | Fresno (FR) |
| 47 | Shasta (SH) |
| 48 | Humboldt (HU) |
| 49 | Tulare (TU) |
| 50 | Yuba (YU) |
| 51 | Modoc (MO) |
| 52 | Inyo (IN) |
| 53 | Del Norte (DE) |
| 54 | Kern (KE) |
| 55 | Tehama (TE) |
| 56 | Siskiyou (SY) |
| 57 | Lake (LA) |
| NR | Alpine (AP) |

San Joaquin (SJ)

| | San Joaquin County | Error Margin | California | National Benchmark* | Rank (of 57) |
|--------------------------------------|--------------------|--------------|------------|---------------------|--------------|
| Health Outcomes | | | | | |
| Mortality | | | | | 42 |
| Premature death | 7,088 | 6,872-7,304 | 5,570 | 5,317 | 41 |
| Morbidity | | | | | 43 |
| Poor or fair health | 21% | 19-24% | 19% | 10% | |
| Poor physical health days | 3.8 | 3.3-4.3 | 3.7 | 2.6 | |
| Poor mental health days | 3.9 | 3.3-4.5 | 3.6 | 2.3 | |
| Low birthweight | 6.9% | 6.7-7.1% | 6.8% | 6.0% | |
| Health Factors | | | | | 47 |
| Health Behaviors | | | | | 52 |
| Adult smoking | 18% | 15-21% | 14% | 13% | |
| Adult obesity | 30% | 27-33% | 24% | 25% | |
| Physical inactivity | 21% | 19-24% | 18% | 21% | |
| Excessive drinking | 18% | 15-21% | 17% | 7% | |
| Motor vehicle crash death rate | 14 | 13-15 | 10 | 10 | |
| Sexually transmitted infections | 542 | | 404 | 92 | |
| Teen birth rate | 47 | 46-48 | 37 | 21 | |
| Clinical Care | | | | | 36 |
| Uninsured | 19% | 18-21% | 21% | 11% | |
| Primary care physicians** | 1,690:1 | | 1,341:1 | 1,067:1 | |
| Dentists** | 1,945:1 | | 1,417:1 | 1,516:1 | |
| Preventable hospital stays | 63 | 61-66 | 52 | 47 | |
| Diabetic screening | 82% | 80-85% | 81% | 90% | |
| Mammography screening | 63% | 60-65% | 62% | 73% | |
| Social & Economic Factors | | | | | 52 |
| High school graduation** | 79% | | 76% | | |
| Some college | 50% | 48-51% | 60% | 70% | |
| Unemployment | 16.8% | | 11.7% | 5.0% | |
| Children in poverty | 25% | 22-28% | 23% | 14% | |
| Inadequate social support | 28% | 24-33% | 25% | 14% | |
| Children in single-parent households | 33% | 32-35% | 31% | 20% | |
| Violent crime rate | 840 | | 472 | 66 | |
| Physical Environment | | | | | 38 |
| Daily fine particulate matter | 11.6 | 11.4-11.8 | 11.7 | 8.8 | |
| Drinking water safety | 1% | | 2% | 0% | |
| Access to recreational facilities | 5 | | 9 | 16 | |
| Limited access to healthy foods** | 4% | | 3% | 1% | |
| Fast food restaurants | 54% | | 48% | 27% | |

* 90th percentile, i.e., only 10% are better.

** Data should not be compared with prior years due to changes in definition.

Note: Blank values reflect unreliable or missing data

2013

Monthly Labor Force Data for Cities and Census Designated Places (CDP)
 March 2014 - Preliminary
 Data Not Seasonally Adjusted

| Area Name | Labor Force | Employment | Unemployment | | Census Ratios | |
|----------------------|-------------|------------|--------------|-------|---------------|----------|
| | | | Number | Rate | Emp | Unemp |
| San Joaquin County | 298,700 | 259,600 | 39,100 | 13.1% | 1.000000 | 1.000000 |
| August CDP | 3,900 | 3,100 | 900 | 22.3% | 0.011748 | 0.022440 |
| Country Club CDP | 5,100 | 4,600 | 500 | 10.7% | 0.017868 | 0.014025 |
| Escalon city | 3,500 | 3,100 | 400 | 12.0% | 0.011840 | 0.010753 |
| Farmington CDP | 100 | 100 | 0 | 20.2% | 0.000275 | 0.000468 |
| French Camp CDP | 800 | 800 | 0 | 4.4% | 0.003121 | 0.000935 |
| Garden Acres CDP | 4,600 | 3,500 | 1,100 | 24.0% | 0.013584 | 0.028518 |
| Kennedy CDP | 1,500 | 1,100 | 500 | 30.1% | 0.004084 | 0.011688 |
| Lathrop city | 5,700 | 5,100 | 600 | 10.6% | 0.019687 | 0.015428 |
| Lincoln Village CDP | 2,500 | 2,400 | 100 | 3.6% | 0.009270 | 0.002338 |
| Linden CDP | 600 | 500 | 100 | 18.0% | 0.001927 | 0.002805 |
| Lockeford CDP | 2,100 | 1,600 | 500 | 24.4% | 0.006103 | 0.013090 |
| Lodi city | 32,000 | 28,800 | 3,200 | 9.9% | 0.110963 | 0.080879 |
| Manteca city | 27,600 | 24,500 | 3,100 | 11.4% | 0.094305 | 0.080411 |
| Morada CDP | 2,200 | 2,100 | 100 | 6.5% | 0.008077 | 0.003740 |
| North Woodbridge CDP | 800 | 800 | 100 | 6.6% | 0.002983 | 0.001403 |
| Ripon city | 6,000 | 5,500 | 500 | 9.1% | 0.021064 | 0.014025 |
| South Woodbridge CDP | 1,700 | 1,500 | 200 | 10.9% | 0.005736 | 0.004675 |
| Stockton city | 125,400 | 105,500 | 19,900 | 15.8% | 0.406452 | 0.508181 |
| Taft Mosswood CDP | 700 | 500 | 200 | 32.6% | 0.001744 | 0.005610 |
| Tracy city | 33,100 | 30,400 | 2,700 | 8.1% | 0.118975 | 0.068724 |

CDP is "Census Designated Place" - a recognized community that was unincorporated at the time of the 2000 Census.

Notes:

- 1) Data may not add due to rounding. All unemployment rates shown are calculated on unrounded data.
- 2) These data are not seasonally adjusted.

Methodology:

Monthly city and CDP labor force data are derived by multiplying current estimates of county employment and unemployment by the employment and unemployment shares (ratios) of each city and CDP at the time of the 2000 Census. Ratios for cities of 25,000 or more persons were developed from special tabulations based on household population only from the Bureau of Labor Statistics. For smaller cities and CDP, ratios were calculated from published census data.

City and CDP unrounded employment and unemployment are summed to get the labor force. The unemployment rate is calculated by dividing unemployment by the labor force. Then the labor force, employment, and unemployment are rounded.

This method assumes that the rates of change in employment and unemployment, since 2000, are exactly the same in each city and CDP as at the county level (i.e., that the shares are still accurate). If this assumption is not true for a specific city or CDP, then the estimates for that area may not represent the current economic conditions. Since this assumption is untested, caution should be employed when using these data.



LINCOLN UNIFIED SCHOOL DISTRICT

2010 West Swain Road
Stockton, CA 95207

May 7, 2014

Gordon A. MacKay, Director
City of Stockton Public Works Department
22 E. Weber Avenue, Room 301
Stockton, CA 95202-2317

**LETTER OF SUPPORT FOR CITY OF STOCKTON GRANT APPLICATION:
SAFE ROUTES TO SCHOOL PLAN**

I am writing to express my strong support for the City of Stockton's application for grant funding through the Active Transportation Program (ATP) for the Safe Routes to School Plan. The proposed city-wide Safe Routes to School Plan will identify physical and environmental barriers, capital projects and other mitigation efforts to encourage students to walk and bicycle to school.

The plan will pave the way to make walking and bicycling to school safer and more accessible for children, including those with disabilities, and to increase the number of children who choose to walk and bicycle. On a broader level, Safe Routes to School projects can enhance children's health and well-being, ease traffic congestion near schools and improve air quality and improve communities' overall quality of life.

The proposed Safe Routes to School Plan will directly benefit the schools within the Lincoln Unified School District by supporting the "5 E's" of Safe Routes (Evaluation, Engineering, Education, Encouragement and Enforcement).

Thank you for including our District in your plan.

Sincerely,

A handwritten signature in black ink, appearing to read 'T. Uslan'.

Thomas Uslan
Superintendent



LINCOLN UNIFIED SCHOOL DISTRICT

Lincoln Schools within City Limits

Schools/Principals

BROOKSIDE (K-8)

Katherine Bender *Principal*
kbender@lUSD.net
2962 Brookside Road
Stockton, CA 95219
953-8642

CLAUDIA LANDEEN (K-8)

Dolores Vasquez-Bronson *Principal*
dbronson@lUSD.net
4128 Feather River Drive
Stockton, CA 95219
953-8660

DON RIGGIO (K-8)

Joan Calonico *Principal*
jcalonico@lUSD.net
3110 Brookside Road
Stockton, CA 95219
953-8753

JOHN R. WILLIAMS (Pre K-6)

Nancy Martin *Principal*
nmartin@lUSD.net
2450 Meadow Avenue
Stockton, CA 95207
953-8768

LINCOLN ELEMENTARY (Pre K-6)

Scott Tatum *Principal*
statum@lUSD.net
6910 N. Gettysburg Pl.
Stockton, CA 95207
953-8652

LINCOLN HIGH (9-12)

Debbi Holmerud *Principal*
dholmerud@lUSD.net
6844 Alexandria Place
Stockton, CA 95207
953-8920

MABLE BARRON (K-8)

Shane Conklin *Principal*
sconklin@lUSD.net
6835 Cumberland Place
Stockton, CA 95219
953-8795

SIERRA MIDDLE (7-8)

Terry Asplund *Principal*
tasplund@lUSD.net
6768 Alexandria Place
Stockton, CA 95207
953-8749

STURE LARSSON HIGH (9-12)

Phyllis Kahl *Principal*
pkahl@lUSD.net
1813 McClellan Way
Stockton, CA 95207
953-8687



Lincoln Unified School District

Brookside School
2962 Brookside Road
Stockton, CA 95219
(209) 953-8641

May 7, 2014

Gordon A. MacKay, Director
City of Stockton Public Works Department
22 E. Weber Avenue, Room 301
Stockton, CA 95202-2317

LETTER OF SUPPORT FOR CITY OF STOCKTON GRANT APPLICATION: SAFE ROUTES TO SCHOOL PLAN

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Thank you for including our school in your plan.

Sincerely,

A handwritten signature in black ink, appearing to be "John B.", written over a horizontal line.

Principal



LINCOLN UNIFIED SCHOOL DISTRICT

Claudia Landeen School
4128 Feather River Drive
Stockton, CA 95219
(209) 953-8660

May 7, 2014

Gordon A. MacKay, Director
City of Stockton Public Works Department
22 E. Weber Avenue, Room 301
Stockton, CA 95202-2317

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Sincerely,

A handwritten signature in cursive script that reads "Dolores V. Bronson".

Dolores Vasquez-Bronson
Principal



LINCOLN UNIFIED SCHOOL DISTRICT

Don Riggio School
3110 Brookside Road
Stockton, CA 95219
(209) 953-8753

May 7, 2014

Gordon A. MacKay, Director
City of Stockton Public Works Department
22 E. Weber Avenue, Room 301
Stockton, CA 95202-2317

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Thank you for including our school in your plan.

Sincerely,

Joan Calonico
Principal



LINCOLN UNIFIED SCHOOL DISTRICT

John R. Williams School
2450 Meadow Avenue
Stockton, CA 95207
(209) 953-8768

May 7, 2014

Gordon A. MacKay, Director
City of Stockton Public Works Department
22 E. Weber Avenue, Room 301
Stockton, CA 95202-2317

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Thank you for including our school in your plan.

Sincerely,

A handwritten signature in black ink, appearing to read "Nancy Martin".

Principal



UNIFIED SCHOOL DISTRICT

Lincoln Elementary School
6910 N. Gettysburg Place
Stockton, CA 95207
(209) 953-8652
Scott Tatum
Principal

May 7, 2014

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Sincerely,

A handwritten signature in black ink, appearing to read 'Scott Tatum'.

Scott Tatum
Principal



LINCOLN UNIFIED SCHOOL DISTRICT

Lincoln High School
Debbi Holmerud, Principal
6844 Alexandria Place
Stockton, CA 95207
Ph (209) 953-8921 Fax (209) 952-4646

May 7, 2014

Gordon A. MacKay, Director
City of Stockton Public Works Department
22 E. Weber Avenue, Room 301
Stockton, CA 95202-2317

**LETTER OF SUPPORT FOR CITY OF STOCKTON GRANT APPLICATION:
SAFE ROUTES TO SCHOOL PLAN**

I am writing to express my strong support for the City of Stockton's application for grant funding through the Active Transportation Program (ATP) for the Safe Routes to School Plan. The proposed city-wide Safe Routes to School Plan will identify physical and environmental barriers, capital projects and other mitigation efforts to encourage students to walk and bicycle to school.

The plan will pave the way to make walking and bicycling to school safer and more accessible for children, including those with disabilities, and to increase the number of children who choose to walk and bicycle. On a broader level, Safe Routes to School projects can enhance children's health and well-being, ease traffic congestion near schools and improve air quality and improve communities' overall quality of life.

The proposed Safe Routes to School Plan will directly benefit the schools within the Lincoln Unified School District by supporting the "5 E's" of Safe Routes (Evaluation, Engineering, Education, Encouragement and Enforcement).

Thank you for including our school in your plan.

Sincerely,

A handwritten signature in cursive script that reads "Debbi Holmerud".

Debbi Holmerud
Principal



UNIFIED SCHOOL DISTRICT

Mable Barron School
6835 Cumberland Place
Stockton, CA 95219
(209) 953-8795

May 7, 2014

Gordon A. MacKay, Director
City of Stockton Public Works Department
22 E. Weber Avenue, Room 301
Stockton, CA 95202-2317

**LETTER OF SUPPORT FOR CITY OF STOCKTON GRANT APPLICATION:
SAFE ROUTES TO SCHOOL PLAN**

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Thank you for including our school in your plan.

Sincerely,


Shime Conklin
Principal

Education Center • 2010 W. Swain Road • Stockton, CA 95207 • Ph (209) 953-8700 • Fax (209) 474-7817



UNIFIED SCHOOL DISTRICT

Sierra Middle School
6768 Alexandria School
Stockton, CA 95207
(209) 953-8749

May 7, 2014

Gordon A. MacKay, Director
City of Stockton Public Works Department
22 E. Weber Avenue, Room 301
Stockton, CA 95202-2317

**LETTER OF SUPPORT FOR CITY OF STOCKTON GRANT APPLICATION:
SAFE ROUTES TO SCHOOL PLAN**

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The proposed Safe Routes to School Plan will directly benefit the schools within the Lincoln Unified School District by supporting the "5 E's" of Safe Routes (Evaluation, Engineering, Education, Encouragement and Enforcement).

Thank you for including our school in your plan.

Sincerely,

Logan Williams
Principal

Education Center • 2010 W. Swain Road, Stockton, CA 95207 • Ph (209) 953-8700 • Fax (209) 474-7817



UNIFIED SCHOOL DISTRICT

Sture Larsson High School

1813 McClellan Way
Stockton, CA 95207
(209) 953-8687

May 7, 2014

Gordon A. MacKay, Director
City of Stockton Public Works Department
22 E. Weber Avenue, Room 301
Stockton, CA 95202-2317

**LETTER OF SUPPORT FOR CITY OF STOCKTON GRANT APPLICATION:
SAFE ROUTES TO SCHOOL PLAN**

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Thank you for including our school in your plan.

Sincerely,

Phyllis Kahl
Principal



Office of the Superintendent

May 2, 2014

RECEIVED
MAY 06 2014
PUBLIC WORKS DEPT
CITY OF STOCKTON

Gordon A. MacKay, Director
City of Stockton Public Works Department
22 E. Weber Avenue, Room 301
Stockton, CA 95202-2317

**LETTER OF SUPPORT FOR CITY OF STOCKTON GRANT APPLICATION:
SAFE ROUTES TO SCHOOL PLAN**

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The proposed Safe Routes to School Plan will directly benefit the schools within the Lodi Unified School District by supporting the "5 E's" of Safe Routes (Evaluation, Engineering, Education, Encouragement and Enforcement).

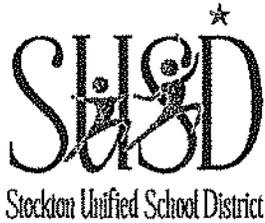
Lodi Unified School District strongly supports the Safe Routes to School Plan.

Sincerely,

Cathy Nichols-Washer, Ed.D.
Superintendent

1305 E. Vine St.
Lodi, CA 95240-3148

209-331-7010 • 209-953-8010
209-331-7256 Fax



Dr. Steven Lowder
Superintendent
701 North Madison Street • Stockton, CA 95202
(209) 933-7070 • Fax (209) 933-7071

BOARD OF EDUCATION
Gloria Allen
Colleen Keenan
David L. Midura
Kathleen Garcia
Sal Ramirez
Steve Smith
David Varela

May 6, 2014

Gordon A. MacKay, Director
City of Stockton Public Works Department
22 E. Weber Avenue, Room 301
Stockton, CA 95202-2317

**LETTER OF SUPPORT FOR CITY OF STOCKTON GRANT APPLICATION:
SAFE ROUTES TO SCHOOL PLAN**

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The proposed Safe Routes to School Plan will directly benefit the schools within the Stockton Unified School District by supporting the "5 E's" of Safe Routes (Evaluation, Engineering, Education, Encouragement and Enforcement).

If I can be of further assistance, please do not hesitate to contact my office.

Sincerely,

Dr. Steven Lowder
Superintendent

SL/ak

**STOCKTON UNIFIED SCHOOL DISTRICT
K-12 -SCHOOL DIRECTORY**

| Elementary Schools | Elementary/Charter and Specialty Schools | High Schools | High School/Charter and Specialty Schools |
|---------------------------|--|--------------|---|
| Adams | Nightingale Charter | Cesar Chavez | Health Careers Academy (HCA) (Charter) |
| August | Pacific Law Academy Charter | Edison | Jane Frederick |
| Bush | Pittman Charter | Franklin | Merlo Institute |
| Cleveland | Walton Special Center | Stagg HS | School for Adults |
| Commodore Stockton Skills | | | Stockton High School Charter |
| El Dorado | | | Stockton Unified Early College Academy (SECA) Charter |
| Elmwood | | | Weber Institute of Applied Sciences & Technology |
| Fillmore | | | |
| Fremont/Lopez Program | | | |
| Grunsky | | | |
| Hamilton/Fong IB Program | | | |
| Harrison | | | |
| Hazelton | | | |
| Henry | | | |
| Hong Kingston/Valenzuela | | | |
| Hoover | | | |
| Huerta | | | |
| Kennedy | | | |
| King | | | |
| Kohl Open | | | |
| Madison | | | |
| Marshall/Basfield Program | | | |
| McKinley | | | |
| Monroe | | | |

STOCKTON UNIFIED SCHOOL DISTRICT
K-12 -SCHOOL DIRECTORY

| Elementary Schools | Elementary Charter and Specialty Schools | High Schools | High School Charter and Specialty Schools |
|---------------------------|--|--------------|---|
| Montezuma | | | |
| Peyton | | | |
| Primary Years Academy | | | |
| Pulliam | | | |
| Roosevelt | | | |
| Rio Calaveras | | | |
| San Joaquin | | | |
| Spanos | | | |
| Taft | | | |
| Taylor Leadership Academy | | | |
| Tyler | | | |
| Van Buren | | | |
| Victory | | | |
| Washington | | | |
| Wilson | | | |



French Camp, Lathrop, Manteca, Weston Ranch
Manteca Unified School District

Jason Messer, District Superintendent

May 2, 2014

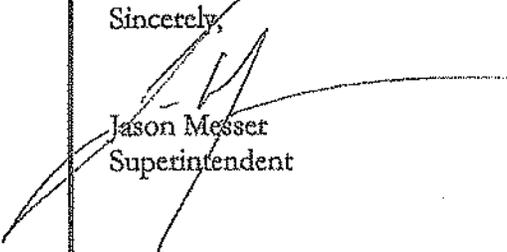
Gordon A. MacKay, Director
City of Stockton Public Works Department
22 E. Weber Avenue, Room 301
Stockton, CA 95202-2317

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The proposed Safe Routes to School Plan will directly benefit the schools within the Manteca Unified School District by supporting the "5 E's" of Safe Routes (Evaluation, Engineering, Education, Encouragement and Enforcement).

Sincerely,



Jason Messer
Supetintendent

P.O. Box 32
Manteca, CA 95336
2271 W Louise Avenue, Manteca, CA 95336

Phone (209) 825-3200
Fax (209) 858-7570
www.mantecausd.net



French Camp • Lathrop • Manteca • Weston Ranch
Manteca Unified School District

August Knodt Elementary
3939 EWS Woods Blvd.
Stockton, CA 95206
(209) 938-6200

Great Valley Elementary
4223 McDougald
Stockton, CA 95206
(209) 938-6300

George Komure Elementary
2121 Henry Long Blvd.
Stockton, CA 95206
(209) 938-6320

Weston Ranch High School
4606 McCuen Avenue
Stockton, CA 95206
(209) 938-6245

New Vision High School
4726 McCuen Avenue
Stockton, CA 95206
(209) 938-6225

P.O. Box 32
Manteca, CA 95336
2271 West Louise Avenue, Manteca, CA 95337

Phone (209) 825-3200
Fax (209) 858-7570
www.inantecausd.net

STATE CAPITOL
ROOM 2059
SACRAMENTO, CA 95814
TEL (916) 651-4005
FAX (916) 651-4905

STOCKTON DISTRICT OFFICE
31 EAST CHANNEL STREET
SUITE 440
STOCKTON, CA 95202
TEL (209) 948-7930
FAX (209) 948-7993

California State Senate

SENATOR
CATHLEEN GALGIANI
FIFTH SENATE DISTRICT



STANDING COMMITTEES

AGRICULTURE
CHAIR

BUSINESS, PROFESSIONS &
ECONOMIC DEVELOPMENT

GOVERNMENTAL
ORGANIZATION

TRANSPORTATION &
HOUSING

May 12, 2014

Grant Selection Committee
Active Transportation Grant Program
c/o Gordon A. MacKay, Director
City of Stockton Public Works Department
22 E. Weber Avenue, Room 301
Stockton, CA 95202

LETTER OF SUPPORT – CITY OF STOCKTON ACTIVE TRANSPORTATION PROGRAM GRANT APPLICATIONS

I am writing to urge your consideration of the City of Stockton's grant applications to secure Active Transportation Program (ATP) funding.

City of Stockton Public Works staff identified and reviewed candidate projects for ATP funding consideration in consultation with the City's Safe Routes to School Committee, including representatives from the four School Districts within the City of Stockton, the Community Development Department, the Economic Development Department/Housing Division, and representatives from the San Joaquin Council of Governments. As a result of the meetings, City staff are submitting applications for funding consideration under the ATP for the 20 projects shown in the attached list.

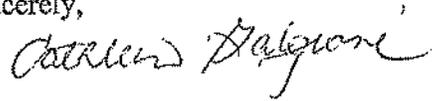
The proposed projects represent a broad spectrum of projects to benefit active transportation users that meet the goals of the ATP to increase the proportion of trips accomplished by biking and walking, increase the safety and mobility of non-motorized users, contribute to greenhouse gas reduction goals, enhance public health, and ensure that disadvantaged communities fully share in the benefits of the program.

As an active member of the California Senate Committee on Transportation and Housing, I know all too well the need for safety and sustainability projects in Stockton that encourage non-motorized modes of transportation. All of these proposed projects will directly or indirectly benefit disadvantaged communities as well as all residents and businesses in our community.



I respectfully urge your favorable consideration of this request. If you have any questions, please contact me at (916) 651-4005.

Sincerely,

A handwritten signature in cursive script that reads "Cathleen Galgiani".

Cathleen Galgiani
State Senator, 5th District



SAN JOAQUIN COUNCIL OF GOVERNMENTS

555 E. Weber Avenue • Stockton, California 95202

209.235.0600 • 209.235.0438 (fax)

www.sjcog.org

May 12, 2014

Jeff Lungero
CHAIR

Steve Drasser
VICE CHAIR

Andrew T. Chesley
EXECUTIVE DIRECTOR

Member Agencies
CITIES OF
ESCALON,
LATHROP,
LODI,
MANTECA,
RIPON,
STOCKTON,
TRACY,
AND
THE COUNTY OF
SAN JOAQUIN

Grant Selection Committee
Active Transportation Grant Program
c/o Gordon A. MacKay, Director
City of Stockton Public Works Department
22 E. Weber Avenue, Room 301
Stockton, CA 95202

CITY OF STOCKTON ACTIVE TRANSPORTATION GRANT APPLICATIONS

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The projects identified will directly support implementation of SJCOG's 2014 Regional Transportation Plan (RTP). The initial draft plan has undergone a 55-day public review period and will be considered for adoption by the SJCOG Board in June 2014. This is the first RTP to include a Sustainable Communities Strategy (SCS) – aligning sustainability goals with transportation investments strategies that seeks to facilitate/encourage infill development, emphasize a true multi-modal approach, and provide increased funding for active transportation improvements.

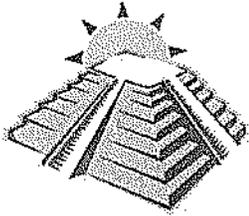
The San Joaquin Council of Governments encourages positive consideration of the proposed ATP projects as an important step in advancing sustainable planning in the San Joaquin County region and enhancing the quality of life for all residents of San Joaquin County.

Sincerely,

A handwritten signature in black ink, appearing to read "Diane Nguyen", with a long horizontal flourish extending to the right.

Diane Nguyen
Deputy Director, Planning, Programming & Project Delivery
San Joaquin Council of Governments

Attachment



SAN JOAQUIN COUNTY
HISPANIC
CHAMBER of COMMERCE

Executive Committee

James Jimenez/President
Community Bank of San
Joaquin

Sylvester Aguilar
President- Elect
Bank of the West

Bob Gutierrez/Secretary
Food 4 Less/ Rancho San
Miguel

Lisa Blanco Jimenez
Treasurer
Law office of
Neumiller & Beardslee

Jonise Oliva/Past- President
Deck the Walls

Board of Directors

Eddie Lira
JP Morgan Chase Bank

John Freeman
California Water Service

Zenet Negron
Socially Now

Henry Peralta
Stockton Auto Glass

Mark Plovnick
University of the Pacific

Armando Salgado
Ambit Energy

Thom Sanchez
Waste Management

Andrew Mendoza, MPA
Kaiser Permanente

Mario Eguiluz (Ex Officio)
Comerciantes Unidos

Chief Executive Officer
Brenna Butler Garcia

May 12, 2014

Grant Selection Committee
Active Transportation Grant Program
c/o Gordon A. MacKay, Director
City of Stockton Public Works Department
22 E. Weber Avenue, Room 301
Stockton, CA 95202-2317

**LETTER OF SUPPORT – CITY OF STOCKTON ACTIVE TRANSPORTATION
PROGRAM (ATP) GRANT APPLICATIONS**

Please accept this letter in support of the City of Stockton's applications for funding through the California Active Transportation Program (ATP).

The City has given thoughtful consideration to the selection of projects that they believe will further the goals of the ATP to increase bicycling, walking and accessibility for all its residents and visitors. In collaboration with its Safe Routes to School committee, San Joaquin Council of Governments, and other City departmental staff, the City of Stockton Public Works Department presents its projects to you for funding consideration.

Improved safety and mobility of non-motorized users contributes to an increase in active modes of transportation such as biking and walking, reduces greenhouse gases, enhances overall public health, and ensures that disadvantaged communities fully share in the benefits that our great community has to offer. All of the City's proposed projects will benefit the entire community.

The San Joaquin County Hispanic Chamber of Commerce values this opportunity to support the City of Stockton's efforts to obtain critical funding to develop projects that will encourage lifestyle and neighborhood enhancement and bring workforce development opportunities to our constituency.

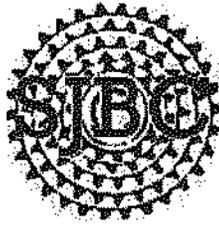
Thank you for your consideration of the City of Stockton's ATP projects. We are eager to see these community biking and walking projects in action!

Warm Regards,

Brenna Butler Garcia

CEO

7500 West Lane, Suite 111, Stockton, CA 95210 ~ Phone 209-943-6117 ~ Fax 209-943-0114
www.sjchispanicchamber.com



May 12, 2014

Grant Selection Committee
Active Transportation Grant Program
City of Stockton – Public Works Department
22 E. Weber Avenue
Stockton, CA 95202

To whom it may concern,

On behalf of the Board of Directors of the San Joaquin Bike Coalition (SJBC), I wish to express my support to the City of Stockton for funding applications to California's Active Transportation Program. The potential for effective transportation alternatives such as transit, biking and walking within Stockton is great and SJBC looks forward to being an active participant in the ATP planning process.

The SJBC particularly supports projects like the Bicycle Master Plan Update which would bring an outdated and now mostly irrelevant plan into modernity, allowing for more aggressive, achievable and effective outcomes. The need for a plan update is compounded by the fact that its current stated goals do not align with other local and regional plans (e.g. the Regional Transportation and Climate Action plans).

Other projects – like installing push button detections at selected bicycle routes, installing additional designated bicycle lanes and an update of the city's current major Class 1 bicycle route – would enhance the current bicycling experience within Stockton and encourage those who “would ride, but ... “ to feel safer when choosing a bicycle as a means of real transportation.

Current streets, especially those toward the north of the city, lack adequate signal timing to accommodate cyclists. By improving the Calaveras River Bike Trail, a Class 1 designated route, the city would be taking a step toward creating a focal recreational attraction for Stockton. While many people utilize the route it has been allowed to deteriorate for years. Investment in this particular route would realize the true potential a waterside trail should have in any community as a local attraction.

We at SJBC appreciate the work you've put in to provide healthy, sustainable transportation alternatives to cities throughout California. Please feel free to contact me should you require more information or clarification in SJBC's support of these proposed projects.

Sincerely,

A handwritten signature in black ink, appearing to read "Kristine Williams". The signature is fluid and cursive, with the first name "Kristine" and last name "Williams" clearly distinguishable.

Kristine Williams
Executive Director
San Joaquin Bike Coalition

SAN JOAQUIN COUNTY
Public Health Services
Healthy Future

P.O. Box 2009 • 1601 East Hazelton Ave. • Stockton, CA 95201-2009
phone (209) 468.3411 • fax (209) 468.3823 • www.sjcphs.org

May 8, 2014

CALTRANS
Division of Local Assistance
Attn: Office of Active Transportation and
Special Programs
1120 N Street
Sacramento, CA 95814

Letter of Support: City of Stockton - Active Transportation Program (ATP) Funding

Dear Ms. McWilliam:

San Joaquin County Public Health Services (PHS) is very pleased to be able to submit this Letter of Support for the City of Stockton's proposed ATP projects. This slate of infrastructure and non-infrastructure projects addresses high priority concerns voiced by both professionals and our residents. They represent a broad spectrum of strategies designed to increase mode share for Active Transportation. By creating safer, more walkable and bikeable communities, the projects will provide opportunities for everyday physical activity – a critical and effective public health intervention to address the obesity epidemic. Also, with more Stocktonians out and about, the improvements will help to address personal safety issues (i.e., violence prevention), support reductions in greenhouse gas emissions, and lend to the vibrancy of city life. It is of special interest that the projects will also fix dangerous conditions in disadvantaged neighborhoods in the City. Safe streets here are critically important since twice as many low-income children walk or bike to school than affluent children and 65 percent of families below the poverty line do not even own a car.

PHS participated in several initial discussions with the City's Public Works Department and was an active member of Public Works' Safe Routes to School (SRTS) Committee that created the potential list of school-centered project sites. We have a strong track record in community engagement and are committed to helping the City of Stockton mobilize neighborhood residents to ensure that their voices are heard as planning for the new projects unfolds. PHS also looks forward to collaborating with the City of Stockton on its proposed SRTS Plan and in working to enhance and expand existing SRTS educational programs.

We urge CALTRANS to consider the City of Stockton's proposed slate of Active Transportation projects.

Sincerely,



William J. Mitchell, MPH, Director
San Joaquin County Public Health Services



May 09, 2014



ATHENA



Business Education Alliance



PORTOCALL



Recycling Energy Air Conservation



Seal of Commerce Apprenticeship Program

Grant Selection Committee
Active Transportation Grant Program
c/o Gordon A. MacKay, Director
City of Stockton Public Works Department
22 E. Weber Avenue, Room 301
Stockton, CA 95202-2317

As CEO of the 113 Year-strong Greater Stockton Chamber of Commerce, I am pleased to offer my support to the City of Stockton for funding applications to the California Active Transportation Program (ATP).

These projects of great need to our city were each selected with the purpose of increasing safety, mobility and desire to use non-motorized transportation. By calming vehicular traffic, identifying corridors and barriers for bicycle and pedestrian paths, making bridges accessible, increasing bicyclist and pedestrian visibility while crossing roads, and installing improvements to generally make our community more bicycle and pedestrian friendly and accessible to all our residents, the entire community benefits from better health through increased alternate modes of transportation and reduced air pollution.

Additionally, with continued reductions in State and federal funding for transportation and safety projects, local governments need access to alternative forms of transportation funding. The competitive grants such as those offered through the ATP, will help to transform communities into safer and healthier places to live, work and play.

We appreciate your efforts to provide alternate modes of transportation to California communities by funding projects such as these proposed by the City of Stockton. Please feel free to contact me if further information is needed in support of these very worthwhile projects.

Sincerely,


Douglass W. Wilhoit, Jr.
CEO

STATE CAPITOL
P.O. BOX 942949
SACRAMENTO, CA 94249-0013
(916) 319-2013
FAX (916) 319-2113

DISTRICT OFFICE
31 EAST CHANNEL STREET, SUITE 306
STOCKTON, CA 95202
(209) 948-7479
FAX (209) 465-5058

Assembly
California Legislature



SUSAN TALAMANTES EGGMAN, Ph.D.
ASSEMBLYMEMBER, THIRTEENTH DISTRICT

COMMITTEES
CHAIR: AGRICULTURE
APPROPRIATIONS
BUSINESS, PROFESSIONS AND
CONSUMER PROTECTION
VETERANS AFFAIRS

May 12, 2014

Grant Selection Committee
Active Transportation Grant Program
c/o Gordon A. MacKay, Director
City of Stockton Public Works Department
22 E. Weber Avenue, Room 301
Stockton, CA 95202

**RE: CITY OF STOCKTON ACTIVE TRANSPORTATION PROGRAM GRANT
APPLICATIONS**

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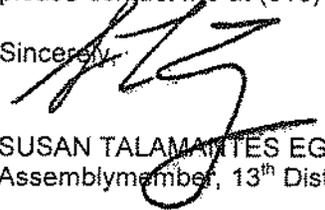
City of Stockton Public Works staff identified and reviewed candidate projects for ATP funding consideration in consultation with the City's Safe Routes to School Committee, including representatives from the four School Districts within the City of Stockton, the Community Development Department, the Economic Development Department/Housing Division, and representatives from the San Joaquin Council of Governments. As a result of the meetings, City staff are submitting applications for funding consideration under the ATP for the 20 projects shown in the attached list.

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As an advocate for smart growth and clean air – and as a former member of the Stockton City Council, I know all too well the need for safety and sustainability projects in Stockton that encourage non-motorized modes of transportation. All of these proposed projects will directly or indirectly benefit disadvantaged communities as well as all residents and businesses in our community.

I respectfully urge your favorable consideration of this request. If you have any questions, please contact me at (916) 319-2013.

Sincerely,


SUSAN TALAMANTES EGGMAN
Assemblymember, 13th District

Schools within Stockton City Limits

| LEA Name | School Name | Low Grade | High Grade | CALPADS | | | October 2012 | | | October 2012 | | | October 2012 | | | October 2012 | | |
|------------------|--|-----------|------------|-------------------|-------------------|-------------|---------------|--------------------|------------|---------------|-------|------|------------------------|------------------------|------------------|--------------|------------------------|------------------------|
| | | | | Enrollment (K-12) | Meal Count (K-12) | Free (K-12) | FRPM Eligible | Unduplicated Count | FRPM Total | FRPM Eligible | Free | FRPM | Enrollment (Ages 5-17) | Meal Count (Ages 5-17) | Free (Ages 5-17) | FRPM | Enrollment (Ages 5-17) | Meal Count (Ages 5-17) |
| Lodi Unified | Larsson (Sture) High (Continuation) | 09 | 12 | 198 | 120 | 60.61 | 137 | 69.19 | 174 | 102 | 58.62 | 119 | 68.39 | 119 | 102 | 58.62 | 119 | 68.39 |
| Lodi Unified | Lodi High | 09 | 12 | 2741 | 919 | 33.53 | 1154 | 42.1 | 2687 | 902 | 33.57 | 1135 | 42.24 | 1135 | 902 | 33.57 | 1135 | 42.24 |
| Lodi Unified | Colonial Heights | KK | 08 | 576 | 346 | 60.07 | 425 | 73.78 | 572 | 342 | 59.79 | 421 | 73.6 | 421 | 342 | 59.79 | 421 | 73.6 |
| Lodi Unified | John R. Williams | KK | 06 | 581 | 370 | 63.68 | 449 | 77.28 | 558 | 360 | 64.52 | 436 | 78.14 | 436 | 360 | 64.52 | 436 | 78.14 |
| Lodi Unified | Lincoln Elementary | KK | 06 | 675 | 475 | 70.37 | 533 | 78.96 | 672 | 474 | 70.54 | 531 | 79.02 | 531 | 474 | 70.54 | 531 | 79.02 |
| Lodi Unified | Sierra Middle | 07 | 08 | 655 | 260 | 39.69 | 341 | 52.06 | 655 | 260 | 39.69 | 341 | 52.06 | 341 | 260 | 39.69 | 341 | 52.06 |
| Lodi Unified | Tully C. Knowles | KK | 08 | 766 | 475 | 62.01 | 602 | 78.59 | 758 | 469 | 61.87 | 596 | 78.63 | 596 | 469 | 61.87 | 596 | 78.63 |
| Lodi Unified | Mable Barron | KK | 08 | 742 | 282 | 38.01 | 365 | 49.19 | 736 | 280 | 38.04 | 363 | 49.32 | 363 | 280 | 38.04 | 363 | 49.32 |
| Lodi Unified | Lincoln Unified | KK | 08 | 655 | 340 | 51.91 | 430 | 65.05 | 649 | 337 | 51.93 | 426 | 65.64 | 426 | 337 | 51.93 | 426 | 65.64 |
| Lodi Unified | Don Riggio | KK | 08 | 730 | 373 | 51.1 | 429 | 58.77 | 721 | 367 | 50.9 | 421 | 58.39 | 421 | 367 | 50.9 | 421 | 58.39 |
| Lodi Unified | Lincoln Unified | KK | 08 | 813 | 140 | 17.22 | 181 | 22.26 | 807 | 139 | 17.22 | 180 | 22.3 | 180 | 139 | 17.22 | 180 | 22.3 |
| Lodi Unified | Sutherland Learning Opportunity Community Da | 03 | 05 | 8 | 6 | 75 | 6 | 75 | 8 | 6 | 75 | 6 | 75 | 6 | 6 | 75 | 6 | 75 |
| Lodi Unified | Aspire Benjamin Holt College Preparatory Ac | 06 | 12 | 699 | 186 | 26.61 | 280 | 37.2 | 694 | 184 | 26.51 | 257 | 37.03 | 257 | 184 | 26.51 | 257 | 37.03 |
| Lodi Unified | Ansel Adams | KK | 06 | 808 | 501 | 62 | 615 | 76.11 | 793 | 494 | 62.3 | 604 | 76.17 | 604 | 494 | 62.3 | 604 | 76.17 |
| Lodi Unified | Christa McAuliffe Middle | 07 | 08 | 920 | 467 | 50.76 | 571 | 62.07 | 920 | 467 | 50.76 | 571 | 62.07 | 571 | 467 | 50.76 | 571 | 62.07 |
| Lodi Unified | Manlio Silva Elementary | KK | 06 | 834 | 322 | 38.61 | 429 | 51.44 | 825 | 317 | 38.42 | 423 | 51.27 | 423 | 317 | 38.42 | 423 | 51.27 |
| Lodi Unified | Ronald E. McNair High | 09 | 12 | 1770 | 1204 | 68.02 | 1381 | 78.02 | 1715 | 1168 | 68.1 | 1339 | 78.08 | 1339 | 1168 | 68.1 | 1339 | 78.08 |
| Lodi Unified | George Lincoln Mosher | KK | 06 | 494 | 297 | 60.12 | 378 | 76.52 | 484 | 292 | 60.33 | 370 | 76.45 | 370 | 292 | 60.33 | 370 | 76.45 |
| Lodi Unified | Podesta Ranch Elementary | KK | 06 | 412 | 134 | 32.52 | 171 | 41.5 | 364 | 120 | 32.97 | 153 | 42.03 | 153 | 120 | 32.97 | 153 | 42.03 |
| Lodi Unified | Bear Creek High | 09 | 12 | 1859 | 888 | 47.77 | 1128 | 60.86 | 1819 | 863 | 47.44 | 1102 | 60.58 | 1102 | 863 | 47.44 | 1102 | 60.58 |
| Lodi Unified | Pleaza Robles Continuation High | 09 | 12 | 152 | 94 | 61.84 | 107 | 70.39 | 106 | 68 | 64.15 | 77 | 72.64 | 77 | 68 | 64.15 | 77 | 72.64 |
| Lodi Unified | Middle College High | 09 | 12 | 240 | 66 | 27.5 | 95 | 39.58 | 239 | 66 | 27.5 | 95 | 39.58 | 95 | 66 | 27.5 | 95 | 39.58 |
| Lodi Unified | Davis Elementary | KK | 06 | 315 | 230 | 73.02 | 254 | 80.63 | 313 | 229 | 73.16 | 252 | 80.51 | 252 | 229 | 73.16 | 252 | 80.51 |
| Lodi Unified | Elkhorn | 04 | 08 | 297 | 83 | 27.95 | 297 | 38.05 | 297 | 83 | 27.95 | 297 | 38.05 | 297 | 83 | 27.95 | 297 | 38.05 |
| Lodi Unified | George Washington Elementary ? | KK | 06 | 435 | 367 | 84.37 | 392 | 90.11 | 432 | 364 | 84.26 | 389 | 90.05 | 389 | 364 | 84.26 | 389 | 90.05 |
| Lodi Unified | Oakwood Elementary | KK | 06 | 548 | 459 | 83.76 | 492 | 89.78 | 545 | 458 | 84.04 | 490 | 90.91 | 490 | 458 | 84.04 | 490 | 90.91 |
| Lodi Unified | Parlane Elementary | KK | 03 | 551 | 486 | 88.2 | 525 | 95.28 | 538 | 474 | 88.1 | 512 | 95.17 | 512 | 474 | 88.1 | 512 | 95.17 |
| Lodi Unified | Creekside Elementary | KK | 06 | 537 | 415 | 77.28 | 461 | 85.85 | 531 | 412 | 77.59 | 457 | 86.06 | 457 | 412 | 77.59 | 457 | 86.06 |
| Lodi Unified | Clairmont Elementary | KK | 06 | 445 | 388 | 87.19 | 425 | 95.51 | 445 | 388 | 87.19 | 425 | 95.51 | 425 | 388 | 87.19 | 425 | 95.51 |
| Lodi Unified | Delta Sierra Middle | 07 | 08 | 410 | 315 | 76.83 | 348 | 84.88 | 410 | 315 | 76.83 | 348 | 84.88 | 348 | 315 | 76.83 | 348 | 84.88 |
| Lodi Unified | Wagner-Holt Elementary | KK | 06 | 487 | 381 | 78.23 | 436 | 89.83 | 482 | 377 | 78.22 | 431 | 89.42 | 431 | 377 | 78.22 | 431 | 89.42 |
| Lodi Unified | Westwood Elementary | KK | 06 | 531 | 448 | 84.37 | 501 | 94.35 | 528 | 446 | 84.47 | 499 | 94.51 | 499 | 446 | 84.47 | 499 | 94.51 |
| Lodi Unified | Sutherland Elementary | 04 | 06 | 347 | 288 | 83 | 325 | 93.66 | 347 | 288 | 83 | 325 | 93.66 | 325 | 288 | 83 | 325 | 93.66 |
| Lodi Unified | John Muir Elementary | KK | 06 | 676 | 264 | 39.05 | 352 | 52.07 | 670 | 260 | 38.81 | 348 | 51.94 | 348 | 260 | 38.81 | 348 | 51.94 |
| Lodi Unified | Aspire River Oaks Charter | KK | 05 | 378 | 159 | 42.06 | 221 | 58.47 | 375 | 158 | 42.13 | 218 | 58.13 | 218 | 158 | 42.13 | 218 | 58.13 |
| Lodi Unified | Julia Morgan Elementary | KK | 06 | 574 | 217 | 37.8 | 303 | 52.79 | 573 | 217 | 37.8 | 302 | 52.71 | 302 | 217 | 37.8 | 302 | 52.71 |
| Manitaca Unified | Weston Ranch High | 09 | 12 | 1184 | 606 | 51.18 | 741 | 62.58 | 1159 | 595 | 51.34 | 728 | 62.81 | 728 | 595 | 51.34 | 728 | 62.81 |
| Manitaca Unified | August Knott Elementary | KK | 08 | 796 | 486 | 61.06 | 560 | 70.35 | 785 | 482 | 61.4 | 556 | 70.83 | 556 | 482 | 61.4 | 556 | 70.83 |
| Manitaca Unified | Great Valley Elementary | KK | 08 | 1161 | 719 | 61.93 | 862 | 74.25 | 1156 | 718 | 62.11 | 860 | 74.39 | 860 | 718 | 62.11 | 860 | 74.39 |
| Manitaca Unified | George Y. Komure Elementary | KK | 08 | 977 | 555 | 56.81 | 656 | 67.14 | 969 | 551 | 56.86 | 652 | 67.29 | 652 | 551 | 56.86 | 652 | 67.29 |
| Stockton Unified | George W. Bush Elementary | KK | 08 | 974 | 630 | 64.68 | 719 | 73.82 | 939 | 604 | 64.32 | 693 | 73.8 | 693 | 604 | 64.32 | 693 | 73.8 |
| Stockton Unified | Cesar Chavez High | 09 | 12 | 2109 | NULL | 67.82 | NULL | 77.76 | 2053 | NULL | 67.82 | NULL | 77.76 | NULL | NULL | 67.82 | NULL | 77.76 |
| Stockton Unified | Aspire Rosa Parks Academy | KK | 05 | 362 | NULL | 82.93 | NULL | 89.98 | 377 | NULL | 82.93 | NULL | 89.98 | NULL | NULL | 82.93 | NULL | 89.98 |
| Stockton Unified | John Marshall Elementary | KK | 08 | 594 | NULL | 80.7 | NULL | 92 | 593 | NULL | 80.7 | NULL | 92 | NULL | NULL | 80.7 | NULL | 92 |
| Stockton Unified | Maxine Hong Kingston Elementary | KK | 08 | 911 | NULL | 79.65 | NULL | 87.33 | 902 | NULL | 79.65 | NULL | 87.33 | NULL | NULL | 79.65 | NULL | 87.33 |
| Stockton Unified | Pittman Charter | KK | 08 | 559 | NULL | 89.18 | NULL | 97.87 | 553 | NULL | 89.18 | NULL | 97.87 | NULL | NULL | 89.18 | NULL | 97.87 |
| Stockton Unified | Wilhelmina Henry Elementary | KK | 08 | 967 | NULL | 82.31 | NULL | 92.65 | 957 | NULL | 82.31 | NULL | 92.65 | NULL | NULL | 82.31 | NULL | 92.65 |
| Stockton Unified | John C. Fremont Elementary | KK | 08 | 925 | NULL | 85.7 | NULL | 93.49 | 911 | NULL | 85.7 | NULL | 93.49 | NULL | NULL | 85.7 | NULL | 93.49 |
| Stockton Unified | Alexander Hamilton Elementary | KK | 08 | 840 | NULL | 86.09 | NULL | 94.96 | 836 | NULL | 86.09 | NULL | 94.96 | NULL | NULL | 86.09 | NULL | 94.96 |

Schools within Stockton City Limits

| LEA Name | School Name | Low Grade | High Grade | CAMPADS | | | October 2012 | | | October 2012 | | | October 2012 | | | October 2012 | | | | |
|------------------|--|-----------|------------|-------------------|-------------------|-----------------|----------------------|--------------------------|-----------------------|-----------------|--------------------------|--------------------------|------------------------|------------------------|----------------------|-------------------------------|-------------------------------|------------------------|------------------------|----------------------|
| | | | | Enrollment (K-12) | Meal Count (K-12) | Free (%) (K-12) | FRPM Eligible (K-12) | Unallocated Count (K-12) | FRPM Total (%) (K-12) | Free (%) (K-12) | FRPM Eligible (%) (K-12) | Unallocated Count (K-12) | Enrollment (Ages 5-17) | Meal Count (Ages 5-17) | Free (%) (Ages 5-17) | FRPM Eligible (%) (Ages 5-17) | Unallocated Count (Ages 5-17) | Enrollment (Ages 5-17) | Meal Count (Ages 5-17) | Free (%) (Ages 5-17) |
| Stockton Unified | Valentine Peyton Elementary | KK | 08 | 884 | 534 | 60.41 | 633 | 71.61 | 83.93 | 81.25 | 83.93 | 530 | 60.31 | 633 | 879 | 530 | 60.31 | 633 | 83.93 | 81.25 |
| Stockton Unified | Edward C. Merlo Institute of Environmental Studies | 09 | 12 | 242 | NULL | 81.25 | NULL | 83.93 | 81.25 | 83.93 | 230 | 145 | 51.03 | 77 | 230 | 145 | 51.03 | 77 | 83.93 | 81.25 |
| Stockton Unified | Dr. Lewis Dolphin Stalkworth Sr. Charter | KK | 12 | 172 | NULL | 83.82 | NULL | 91.91 | 91.91 | 83.82 | 160 | 188 | 46.88 | 252 | 160 | 188 | 46.88 | 252 | 91.91 | 83.82 |
| Stockton Unified | Aspire Langston Hughes Academy | 06 | 12 | 609 | 478 | 78.49 | 551 | 90.48 | 90.48 | 78.49 | 608 | 169 | 43.67 | 238 | 608 | 169 | 43.67 | 238 | 90.48 | 78.45 |
| Stockton Unified | Spanos (Alex G.) Elementary | KK | 08 | 504 | NULL | 92.37 | NULL | 97.6 | 97.6 | 92.37 | 495 | 116 | 52.73 | 142 | 495 | 116 | 52.73 | 142 | 97.6 | 97.6 |
| Stockton Unified | Stockton Unified Early College Academy | 09 | 12 | 331 | 166 | 50.15 | 192 | 58.01 | 58.01 | 50.15 | 326 | 164 | 50.31 | 189 | 326 | 164 | 50.31 | 189 | 57.98 | 57.98 |
| Stockton Unified | Stockton High | 09 | 12 | 201 | 104 | 51.74 | 107 | 53.23 | 53.23 | 51.74 | 145 | 74 | 51.03 | 77 | 145 | 74 | 51.03 | 77 | 53.1 | 53.1 |
| Stockton Unified | Stockton Collegiate International Elementary | KK | 05 | 405 | 190 | 46.91 | 254 | 62.72 | 62.72 | 46.91 | 401 | 188 | 46.88 | 252 | 401 | 188 | 46.88 | 252 | 62.84 | 62.84 |
| Stockton Unified | Stockton Collegiate International Secondary | 06 | 12 | 388 | 170 | 43.81 | 239 | 61.6 | 61.6 | 43.81 | 387 | 169 | 43.67 | 238 | 387 | 169 | 43.67 | 238 | 61.5 | 61.5 |
| Stockton Unified | Primary Years Academy | KK | 05 | 226 | 122 | 53.98 | 148 | 65.49 | 65.49 | 53.98 | 220 | 116 | 52.73 | 142 | 220 | 116 | 52.73 | 142 | 64.55 | 64.55 |
| Stockton Unified | Health Careers Academy | 09 | 12 | 243 | NULL | 80.49 | NULL | 89.43 | 89.43 | 80.49 | 243 | NULL | 80.49 | NULL | 243 | NULL | 80.49 | NULL | 89.43 | 89.43 |
| Stockton Unified | Pacific Law Academy | 09 | 12 | 221 | NULL | 62.38 | NULL | 72.28 | 72.28 | 62.38 | 218 | NULL | 62.38 | NULL | 218 | NULL | 62.38 | NULL | 72.28 | 72.28 |
| Stockton Unified | TEAM Charter | KK | 05 | 261 | 201 | 77.01 | 235 | 90.04 | 90.04 | 77.01 | 240 | 184 | 76.67 | 215 | 240 | 184 | 76.67 | 215 | 89.58 | 89.58 |
| Stockton Unified | Jane Frederick High | 09 | 12 | 263 | 171 | 65.02 | 173 | 65.78 | 65.78 | 65.02 | 221 | 145 | 65.61 | 146 | 221 | 145 | 65.61 | 146 | 66.06 | 66.06 |
| Stockton Unified | Weber Institute | 09 | 12 | 399 | NULL | 73.51 | NULL | 83.12 | 83.12 | 73.51 | 386 | NULL | 73.51 | NULL | 386 | NULL | 73.51 | NULL | 83.12 | 83.12 |
| Stockton Unified | Edison High | 09 | 12 | 1969 | NULL | 79.11 | NULL | 87.03 | 87.03 | 79.11 | 1828 | NULL | 79.11 | NULL | 1828 | NULL | 79.11 | NULL | 87.03 | 87.03 |
| Stockton Unified | Franklin High | 06 | 12 | 2145 | NULL | 68.99 | NULL | 76.41 | 76.41 | 68.99 | 2098 | NULL | 68.99 | NULL | 2098 | NULL | 68.99 | NULL | 76.41 | 76.41 |
| Stockton Unified | Slagg Senior High | 09 | 12 | 1576 | NULL | 68.46 | NULL | 74.81 | 74.81 | 68.46 | 1540 | NULL | 68.46 | NULL | 1540 | NULL | 68.46 | NULL | 74.81 | 74.81 |
| Stockton Unified | Adams Elementary | KK | 08 | 530 | NULL | 87.9 | NULL | 91.81 | 91.81 | 87.9 | 508 | NULL | 87.9 | NULL | 508 | NULL | 87.9 | NULL | 91.81 | 91.81 |
| Stockton Unified | August Elementary | KK | 08 | 654 | NULL | 91.54 | NULL | 98.69 | 98.69 | 91.54 | 650 | NULL | 91.54 | NULL | 650 | NULL | 91.54 | NULL | 98.69 | 98.69 |
| Stockton Unified | Cleveland Elementary | KK | 08 | 668 | NULL | 85.43 | NULL | 94.48 | 94.48 | 85.43 | 660 | NULL | 85.43 | NULL | 660 | NULL | 85.43 | NULL | 94.48 | 94.48 |
| Stockton Unified | El Dorado Elementary | KK | 08 | 557 | NULL | 87.88 | NULL | 92.88 | 92.88 | 87.88 | 555 | NULL | 87.88 | NULL | 555 | NULL | 87.88 | NULL | 92.88 | 92.88 |
| Stockton Unified | Elmwood Elementary | KK | 08 | 856 | NULL | 80.49 | NULL | 92.35 | 92.35 | 80.49 | 834 | NULL | 80.49 | NULL | 834 | NULL | 80.49 | NULL | 92.35 | 92.35 |
| Stockton Unified | King Elementary | KK | 08 | 940 | NULL | 87.9 | NULL | 94.26 | 94.26 | 87.9 | 933 | NULL | 87.9 | NULL | 933 | NULL | 87.9 | NULL | 94.26 | 94.26 |
| Stockton Unified | Filmore Elementary | KK | 08 | 874 | NULL | 83.07 | NULL | 91.02 | 91.02 | 83.07 | 852 | NULL | 83.07 | NULL | 852 | NULL | 83.07 | NULL | 91.02 | 91.02 |
| Stockton Unified | Grunsky Elementary | KK | 08 | 530 | NULL | 88.5 | NULL | 96.92 | 96.92 | 88.5 | 511 | NULL | 88.5 | NULL | 511 | NULL | 88.5 | NULL | 96.92 | 96.92 |
| Stockton Unified | Harrison Elementary | KK | 08 | 620 | NULL | 84.18 | NULL | 99.49 | 99.49 | 84.18 | 610 | NULL | 84.18 | NULL | 610 | NULL | 84.18 | NULL | 99.49 | 99.49 |
| Stockton Unified | Hazelton Elementary | KK | 08 | 724 | NULL | 90.14 | NULL | 95.65 | 95.65 | 90.14 | 718 | NULL | 90.14 | NULL | 718 | NULL | 90.14 | NULL | 95.65 | 95.65 |
| Stockton Unified | Hoover Elementary | KK | 08 | 542 | NULL | 82.55 | NULL | 90.36 | 90.36 | 82.55 | 534 | NULL | 82.55 | NULL | 534 | NULL | 82.55 | NULL | 90.36 | 90.36 |
| Stockton Unified | Kennedy Elementary | KK | 08 | 497 | NULL | 84.66 | NULL | 93.65 | 93.65 | 84.66 | 493 | NULL | 84.66 | NULL | 493 | NULL | 84.66 | NULL | 93.65 | 93.65 |
| Stockton Unified | Madison Elementary | KK | 08 | 715 | NULL | 81.28 | NULL | 88.84 | 88.84 | 81.28 | 700 | NULL | 81.28 | NULL | 700 | NULL | 81.28 | NULL | 88.84 | 88.84 |
| Stockton Unified | McKinley Elementary | KK | 08 | 476 | NULL | 84.57 | NULL | 92.28 | 92.28 | 84.57 | 468 | NULL | 84.57 | NULL | 468 | NULL | 84.57 | NULL | 92.28 | 92.28 |
| Stockton Unified | Monroe Elementary | KK | 08 | 642 | NULL | 79.7 | NULL | 88.05 | 88.05 | 79.7 | 635 | NULL | 79.7 | NULL | 635 | NULL | 79.7 | NULL | 88.05 | 88.05 |
| Stockton Unified | Montezuma Elementary | KK | 08 | 307 | NULL | 86.77 | NULL | 93.91 | 93.91 | 86.77 | 305 | NULL | 86.77 | NULL | 305 | NULL | 86.77 | NULL | 93.91 | 93.91 |
| Stockton Unified | Nightingale Charter | KK | 08 | 654 | NULL | 81.34 | NULL | 86.47 | 86.47 | 81.34 | 645 | NULL | 81.34 | NULL | 645 | NULL | 81.34 | NULL | 86.47 | 86.47 |
| Stockton Unified | Pulliam Elementary | KK | 08 | 509 | NULL | 82.58 | NULL | 87.78 | 87.78 | 82.58 | 505 | NULL | 82.58 | NULL | 505 | NULL | 82.58 | NULL | 87.78 | 87.78 |
| Stockton Unified | Roosevelt Elementary | KK | 08 | 413 | NULL | 87.27 | NULL | 93.41 | 93.41 | 87.27 | 410 | NULL | 87.27 | NULL | 410 | NULL | 87.27 | NULL | 93.41 | 93.41 |
| Stockton Unified | Taft Elementary | KK | 08 | 537 | NULL | 93.53 | NULL | 98.75 | 98.75 | 93.53 | 512 | NULL | 93.53 | NULL | 512 | NULL | 93.53 | NULL | 98.75 | 98.75 |
| Stockton Unified | Taylor Leadership Academy | KK | 08 | 517 | NULL | 78.9 | NULL | 91.83 | 91.83 | 78.9 | 513 | NULL | 78.9 | NULL | 513 | NULL | 78.9 | NULL | 91.83 | 91.83 |
| Stockton Unified | Tyler Skills Elementary | KK | 08 | 577 | NULL | 92.54 | NULL | 95.38 | 95.38 | 92.54 | 570 | NULL | 92.54 | NULL | 570 | NULL | 92.54 | NULL | 95.38 | 95.38 |
| Stockton Unified | Van Buren Elementary | KK | 08 | 533 | NULL | 84.02 | NULL | 89.69 | 89.69 | 84.02 | 512 | NULL | 84.02 | NULL | 512 | NULL | 84.02 | NULL | 89.69 | 89.69 |
| Stockton Unified | Victory Elementary | KK | 08 | 359 | 291 | 81.06 | 301 | 83.84 | 83.84 | 81.06 | 354 | 287 | 81.07 | 297 | 354 | 287 | 81.07 | 297 | 83.9 | 83.9 |
| Stockton Unified | Wilson Elementary | KK | 12 | 96 | NULL | 89.57 | NULL | 95.66 | 95.66 | 89.57 | 70 | NULL | 89.57 | NULL | 70 | NULL | 89.57 | NULL | 95.66 | 95.66 |
| Stockton Unified | Walton Development Center | KK | 08 | 1048 | 599 | 57.16 | 716 | 68.32 | 68.32 | 57.16 | 1039 | 593 | 57.07 | 708 | 1039 | 593 | 57.07 | 708 | 68.14 | 68.14 |
| Stockton Unified | Commodore Stockton Skills | KK | 08 | 234 | 87 | 37.18 | 115 | 49.15 | 49.15 | 37.18 | 234 | 87 | 37.18 | 115 | 234 | 87 | 37.18 | 115 | 49.15 | 49.15 |
| Stockton Unified | Kohl Open Elementary | KK | 08 | 40 | 19 | 47.5 | 19 | 47.5 | 47.5 | 47.5 | 35 | 17 | 48.57 | 17 | 35 | 17 | 48.57 | 17 | 48.57 | 48.57 |
| Stockton Unified | District Special Education | KK | 08 | 262 | NULL | 90.57 | NULL | 94.72 | 94.72 | 90.57 | 258 | NULL | 90.57 | NULL | 258 | NULL | 90.57 | NULL | 94.72 | 94.72 |
| Stockton Unified | George Washington Elementary | KK | 08 | 1019 | 674 | 66.14 | 782 | 76.74 | 76.74 | 66.14 | 1008 | 658 | 65.27 | 774 | 1008 | 658 | 65.27 | 774 | 76.79 | 76.79 |
| Stockton Unified | Rio Calaveras Elementary | KK | 08 | 1019 | 674 | 66.14 | 782 | 76.74 | 76.74 | 66.14 | 1008 | 658 | 65.27 | 774 | 1008 | 658 | 65.27 | 774 | 76.79 | 76.79 |

Schools within Stockton City Limits

| LEA Name | School Name | Low Grade | High Grade | CALPADS October 2012 | | October 2012 | | October 2012 | | October 2012 | | October 2012 | | October 2012 | |
|--------------------------------|---------------------------|-----------|------------|----------------------|-------------------|---------------|-----------------|---------------|-----------------|---------------|-----------------|---------------|-----------------|---------------|-----------------|
| | | | | Enrollment (K-12) | Meal Count (K-12) | Free Eligible | FRPM Unduplicat |
| Stockton Unified | San Joaquin Elementary | KK | 08 | 864 | NULL | 75.84 | NULL | 86.82 | NULL | 848 | NULL | 75.84 | NULL | 86.82 | NULL |
| Stockton Unified | Dolores Huerta Elementary | KK | 08 | 557 | NULL | 88.49 | NULL | 95.04 | NULL | 550 | NULL | 88.49 | NULL | 95.04 | NULL |
| Total Schools | | | | 100 | | | | | | | | | | | |
| At least 75% eligible for FRPM | | | | 64 | | | | 64.00% | | | | | | | |

| # Students | increase % | increase # | trip length | miles reduced/day | miles reduces/year | Days year | \$/mile | gallons/mile | gallons | \$/gallon |
|------------------------------|-----------------|-------------------|----------------|-------------------|--------------------|-----------|-----------------|----------------------------|---------------|---------------|
| 6800 | 10.0% | 660 | 1.5 | 990 | 188,100.0 | 190 | | | | |
| Greenhouse Gas - cars | subtotal | 188,100 | 564,300 | 188,100 | \$0.02 | | | | | |
| | | \$3,762 per year | | | | | | | | |
| Air Pollution | | 188,100 | 564,300 | 298 | \$7.00 | | | see CMAQ calculation sheet | | |
| | | \$2,085 per year | | | | | | | | |
| Road Maintenance | | 188,100 | 564,300 | | | | \$0.0020 | | | |
| | | \$376.20 per year | | | | | | | | |
| Fuel Costs | | 188,100 | 564,300 | | | | | 0.05 | 28,215 | \$4.00 |
| | | \$37,620 per year | | | | | | | | |

| Public Health | Energize Students | TOTAL BENEFIT/year | Project Cost |
|---------------|-------------------|--------------------|--------------|
| \$1,075,546 | not quantifiable | \$1,250,920 | \$550,000 |
| 117 | | CE total 0.526 | |
| 1608 | | CE funds 0.547 | |
| 223,000 | | | |
| \$358,515 | | | |

Cost Effectiveness 2.3

| Funding Dollars | Years | Days | Trips Reduced | Auto VMT | | Miles Reduced | Auto VMT Miles Reduced | EF ROG | EF Nox | EF PM10 | VMT ROG | VMT Nox | VMT PM2.5 | ROG | Nox | PM2.5 | Total Pounds Removed | Value Removed |
|-----------------|-------|------|---------------|---------------|------------------------|---------------|------------------------|--------|--------|---------|---------|---------|-----------|-------|-------|---------|----------------------|---------------|
| | | | | Trips Reduced | Auto VMT Miles Reduced | | | | | | | | | | | | | |
| \$ 350,000 | 1 | 190 | 125,400 | 990.00 | 188,100 | 0.399 | 0.129 | 0.003 | 0.132 | 0.146 | 0.087 | 164.9 | 96.1 | 36.9 | 297.9 | \$2,085 | | |
| \$ 350,000 | 3 | 365 | 564,300 | 365 | 564,300 | 1197 | 0.387 | 0.009 | 0.396 | 0.438 | 0.261 | 494.7 | 288.3 | 110.7 | 894 | \$6,256 | | |

Over 3 years (chosen life of project)

Assume the BMP update is functionally equivalent to 5% of the network buildout

Annual Auto Trips Reduced (Column L)
 (Days) x (ADT) x (Adjustment + Credit for Activity Centers)

Annual Auto VMT Reduced (Column M)
 (Auto Trips Reduced) x (Length of Trip)

Annual Emission Reductions (Columns U, V, & W) [pounds per year]
 [(Annual Auto Trips Reduced x Auto Trips End Factor) + (Annual Auto VMT Reduced x Auto VMT Factor)]/454

Cost Effectiveness
 (CRF x Funding)/(Total pounds removed)

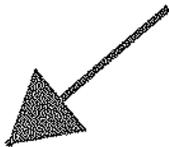
value pollution removed = \$14,000/ton=\$7/lb
 value GHG reduced = \$39/metric ton=\$0.02/lb

| | |
|-----------------------------------|----------|
| Greenhouse Gas Reduction per year | 188,100 |
| Over 3 years | 564,300 |
| Dollar Value | \$11,286 |

Jodi Almassy - FW: ATP Cycle 1 Grant Applications - City of Stockton

From: "Clark, Virginia@CCC" <Virginia.Clark@CCC.CA.GOV>
To: "Jodi.Almassy@stocktongov.com" <Jodi.Almassy@stocktongov.com>
Date: 5/14/2014 11:43 AM
Subject: FW: ATP Cycle 1 Grant Applications - City of Stockton
CC: "calocalcorps@gmail.com" <calocalcorps@gmail.com>, "Garcia, Ray@CCC" <Ray.Garcia@CCC.CA.GOV>, "Mijares, Marie@CCC" <Marie.Mijares@CCC.CA.GOV>

Jodi



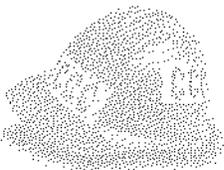
The CCC Stockton is interested in participating in 3 of your 20 ATP projects:

#3 San Joaquin Trail

#4 March Lane/EBMUD Bicycle & Pedestrian Trail Green scape Phase 2

#17 Calaveras River Bike Path Rehabilitation

Virginia Clark
Region Deputy, Region 1



California Conservation Corps
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PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL

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

Jodi Almassy - RE: ATP Projects - City of Stockton

From: Nicholas Mueller <nmueller@sjcoe.net>
To: Jodi Almassy <Jodi.Amassy@stocktongov.com>
Date: 5/12/2014 11:43 AM
Subject: RE: ATP Projects - City of Stockton

No problem I will review again this week, I am on a tight deadline with another project but as stated below the two I mentioned are the ones SJRCC would like to partner on with the city.

Thanks,
Nick

From: Jodi Almassy [mailto:Jodi.Amassy@stocktongov.com]
Sent: Monday, May 12, 2014 8:07 AM
To: Nicholas Mueller
Subject: Re: ATP Projects

Nick: Yes, we are going to hand deliver to Sacramento that day. We'd like to be able to insert the Corps' responses a couple days prior if possible. Thanks - JA

>>> Nicholas Mueller <nmueller@sjcoe.net> 5/7/2014 8:46 AM >>>
Jodi,

After initial review SJRCC would only be able to participate in 2 of the 20 projects listed on your matrix. Project number 3, San Joaquin Trail and project number 4 March Lane/EBMUD phase 2 projects. I will review again and let you know. You have in till May 21 to turn this in correct?

Nick