ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Application Form for Part A

Parts B & C must be completed using a separate document

PROJECT unique APPLICATION NO.: 06-Bakersfield-3

Auto populated

Total ATP Funds Requested: $ 76,995 (in 1000s)

Auto populated

Important: Applicants must follow the CTC Guidelines and Chapter 22 of the Local Assistance Program Guidelines, and include attachments and signatures as required in those documents. Ineligible project elements may result in a lower score/ranking or a lower level of ATP funding. Incomplete applications may be disqualified.

Applicants are expected to use the corresponding "step-by-step" Application Instructions and Guidance to complete the application (3 Parts):

Part A: General Project Information
Part B: Narrative Questions
Part C: Application Attachments

Application Part A: General Project Information

Implementing Agency: This agency must enter into a Master Agreement with Caltrans and will be financially and contractually responsible for the delivery of the project within all pertinent Federal and State funding requirements, including being responsible and accountable for the use and expenditure of program funds. This agency is responsible for the accuracy of the technical information provided in the application and is required to sign the application.

IMPLEMENTING AGENCY'S NAME:

Bakersfield

IMPLEMENTING AGENCY'S ADDRESS	CITY		ZIP CODE
1600 Truxtun Avenue	Bakersfield	CA	93301

IMPLEMENTING AGENCY'S CONTACT PERSON:

Chris Gerry

CONTACT PERSON'S TITLE:

Administrative Analyst

CONTACT PERSON'S PHONE NUMBER:

(661) 326-3753

CONTACT PERSON'S EMAIL ADDRESS :

cgerry@bakersfieldcity.us

Project Partnering Agency: Entities that are unable to apply for Active Transportation Program funds or that are unable to enter into a Master Agreement with the State must partner with an eligible applicant that can implement the project. **In addition, entities that are unfamiliar with the requirements to administer a Federal-Aid Highway Program project may partner with an eligible applicant that can implement the project.**

If another entity (Partnering Agency) agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement (e.g., letter of intent) must be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the first request for allocation. For these projects, the Project Partnering Agency's information shall be provided below.

(The Grant Writer's or Preparer's information should not be provided)

PROJECT PARTNERING AGENCY'S NAME:

Bike Bakersfield

PROJECT PARTNERING AGENCY'S ADDRESS	CITY		ZIP CODE
1708 Chester Avenue	Bakersfield	CA	93301

PROJECT PARTNERING AGENCY'S CONTACT PERSON:

Jason Cater

CONTACT PERSON'S TITLE:

Executive Director

CONTACT PERSON'S PHONE NUMBER:

(661) 321-9247

CONTACT PERSON'S EMAIL ADDRESS :

JCater@bikebakersfield.org

MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans? ☒ Yes ☐ No

Implementing Agency's Federal Caltrans MA number

Implementing Agency's State Caltrans MA number 07-145, Res. 108-07

* Implementing Agencies that do not currently have a MA with Caltrans, must be able to meet the requirements and enter into an MA with Caltrans prior to funds allocation. The MA approval process can take 6 to 12 months to complete and there is no guarantee the agency will meet the requirements necessary for the State to enter into a MA with the agency. Delays could also result in a failure to meeting the CTC Allocation timeline requirements and the loss of ATP funding.

PROJECT NAME: (To be used in the CTC project list)

Bakersfield City School District Active Transportation Enhancement Program

Application Number: 3 **out of** 3 **Applications**

PROJECT DESCRIPTION: (Max of 250 Characters)

Develop a 3-year Safe Routes to School program to educate and encourage students at two Bakersfield City School District Schools to make safe biking and walking habits a part of their lives.

PROJECT LOCATION: (Max of 250 Characters)

The program will focus on two schools in the Bakersfield City School District. Both schools are located in East Bakersfield; Williams Elementary, 1201 Williams Street, and Horace Mann Elementary, 2710 Niles Street.

Will any infrastructure-improvements permanently or temporarily encroach on the State right-of-way? ☐ Yes ☒ No

If yes, see the application instructions for more details on the required coordination and documentation.

Project Coordinates: (latitude/longitude in decimal format) Lat. 35.377350 /long. -118.976652

Congressional District(s):	21	23					
State Senate District(s):	14	16		**State Assembly District(s):**	32		
Caltrans District(s):	06						
County:	Kern County						
MPO:	KCOG						
RTPA:							
MPO UZA Population:	Within a Large MPO (Pop > 200,000)						

ADDITONAL PROJECT GENERAL DETAILS: (Must be consistent with Part B of Application)

ESTIMATION OF ACTIVE TRANSPORTATION USERS

Existing Counts:	**Pedestrians**	855	**Bicyclists**	45
One Year Projection:	**Pedestrians**	900	**Bicyclists**	70
Five Year Projection:	**Pedestrians**	980	**Bicyclists**	120

BICYCLE AND/OR PEDESTRIAIN INFRASTRUCTURE (Check all that apply)

Bicycle:	**Class I** ☐	**Class II** ☐	**Class III** ☐	**Other**			
Pedestrian:		**Sidewalk** ☐	**Crossing** ☐	**Other**			
Multiuse Trails/Paths:	**Meets "Class I" Design Standards** ☐			**Other**			

DISADVANTAGED COMMUNITIES

Project contributes toward the Disadvantaged Communities funding requirement: the project must clearly demonstrate a direct, meaningful, and assured benefit to a community that meets any of the following criteria: ☒ Yes ☐ No

If yes, which criterion does the project meet in regards to the Disadvantaged Community (mark all that apply):

Household Income	☒ Yes	☐ No	**CalEnvioScreen**	☒ Yes	☐ No
Student Meals	☒ Yes	☐ No	**Local Criteria**	☐ Yes	☐ No

Is the majority of the project physically located within the limits of a Disadvantaged Community: ☒ Yes ☐ No

CORPS

Does the agency intend to utilize the Corps: ☐ Yes ☒ No

PROJECT TYPE (Check only one: I, NI or I/NI)

Infrastructure (I) ☐ **OR Non-Infrastructure (NI)** ☒ **OR Combination (N/NI)** ☐

"Plan" applications to show as NI only

Development of a Plan in a Disadvantaged Community: ☐ Yes ☒ No

If Yes, check all Plan types that apply:

- ☐ **Bicycle Plan**
- ☐ **Pedestrian Plan**
- ☐ **Safe Routes to School Plan**
- ☐ **Active Transportation Plan**

Indicate any of the following plans that your agency currently has: (Check all that apply)

Bicycle Plan ☒ Pedestrian Plan ☐ Safe Routes to School Plan ☐ Active Transportation Plan ☐

PROJECT SUB-TYPE (check all Project Sub-Types that apply):

- ☐ **Bicycle Transportation** **% of Project** 50.0 % (ped + bike must = 100%)
- ☐ **Pedestrian Transportation** **% of Project** 50.0 %
- ☒ **Safe Routes to School** *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

How many schools does the project impact/serve: 2

If the project involves more than one school: 1) Insert "Multiple Schools" in the School Name, School Address, and distance from school; 2) Fill in the student information based on the total project; and 3) Include an attachment to the application which clearly summarizes the following school information and the school official signature and person to contact for each school.

School name: Multiple Schools

School address: Multiple Schools

District name: Bakersfield City School District

District address: 1300 Baker Street, Bakersfield, CA 93305

Co.-Dist.-School Code: 15-63321

School type (K-8 or 9-12 or Both) K-8 Project improvements maximum distance from school 1.0 mile

Total student enrollment: 1,335

% of students that currently walk or bike to school% 67.4 %

Approx. # of students living along route proposed for improvement: 100

Percentage of students eligible for free or reduced meal programs ** 94.7 %

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

A map must be attached to the application which clearly shows the limits of: 1) the student enrollment area, 2) the students considered to be along the walking route being improved, 3) the project improvements.

☐ **Trails (Multi-use and Recreational):** *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

Trails Projects constructing multi-purpose trails and are generally eligible in the Active Transportation Program. If the applicant believes all or part of their project meets the federal requirements of the Recreational Trails Program they are encouraged to seek a determination from the California Department of Parks and Recreation on the eligibility of their project to complete for this funding. This is optional but recommended because some trails projects may compete well under this funding program.

For all trails projects:

Do you feel a portion of your project is eligible for federal Recreational Trail funding? ☐ Yes ☐ No

If yes, estimate the total projects costs that are eligible for the Recreational Trail funding: _____

If yes, estimate the % of the total project costs that serve "transportation" uses? _____ %

Applicants intending to pursue "Recreational Trails Program funding" **must submit** the required information to the California Department of Parks and Recreation prior to the ATP application submissions deadline. (See the Application Instructions for details)

PROJECT STATUS and EXPECTED DELIVERY SCHEDULE

Applicants need to enter **either** the date the milestone was completed (for all milestones already complete prior to submitting the application) **or** the date the applicant anticipates completing the milestone. Applicants should enter "N/A" for all CTC Allocations that will not be requested as part of the project. Per CTC Guidelines, all project applications must be submitted with the expectation of receiving partially federally funded and therefore the schedule below must account for the extra time needed for federal project delivery requirements and approvals. *See the application instructions for more details.*

The agency is responsible for meeting all CTC delivery requirements or their ATP funding will be forfeited.
For projects consisting of entirely non-infrastructure elements are not required to complete all standard infrastructure project milestones listed below. Non-infrastructure projects only have to provide dates for the milestones identified with a " * " and can provide "N/A" for the rest.

MILESTONE:	DATE COMPLETED	OR	EXPECTED DATE
CTC - PA&ED Allocation:	N/A		N/A
* CEQA Environmental Clearance:			10/3/2016
* NEPA Environmental Clearance:			10/3/2016
CTC - PS&E Allocation:	N/A		
CTC - Right of Way Allocation:	N/A		
* Right of Way Clearance & Permits:			10/3/2016
Final/Stamped PS&E package:	N/A		
*** CTC - Construction Allocation:**			10/3/2016
* Construction Complete:			10/3/2016
* Submittal of "Final Report"			10/3/2016

PROJECT FUNDING (in 1000s)

Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged.

See the Application instructions for more details and requirements relating to ATP funding.

ATP funds being requested for this application/project by project delivery phase:

ATP funds for PA&D:		
ATP funds for PS&E:		
ATP funds for Right of Way:		
ATP funds for Construction:		
ATP funds for Non-Infrastructure:	76,995	*(All NI funding is allocated in a project's Construction Phase)*
Total ATP funds being requested for this application/project:		76,995
Local funds leveraging or matching the ATP funds:		$800

For local funding to be considered Leveraging/Matching it must be for ATP eligible activities and costs. Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

Additional Local funds that are `non-participating' for ATP:

These are local funds required for the overall project, but not for ATP eligible activities and costs. They are not considered leverage/match.

TOTAL PROJECT FUNDS: 77,795

ATP - FUNDING TYPE REQUESTED:

Per the CTC Guidelines, All ATP projects must be eligible to receive federal funding. Most ATP projects will receive federal funding, however some projects may be granted State only funding (SOF) for all or part of the project.

Do you believe your project warrants receiving state-only funding? ☐ Yes ☒ No

If "Yes", provide a brief explanation. (Max of 250 characters) Applicants requesting SOF must also attach an "Exhibit 22-f"

ATP PROJECT PROGRAMMING REQUEST (PPR): In addition to the project funding information provided in Part A of the application, all applicants must complete the ATP Project Programming Request form and include it as Attachment B. More information and guidance on the completion and submittal of this form is located in the Application Instructions Document under Part C - Attachment B.

ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Part B: Narrative Questions

(Application Screening/Scoring)

Project unique application No.: _____06-City of Bakersfield-3_____

Implementing Agency's Name: _____City of Bakersfield_____

Important:

- *Applicants must ensure all data in Part B of the application is fully consistent with Part A and C.*
- *Applicants must follow all instructions and guidance to have a chance at receiving full points for the narrative question and to avoid flaws in the application which could result in disqualification.*

Table of Contents

Part B: Narrative Questions
Detailed Instructions for: Screening Criteria

The following Screening Criteria are requirements for applications to be considered for ATP funding. Failure to demonstrate a project meets these criteria will result is the disqualification of the application.

1. Demonstrated fiscal needs of the applicant:

Existing Conditions:

Both Williams Elementary and Horace Mann Elementary are located in East Bakersfield (Attachment D) and serve disadvantaged communities. For many living in this area active transportation is often a necessity due to the area's low median household income. Furthermore, reviewing the crash data and roads surrounding the two school sites reveals many hazardous conditions exist to make biking and walking potentially dangerous for residents. Recently funded infrastructure projects will improve conditions around the schools, however, to further these investments the City wants to apply for an education and encouragement program to compliment them.

Project Scope:

To educate community members about safe biking and walking habits the City of Bakersfield is applying to fund a 3-year Safe Routes to School program in partnership with the Bakersfield City School District and Bike Bakersfield. The program will involve multiple education and encouragement elements throughout the school year to increase the safety knowledge among local families. In total the project will reach 1,335 students at two schools by hosting the following activities: bicycle rodeos, kidical mass rides, a yearlong competition known as Green Groups, bike and walk to school day challenges, and bike art contests. Each of these program elements will contribute to the culture of active transportation and/or educate students on how to safely bike and walk to school. This project aims to correct improper travel behavior in an area plagued by a number of recent bicycle and pedestrian collisions. This program will use the

Boltage Software (Attachment I-1) to track student activity and use the three 3-year program to analyze and create an effective model for schools in the district to use in the future.

Current Need:

Right now there is a fiscal need for education and program investments in our community. Both the City of Bakersfield and the County of Kern recently made great investments into building more bicycle and pedestrian facilities, however less effort in years past went towards applying to develop Safe Routes to School programs. Currently, no funds are being allocated from the Kern Council of Governments or the City of Bakersfield to develop this type of multi-year program to administer the proposed elements at a few schools in the community.

2. Consistency with Regional Plan

As seen in Attachments I-2 and I-3, the Bakersfield City School District Active Transportation Enhancement Program is consistent with the Kern Council of Government's recently adopted Regional Transportation Plan (RTP). This document places a heavy importance on the need for active transportation investments. While a majority of the policies, goals, and proposed actions center around investments into bicycle and pedestrian infrastructure, elements of the plan clearly demonstrate the need for education programs in the region. Below are inserts from the plan highlighting the need for education programs to supplement infrastructure investments.

Chapter 2 – Transportation Planning Policies

Policy – Action No. 6 - Pursuant to the Project Delivery Policies and Procedures adopted November 21, 2013, update and fund regional and local plans that promote bicycle and pedestrian travel. (Attachment I-2)

Chapter 5 – Strategic Investments – Proposed Actions

Near-term goals, 2014-2020: Continue to seek funding for bicycle and pedestrian projects from local, state, and federal sources. (Attachment I-3)

Chapter 5 – Strategic Investments – Proposed Actions

Near-term goals, 2014-2020: Encourage COG member jurisdictions to implement their adopted local bicycle plans and to incorporate bicycle facilities into local transportation projects. (Attachment I-3)

This application is consistent with the RTP's goal of encouraging Kern COG member agencies to apply for funds to implement their local bike plans as well as fund bicycle and pedestrian projects. Chapter 5 of the City of Bakersfield Bicycle Master Plan, adopted in 2013, recommends the City to develop and implement a Safe Routes to School program for the community. (Attachment I-4) This document recommends this program as a supplement to infrastructure improvements and as a necessity to fulfill the 5 E's of increasing active transportation use.

Part B: Narrative Questions
Detailed Instructions for: Question #1

QUESTION #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 the following:

-Current and projected types and numbers/rates of users. (12 points max.)

Parents and Children:

This project will benefit students at the two local elementary schools participating in this education and encouragement program. The target schools are located in dense, low income neighborhoods in East Bakersfield. Due to the nature of the elements being delivered through the sites, students trips to and from school are the primary targets of this program. However, because of elements such as the Green Groups competition and kidical mass rides there will be opportunities for parents to learn road safety by participating in program events. From this endeavor parents and families in the neighborhood will learn from their kids and in turn use the education to improve their road behavior.

Total Student Enrollment:

In total the project focuses on 1,335 students at the two schools. The schools enrollment breakdown is as follows:

- Williams Elementary: 473 students
- Horace Mann Elementary: 862 students

Estimated Students Living within Reasonable Walking/Bicycling Distance:

Reviewing the conditions of both schools shows extensive opportunity for students to bike and walk. Based on the school's boundaries no student living in the Williams School area is farther than a .5 mile from the school site. (Attachment I-5) Based on this information 100% of students at the school are within walking/biking distance.

According to Steve McClain, Chief Business Official for the Bakersfield City School District, about 90% of students at Williams Elementary currently bike or walk to school. At Horace Mann Elementary a majority of the students are within a reasonable biking/walking distance. According to McClain, about 55% of students are biking/walking to school. The high rate of active transportation users is encouraging. However, the vision of this program is to not only increase these numbers, but to make the roads safer due to the high number of incidents surrounding these schools. (Please see Attachment I-6 for a map of collisions and school locations)

Program Impact/Participation Rate:

To develop this program the City of Bakersfield utilized program elements from Bike Bakersfield's last Safe Routes to School program while adding more innovative elements. Certain programs will target a smaller portion of the student body while others will be available to all kids.

Bicycle Rodeos – Participation Rate: 57%

Bicycle rodeos provide hands on training regarding the basics of bicycle handling, communicating with other road users, and lane positioning. Kids get to learn about safety on their bicycles in a fun environment while practicing these skills through a course designed by Bike Bakersfield. For the program students between 3rd and 6th grade will get to participate in one bike rodeo a year.

Kidical Mass Rides - Participation Rate: 100% (Available to all students, participation is optional)

Kidical mass rides start with a safety lecture, covering topics such as helmet fittings, how to use hand signals to communicate with drivers, starting and stopping, bike handling, the rules of the road, and a maintenance check known as the ABC quick check. Between these basic elements youth gain an understanding of what rules are important when biking on city streets and learn basic riding skills to improve their techniques. After the lecture the event will continue with a large group ride through the

neighborhood to let students practice the skills they just learned in an on-road environment. Each year two kidical mass rides will be held at each school.

Green Groups - Participation Rate: 100% (Available to all students, participation is optional)

The Green Groups challenge came from a Walking Ambassadors Program launched in Delano, CA where junior high students led groups of elementary school students to and from school and taught them the basics of being safe on the road. Since neither school is within walking distance of a junior high we decided to alter the program to get parents involved in helping with their children's behavior. The program will provide bicycle and pedestrian safety materials to all parents in the program to ensure they teach their groups proper safety technique. This competition will be year-round at each school site.

Bike and Walk to School Day Challenges - Participation Rate: 100% (Available to all students, participation is optional)

These types of events encourage youth to use active transportation to and from school as part of a one-day competition. These events build a culture around biking and walking by encouraging students to partake in a fun event. From the past experience of our partners these types of events caused a spike in the number of students who were biking and walking and then left a continual increase in the students who were using these modes of transportation. Each year two bike and walk to school day competitions will be held at each school.

Safety Assemblies - Participation Rate: 100%

Safety assemblies are an opportunity to teach youth bicycle and pedestrian safety in a fun environment. These events teach students basic safety principles such as hand signals, proper positioning on the road, and the importance of being alert. Each year one assembly will be conducted at each school.

Bike Art Contest: - Participation Rate – 100% (Available to all students, however participation is optional)

A bike art contest will be held annually as a way to encourage the bicycle culture at both schools. Students will submit bike-related art for the show, allowing students to explore their creative side. One show a year will be held at each school site.

Measuring Success and Potential Impact:

To measure the success of the program the Bakersfield City School District will install the Boltage Software at both schools to count students biking and walking trips. (Attachment I-1) Through the use of this innovative software we will be able to collect ongoing, year round data about student trips. Collectively, we expect this program to yield a 15% increase in the biking and walking modeshare between the two schools over 3 years. To arrive at this conclusion, we compared the success of Bike Bakersfield's last program, which has a 6% increase in a year of program operation (Attachment I-7), and the Delano's Walking Ambassador program, which ended up with an 18% increase after completing the program (Attachment I-8) Additionally, this program is designed to not only increase the number of trips being made by local students, but rather impact their current practices by teaching them safe biking and walking habits.

B. Describe how the project links or connects, or encourages use of existing routes (for non-infrastructure applications) to transportation-related and community identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community identified destinations via: (12 points max.)

- **a. creation of new routes**
- **b. removal of barrier to mobility**
- **c. closure of gaps**
- **d. other improvements to routes**
- **e. educates or encourages use of existing routes**

The goal of this application, to help increase biking and walking while creating a safer environment in East Bakersfield, is found in each of the elements chosen to be a part of the 3-year program. Each element will contribute in a unique way:

Bicycle Rodeos: Bicycle Rodeos improve participant's confidence which is known to increase active transportation use (See answer 2B for explanation). Learning important rules of the road and bike handling techniques will improve student's riding abilities and make them confident when biking in the neighborhood.

Kidical Mass Rides: These rides teach students on bike safety while also showing them safer routes through the neighborhood. The goal of these rides is to increase student's safety capacity while exposing them to new routes through their neighborhood.

Green Groups: This yearlong competition will promote the continued use of active transportation. Parents leading groups will also receive safety information such as maps showing safe routes in the area, handouts explaining the rules of the road, and pamphlets with tips for biking and walking efficiently.

Bike and Walk to School Day Challenges: Before each bike and walk to school day challenge maps will be distributed to show the safest routes throughout the community.

Not only will students and parents receive this information, but they will be encouraged to use these routes when participating in the event.

Safety Assemblies: Safety assemblies will educate students on safe biking and walking practices. During these lectures students will learn how to deal with real road situations they face in their neighborhood and learn how to be safe on streets.

Bike Art Competitions:

To increase the bicycle culture's presence a bike art show will be conducted at each school. While seemingly less effective than other program elements, these events serve as a catalyst to sparks the youth's interest in biking.

Each of the above mentioned elements will improve local conditions by:

- Generating more of an active transportation culture at the schools around biking and walking to increase their use
- Teaching youth the skills they need to travel confidently throughout their community
- Getting information about safer routes and quality route selection in the area into nearby families to keep them safe while walking and biking throughout the neighborhood.

Attachment H shows the financial breakdown for staffing the program as well as purchasing incentives for the targeted youth. With Bike Bakersfield's past experience and qualifications we are confident in their ability to successfully run this program.

C. Referencing the answers to A and B above, describe how the proposed project represents one of the Implementing Agencies (and/or project Partnering Agency's) highest unfunded non-motorized active transportation priorities. (6 points max.)

Per the City of Bakersfield's Bicycle Master Plan "This Plan recommends that the City pursue a Safe Routes to School Program that includes annual youth bicycle safety

education classes." (Attachment I-9) In addition to this, during the public outreach process for the Bicycle Master Plan's development community members identified encouragement programs as a necessary means to improve the bicycle modeshare in the community. (Attachment I-4) Thirdly, the needs analysis for the City of Bakersfield's Bicycle Master Plan also identified education programs as an element missing in our community. (Attachment I-9) Currently, there is no funded program to heavily invest education efforts into a few concentrated schools. This program is a necessary part of building a safe bike culture for youth, particularly in the disadvantaged parts of our community. This new program is intended to refine past efforts while setting a model for other schools in the Bakersfield City School District to add to their campuses once the program is finished.

Part B: Narrative Questions
Detailed Instructions for: Question #2

QUESTION #2

POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. ***(0-25 POINTS)***

A. Describe the plan/program influence area or project location's history of collisions resulting in fatalities and injuries to non-motorized users and the source(s) of data used (e.g. collision reports, community observation, surveys, audits). (10 points max.)

For the focus area of the project we examined the collisions between January 1st, 2009 and December 31st, 2013 (most recent years available on Berkely's TIM website) in both Williams Elementary and Horace Mann Elementary's school boundaries. According to University of Berkely's TIM's website, during this period of time there were 79 bicycle/pedestrian injuries or fatalities in our focus area. For a detailed map of the collisions and school boundaries, please see Attachment I-6. According to the data collected, 5 of the 79 incidents resulted in a fatality, 9 people were severely injured, 35 people were visibly injured, and 30 people complained of pain.

Upon reviewing the map there is a cluster of incidents along the two major streets bisecting the area; Niles Street and Mount Vernon Avenue. Along these streets another problem for the area is the number of streets intersecting with the major corridors without a stop sign or a signal for cross traffic. Around these areas there is a concentration of incidents. Furthermore, both schools are near intersections where a high number of incidents and a death occurred during the 5 year period of data collected. Crossing a major street at an unmarked intersection can be a dangerous practice; however problems such as this show the importance for education of safe biking and walking habits in the area. Each school boundary is bisected by one of these two major streets. Therefore it is critical to disperse education into the area.

B. Describe how the project/program/plan will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities; including but not limited to the following possible areas: (15 points max.)

- **Reduces speed or volume of motor vehicles in the proximity of non-motorized users.**
- **Improves sight distance and visibility between motorized and non-motorized users.**
- **Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users.**
- **Improves compliance with local traffic laws for both motorized and non-motorized users.**
- **Addresses inadequate traffic control devices.**
- **Eliminates or reduces behaviors that lead to collisions involving non-motorized users.**
- **Addresses inadequate or unsafe traffic control devices, bicycle facilities, trails, crosswalks and/or sidewalks.**

After reviewing the crash data from the TIMS report it is clear the project area is plagued with numerous bicycle and pedestrian incidents. Furthermore, Attachments I-10 and I-11 show the immediate area surrounding the school sites is a big concern. Horace Mann Elementary, located on the corner of Niles Street and Horace Mann Avenue, is in very close proximity to a number of incidents which occurred along Niles Street, including a pedestrian death at the school's main intersection back in 2013. Attachments I-12 and I-13 shows the problems around the school sites. Large lane widths present hazards at both schools, while the proximity of Horace Mann's main drop-off zone to a sharp curve present a potentially dangerous situation for pedestrians. Both schools are near portions of Niles Street where the crash data reveals multiple incidents occurred at intersections. Some of these intersections do not have stop signs or signals making them potentially dangerous places to cross. To help correct this behavior, our program will teach on-bike and pedestrian safety. Elements of the League of American Bicyclists 123 (Attachment I-14) curriculum will be used during our rodeos. Additionally, all Green Group participants will be educated on safe biking and walking habits before participating in the event. Educational information about proper lane positioning for bicyclists, correct behavior at intersections, route selection to avoid conflict zones and problem areas, and other elements will be a part of the 3-year program. Simple education about road safety will go a long way in reducing incidents in the area.

Past Success:

Bike Bakersfield's program in 2009-2012 saw an average increase of 6% in the biking and walking modeshare at its target schools. (Attachment I-7) Additionally, the Delano Walking Ambassadors program, which generated the idea for the Green Groups competition, increased the number of students biking and walking to school by 18%. (Attachment 1-8) An increase in the number of students biking and walking is reflective of an increase in safety knowledge among students. According to the National Center for Safe Routes to School, traffic related danger is the 2nd most common reason for parent not letting their students bike or walk to school. (Attachment I-15) With the understanding that increased safety knowledge leads to an increase in active transportation among youth we can conclude the above programs results prove effective at educating students and their families on safe biking and walking practices. Through this program we are aiming to not only increase student trips, but to give them the education they need to be safe on local roads.

Part B: Narrative Questions
Detailed Instructions for: Question #3

QUESTION #3
PUBLIC PARTICIPATION and PLANNING *(0-15 POINTS)*

Describe the community based public participation process that culminated in the project/program proposal or will be utilized as part of the development of a plan.

A. Who: Describe who was engaged in the identification and development of this project/program/plan (for plans: who will be engaged). (5 points max)

During the public participation process City staff met with/ received support from the following partners:

- Bike Bakersfield
- The Bakersfield City School District (BCSD)
- Students from Horace Mann Elementary
- Bakersfield Police Department
- Children First
- Kern Council of Governments
- Principals from both schools and the Superintendent's office

Different levels of support came through the program. Bike Bakersfield and BCSD collaborated to develop the program while letters of support came from different local stakeholders who supported past bicycle safety efforts. The list of letters from supporters can be seen between Attachments J-1 through J-7. Students from Horace Mann also submitted essays on why biking and walking safety is important to them. Attachment I-16 shows the student letters of support.

B. How: Describe how stakeholders were engaged (or will be for a plan). (4 points max)

Bakersfield City School District/Bike Bakersfield – Meetings (Individual)

City staff worked with the Steve McClain, Chief Business Official for the Bakersfield City School District, and Jason Cater, the Executive Director of Bike Bakersfield, to identify

school sites and program elements for the project. Both groups were ample in their support, enthusiasm, and desire to see safety improve in the area. School site selection and program elements came through their work, as they selected schools in need of assistance and researched and developed a curriculum to effectively increase active transportation in the two participating sites.

Horace Mann Elementary - Student Assignment (Group)

Horace Mann Elementary has about 862 students. Teachers at the school had their students perform a writing assignment regarding the importance of being safe while biking and walking around their school and neighborhood. Multiple student responses can be found as Attachment I-16.

Letters of Support – Community Partners:

Support letters came from community partners who work in the project area or at the schools. The common thread between them is the desire to see the area be safer and healthier.

C. What: Describe the feedback received during the stakeholder engagement process and describe how the public participation and planning process has improved the project's overall effectiveness at meeting the purpose and goals of the ATP. (5 points max)

The contributions from the Bakersfield City School District (BCSD) and Bike Bakersfield in helping to develop this plan was invaluable in identifying the project. The project initiated with Bike Bakersfield's staff looking to revamp and improve their Safe Routes to School efforts and the Bakersfield City School District looking to improve the quality of life for their student's. Without the input and effort of these two groups, staff would not be pursuing this project.

The students input was very effective. Hearing from them about their interest and desire to learn bicycle and pedestrian was important for the City to recognize the need

for this project. Their input solidified our program elements. Programs such as the Green Groups were clearly important elements for the students as well as their desire to learn road safety.

D. Describe how stakeholders will continue to be engaged in the implementation of the project/program/plan. (1 points max)

If the City receives the grant, City staff will first report back to the schools and program supporters. Although the meeting will be more congratulatory in nature, City staff will have preliminary discussions about the next steps and what the program will mean to the schools. As the City proceeds with the project, the stakeholders will be invaluable in helping to execute and help the program be a success. Regardless whether the City receives the grant, City staff will provide a status update to the stakeholders.

Part B: Narrative Questions
Detailed Instructions for: Question #4

QUESTION #4

IMPROVED PUBLIC HEALTH *(0-10 points*)

- **NOTE: Applicants applying for the disadvantaged community set aside must respond to the below questions with health data specific to the disadvantaged communities. Failure to do so will result in lost points.**

A. **Describe the health status of the targeted users of the project/program/plan. (3 points max)**

According the Center of Disease Control and Prevention (2014), the health of Kern County residents has become an alarming concern. Please note that 42% of Kern County residents live in Bakersfield. Out of California's 58 counties, Kern County ranks 58th in incidence of heart disease and 57th in incidence of diabetes (Attachment I-17). According to the Kern County Public Health Services Department, the lack of physical activity significantly increases the risk and acuity of diabetes, heart disease, high blood pressure and cancers. Therefore, the inactivity of Kern County residents directly correlates to some of these major health concerns.

Kern County is the least healthy county in California, and ranks near the bottom in 6 of 8 health indicators out of California's 58 counties in health factors. Health factors in the County Health Rankings relate to health behavior and clinical care, and social, economic and physical environment factors. Also, more than 60% of Kern County's population is considered overweight or obese while the number of individuals who are physically inactive is considerably higher than the state average.

Childhood obesity is also a large concern in Kern County. A 2011 study by the California Center for Public Health and Advocacy and the UCLA Center for Health Policy Research found that although childhood obesity rates were down in California by 1.1%, the rates in Kern County increased by 5.8% during a five-year period. Overall, 44% of students are overweight In Kern County compared to 38% statewide (Attachment I-17). All of the statistics above are provided the Center of Disease Control

and Prevention unless otherwise stated. The health statistics and data points can be found as Attachment I-17.

B. Describe how you expect your project/proposal/plan to enhance public health. (7 points max.) – Read for places to edit

The project has the potential to enhance the public health of children and adults within the neighborhood. The project increases safety and promotes using active modes of transportation within the neighborhood.

The health of Kern County residents has become an alarming concern, partially due to the lack of physical activity. Fortunately, the project will promote active modes of transportation. If the project gets more students biking and walking, then there is a strong likelihood that their parents will benefit as well. Collectively, parents and children can bike and walk within the neighborhood to school, church, or the activity centers on Niles Street and Mount Vernon Avenue. Ultimately, an increase in active modes of transportation enhances public health since there is a direct correlation to reducing diabetes, heart disease, high blood pressure and cancers.

The existing conditions present safety concerns. Walking and riding local streets can be difficult to navigate. The streets surrounding the schools have a number of unmarked intersections with high vehicle speeds. The existing conditions result in poor behavior and limited opportunity for local residents to walk or bike in a safe manner. Nonetheless, due to the communities income conditions and proximity between uses active transportation is often a necessity and not necessarily a choice. Without proper infrastructure in places residents need to learn how to safely bike and walk to school and other places in the community.

Under the Safe Routes to School Program, another way to enhance public health is to promote pedestrian and bicycle safety for adults and children. This program is designed

to encourage an active lifestyle while teaching community members how to be safe on local roads.

The project provides children walking and biking to and from school an opportunity to learn how to increase their safety through best practices. By giving children the education needed to follow the rules of the road, more students and their parents will be encouraged to bike and walk to school while being less likely to be involved in an traffic collision.

Part B: Narrative Questions
Detailed Instructions for: Question #5

QUESTION #5
BENEFIT TO DISADVANTAGED COMMUNITIES *(0-10 points*)

A. **Identification of disadvantaged communities: (0 points – SCREENING ONLY**)

To receive disadvantaged communities points, projects/programs/plans must be located within a disadvantaged community (as defined by one of the four options below) AND/OR provide a direct, meaningful, and assured benefit to individuals from a disadvantaged community.

1. The median household income of the census tract(s) is 80% of the statewide median household income
2. Census tract(s) is in the top 25% of overall scores from CalEnviroScreen 2.0
3. At least 75% of public school students in the project area are eligible for the Free or Reduced Priced Meals Program under the National School Lunch Program
4. Alternative criteria for identifying disadvantage communities (see below)

Provide a map showing the boundaries of the proposed project/program/plan and the geographic boundaries of the disadvantaged community that the project/program/plan is located within and/or benefiting. – **see Attachment I-18**

EDIT CURRENT MAP OF SCHOOL AREAS FOR THIS INFO

Option 1: Median household income, by census tract for the community(ies) benefited by the project:
$___30,794___

- Provide all census tract numbers
- Provide the median income for each census track listed
- Provide the population for each census track listed

Census Tract Number	Median Income	Households	Population
9.05	$47,270	811	2,483
9.06	$42,246	1,246	4,355
11.03	$24,223	1,153	4,782
12.02	$22,847	1,465	6,264
13	$26,299	1,871	7,559

Option 2: California Communities Environmental Health Screening Tool 2.0 (CalEnviroScreen) score for the community benefited by the project: ___***see breakdown below***___

- Provide all census tract numbers
- Provide the CalEnviroScreen 2.0 score for each census track listed
- Provide the population for each census track listed

Census Tract Number	CalEnviroScreen	Households	Population
9.05	76-80	811	2,483
9.06	76-80	1,246	4,355
11.03	91-95	1,153	4,782
12.02	91-95	1,465	6,264
13	96-100	1,871	7,559

Option 3: Percentage of students eligible for the Free or Reduced Price Meals Programs: ___94.7__ %

- Provide percentage of students eligible for the Free or Reduced Meals Program for each and all schools included in the proposal

School Site	Student Enrollment	% Qualified for free/reduced lunch	Source
Williams Elementary	473	96%	Steve McClain – Bakersfield City School District
Horace Mann Elementary	862	94%	Steve McClain – Bakersfield City School District

Option 4: Alternative criteria for identifying disadvantaged communities:

- Provide median household income (option 1), the CalEnviroScreen 2.0 score (option 2), and if applicable, the percentage of students eligible for Free and Reduced Meal Programs (option 3)
- Provide ADDITIONAL data that demonstrates that the community benefiting from the project/program/plan is disadvantaged
- Provide an explanation for why this additional data demonstrates that the community is disadvantaged

B. For proposals located within disadvantage community: (5 points max)

What percent of the funds requested will be expended in the disadvantaged community? 100%
Explain how this percent was calculated.

For the project area 100% of the funds being requested will go to serving the disadvantaged community. The reason for this calculation is the elements of the program are targeting two schools in East Bakersfield. Between the two schools districts (Attachment I-18) there are five census tracts which cover a portion of the area. (Please refer to the table above for CalEnviroScreen ratings and median income).

Each of these five tracts is disadvantaged because of their CalEnivroScreen score and their median income. Additionally, all the funds in this education and encouragement program are targeting two schools with free and reduced lunch percentages in the mid 90's. Because of these factors 100% of the funds being requested are going to serve a disadvantaged community.

C. Describe how the project/program/plan provides (for plans: will provide) a direct, meaningful, and assured benefit to members of the disadvantaged community. (5 points max)

Define what direct, meaningful, and assured benefit means for your proposed project/program/plan, how this benefit will be achieved, and who will receive this benefit.

The program is designed to teach youth at two schools in a disadvantaged community the skills they need to be safe while riding a bicycle. Additionally, the encouragement aspects of the program will increase activity by giving kids an incentive to be a part of different events such as the Green Groups challenge and bike and walk to school day events. Therefore, this program will benefit the area by encouraging a healthy lifestyle and providing the knowledge needed to keep students safer while biking and walking on streets.

This project will also target all residents in the area by providing opportunities for them to participate in the program. Program elements such as the Green Groups challenge and bike and walk to school day events will provide an avenue for nearby parents to be educated on road safety while learning those practices with their kids. The program elements, such as bicycle rodeos, kidical mass rides, and safety assemblies will provide venues for students to learn bicycle safety and in some aspects, be taught hands on bicycle safety skills.

Part B: Narrative Questions
Detailed Instructions for: Question #6

QUESTION #6

COST EFFECTIVENESS *(0-5 POINTS)*

A. Describe the alternatives that were considered and how the ATP-related benefits vs. project-costs varied between them. Explain why the final proposed alternative is considered to have the highest Benefit to Cost Ratio (B/C) with respect to the ATP purpose of "increased use of active modes of transportation". (3 points max.)

During the selection process for the program multiple items were considered. Chosen program elements were ones with demonstrated past success through other efforts such as Bike Bakersfield's past SRTS program, the Delano Walking Ambassador's program, and nationally used events such as kidical mass rides. Also, in the process we looked at how these programs could be implemented using partners equipment and obtained certifications, create opportunities for partnership with local groups, and encourage long term participation among kids and parents.

In selecting the school sites for the program multiple factors were considered including demographics, past investments, needs, and opportunity. Both schools are located in very disadvantaged communities, with residents living in census tracts whose median household income is well below the State's. Additionally, a number of recent infrastructure investments were made in the area, including the installation of the area's first sharrows. An education and encouragement program will be a great compliment to these investment. Also, the ongoing work of Children First to improve conditions in the area, mainly for Williams Elementary, will be of value in the programs delivery. With the groundwork laid for this program we have the opportunity to build on recent investments to develop an active transportation culture in an area desperately in need of its benefits.

B. Use the ATP Benefit/Cost Tool, provided by Caltrans Planning Division, to calculate the ratio of the benefits of the project relative to both the total project cost and ATP funds requested. The Tool is located on the CTC's website at: http://www.dot.ca.gov/hq/tpp/offices/eab/atp.html. After calculating the B/C ratios for the project, provide constructive feedback on the tool (2 points max.)

$$\left(\frac{Benefit}{Total\ Project\ Cost} \text{ and } \frac{Benefit}{Funds\ Requested}\right).$$

The cost benefit ratio for this proposed project is 158.78. This project shows considerable gains in safety for the area and slight improvements in increasing active transportation users. The results of the ATP Benefit/Cost Tool can be found as Attachment I-19. This tool was a great help for our proposal. The one thing I would like to have clarified is how to designate an accident as property damage only. (i.e. no injuries, fixed object, etc.) This would help in deciding what data is relevant.

Part B: Narrative Questions
Detailed Instructions for: Question #7

QUESTION #7
LEVERAGING OF NON-ATP FUNDS *(0-5 points)*

A. The application funding plan will show all federal, state and local funding for the project: (5 points max.)

The proposed project will leverage training, maintenance items, and education material from Bike Bakersfield. A breakdown of the cost of those items can be seen below.

Items:

- Educational supplies: $ 110
- League of American Bicyclists training: $ 390
- Bicycle maintenance: $ 300

In total Bike Bakersfield is helping the City of Bakersfield by leveraging $800 worth of trainings, equipment, and material to educate youth in the program. For a yearly breakdown please see Attachment B.

Part B: Narrative Questions
Detailed Instructions for: Question #8

QUESTION #8

USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS ***(0 or -5 points) – See ATTACHMENT's I-20 and I-21 for correspondence***

Step 1: Is this an application requesting funds for a Plan (Bike, Pedestrian, SRTS, or ATP Plan)?

- ☐ Yes (If this application is for a Plan, there is no need to submit information to the corps and there will be no penalty to applicant: 0 points)
- **X** No (If this application is NOT for a Plan, proceed to Step #2)

Step 2: The applicant must submit the following information via email concurrently to **both** the CCC **AND** certified community conservation corps prior to application submittal to Caltrans. The CCC and certified community conservation corps will respond within five (5) business days from receipt of the information.

- Project Title
- Project Description
- Detailed Estimate
- Project Schedule
- Project Map
- Preliminary Plan

California Conservation Corps representative:
Name: Wei Hsieh
Email: atp@ccc.ca.gov
Phone: (916) 341-3154

Community Conservation Corps representative:
Name: Danielle Lynch
Email: inquiry@atpcommunitycorps.org
Phone: (916) 426-9170

Step 3: The applicant has coordinated with Wei Hsieh with the CCC **AND** Danielle Lynch with the certified community conservation corps and determined the following (check appropriate box):

- **X** Neither corps can participate in the project (0 points) – **note: see attached corresp.**
- ☐ Applicant intends to utilize the CCC or a certified community conservation corps on the following items listed below (0 points).

_____

_____

_____

- ☐ Applicant has contacted the corps but intends not to use the corps on a project in which either corps has indicated it can participate (-5 points)
- ☐ Applicant has not coordinated with both corps (-5 points)

The CCC and certified community conservation corps will provide a list to Caltrans of all projects submitted to them and indicating which projects they are available to participate on. The applicant must also attach any email correspondence from the CCC and certified community conservation corps to the application verifying communication/participation.

Part B: Narrative Questions
Detailed Instructions for: Question #9

QUESTION #9
APPLICANT'S PERFORMANCE ON PAST GRANTS AND DELIVERABILITY OF PROJECTS
(0 to-10 points OR disqualification)

A. ***Applicant*: Provide short explanation of the Implementing Agency's project delivery history for all projects that include project funding through Caltrans Local Assistance administered programs (ATP, Safe Routes to School, BTA, HSIP, etc.) for the last five (5) years.**

The City has not had any grant failures within the past five years. In fact, the opposite is true. In the last five years, the City has received one Safe Route to School Grant and three Highway Safety Improvement Program (HSIP) grants. All projects were completed in a timely manner and within budget. Several of our HSIP projects have been advanced and completed before the required time and under budget. The City has an excellent track record of providing the grant improvement projects in a timely, efficient, and cost-effective manner. Also, the City is familiar with managing Federal and State grants, reporting on the project's progress, and maintaining the improvements after construction.

B. ***Caltrans response only*:**
Caltrans to recommend score for deliverability of scope, cost, and schedule based on the overall application.

Part C: Application Attachments

Applicants must ensure all data in this part of the application is fully consistent with the other parts of the application. See the Application Instructions and Guidance document for more information and requirements related to Part C.

List of Application Attachments

The following attachment names and order must be maintained for all applications. Depending on the Project Type (I, NI or Plans) some attachments will be intentionally left blank. All non-blank attachments must be identified in hard-copy applications using "tabs" with appropriate letter designations

Application Signature Page **Attachment A**
Required for all applications

ATP - PROJECT PROGRAMMING REQUEST (ATP-PPR) **Attachment B**
Required for all applications

Engineer's Checklist **Attachment C**
Required for Infrastructure Projects

Project Location Map **Attachment D**
Required for all applications

Project Map/Plans showing existing and proposed conditions **Attachment E**
Required for Infrastructure Projects (optional for 'Non-Infrastructure' and 'Plan' Projects)

Photos of Existing Conditions **Attachment F**
Required for all applications

Project Estimate **Attachment G**
Required for Infrastructure Projects

Non-Infrastructure Work Plan (Form 22-R) **Attachment H**
Required for all projects with Non-Infrastructure Elements

Narrative Questions backup information **Attachment I**
Required for all applications
Label attachments separately with "H-#" based on the # of the Narrative Question

Letters of Support **Attachment J**
Required or Recommended for all projects (as designated in the instructions)

Additional Attachments **Attachment K**
Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.

Part C: Attachments
Attachment A: Signature Page

IMPORTANT: Applications will not be accepted without all required signatures.

Implementing Agency: Chief Executive Officer, Public Works Director, or other officer authorized by the governing board
The undersigned affirms that their agency will be the "Implementing Agency" for the project if funded with ATP funds and they are the Chief Executive Officer, Public Works Director or other officer **authorized by their governing board with the authority to commit the agency's resources and funds**. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge. For infrastructure projects, the undersigned affirms that they are the manager of the public right-of-way facilities (responsible for their maintenance and operation) or they have authority over this position.

Signature:	[signature]	Date:	5/27/2015
Name:	Nick Fidler	Phone:	661-326-3724
Title:	Public Works Director	e-mail:	nfidler@bakersfieldcity.us

For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board
(For use only when appropriate)
The undersigned affirms that their agency is committed to partner with the "Implementing Agency" and agrees to assume the responsibility for the ongoing operations and maintenance of the facility upon completion by the implementing agency and they intend to document such agreement per the CTC guidelines. The undersigned also affirms that they are the Chief Executive Officer or other officer authorized by their governing board with the authority to commit the agency's resources and funds. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge.

Signature:	[signature]	Date:	5/26/2015
Name:	Jason Cater	Phone:	(661) 321-9247
Title:	Executive Director	e-mail:	JCater@bikebakersfield.org

For Safe Routes to School projects and/or projects presented as benefiting a school: School or School District Official
(For use only when appropriate)
The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature:	[signature]	Date:	5/23/15
Name:	Robert Arias	Phone:	(661-631-4611
Title:	Superintendent	e-mail:	ariasr@bcsd.com

For projects with encroachments on the State right-of-way: Caltrans District Traffic Operations Office Approval*
(For use only when appropriate)
If the application's project proposes improvements within a freeway or state highway right-of-way, whether it affects the safety or operations of the facility or not, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support/acknowledgement from the traffic operations office be attached or the signature of the traffic manager be secured in the application. The Caltrans letter and/or signature does not imply approval of the project, but instead is only an acknowledgement that Caltrans District staff is aware of the proposed project; and upon initial review, the project appears to be reasonable and acceptable.

Is a letter of support/acknowledgement attached? _____ If yes, no signature is required. If no, the following signature is required.

Signature:		Date:	
Name:		Phone:	
Title:		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

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

ATP PROJECT PROGRAMMING REQUEST

Date: 5/29/2015

Project Information:

Project Title:	Bakersfield City School District Active Transportation Enhancement Program				
District	**County**	**Route**	**EA**	**Project ID**	**PPNO**
6	Kern	N/A			

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Proposed Total Project Cost ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON				36,895	18,800	22,100		77,795
TOTAL				36,895	18,800	22,100		77,795

Notes:

ATP Funds Infrastructure Cycle 2 — **Program Code**

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency

Notes:

ATP Funds Non-infrastructure Cycle 2 — **Program Code**

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON				36,535	18,580	21,880		76,995
TOTAL				36,535	18,580	21,880		76,995

Funding Agency

Notes:

ATP Funds Plan Cycle 2 — **Program Code**

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency

Notes:

ATP Funds Previous Cycle — **Program Code**

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency

Notes:

ATP Funds Future Cycles — **Program Code**

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency

Notes:

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

ATP PROJECT PROGRAMMING REQUEST

Date: 5/29/2015

Project Information:

Project Title:	Bakersfield City School District Active Transportation Enhancement Program				
District	**County**	**Route**	**EA**	**Project ID**	**PPNO**
6	Kern	N/A			

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Fund No. 2: Future Source for Matching — **Program Code**

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON				360	220	220		800
TOTAL				360	220	220		800

Funding Agency: Bike Bakersfield

Notes: Bike Bakersfield is leveraging maintenance, education material, and certifications

Fund No. 3: — **Program Code**

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency:

Notes:

Fund No. 4: — **Program Code**

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency:

Notes:

Fund No. 5: — **Program Code**

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency:

Notes:

Fund No. 6: — **Program Code**

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency:

Notes:

Fund No. 7: — **Program Code**

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

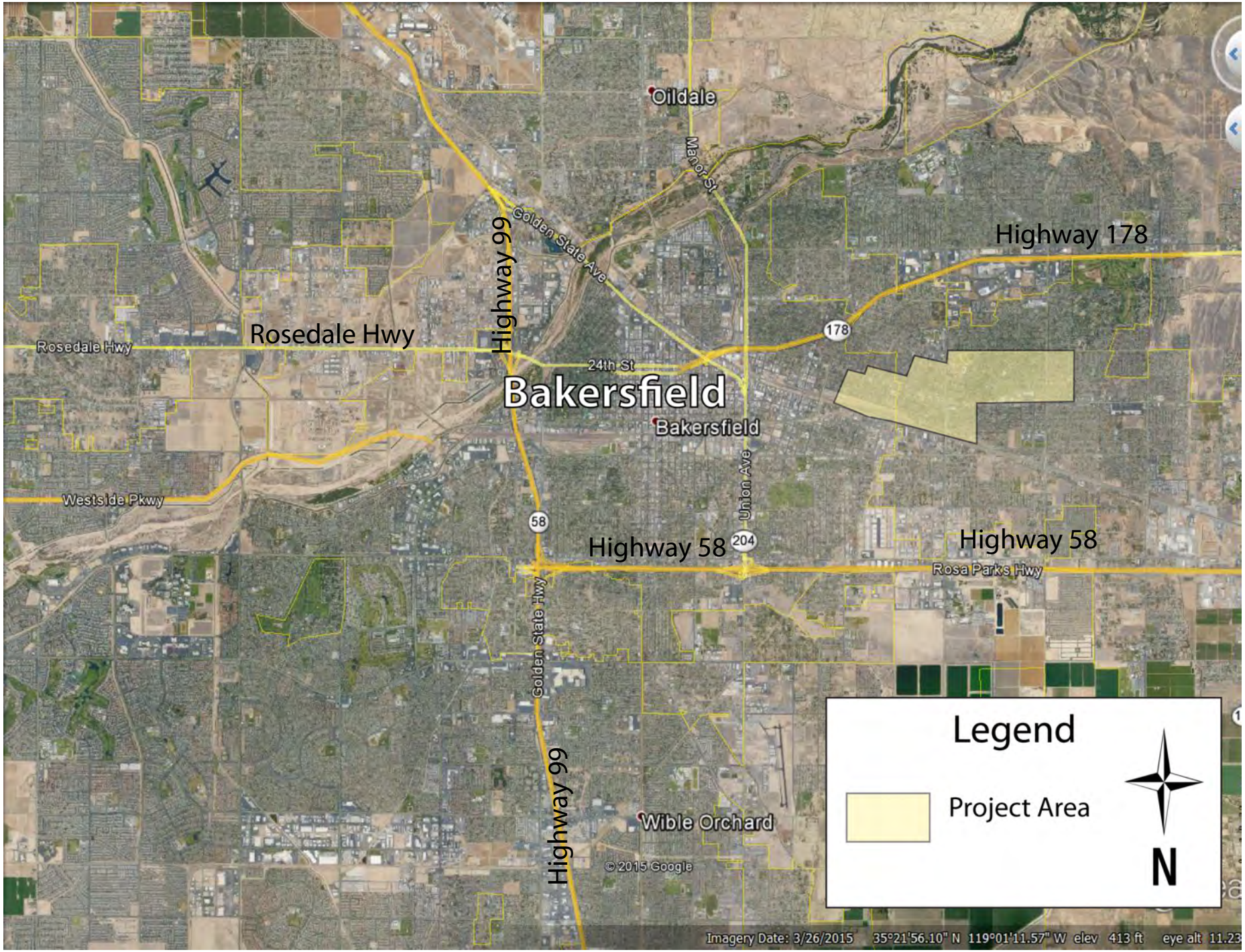
Funding Agency:

Notes:

Attachment C

This page was left intentionally blank

Attachment D - Project Location Map

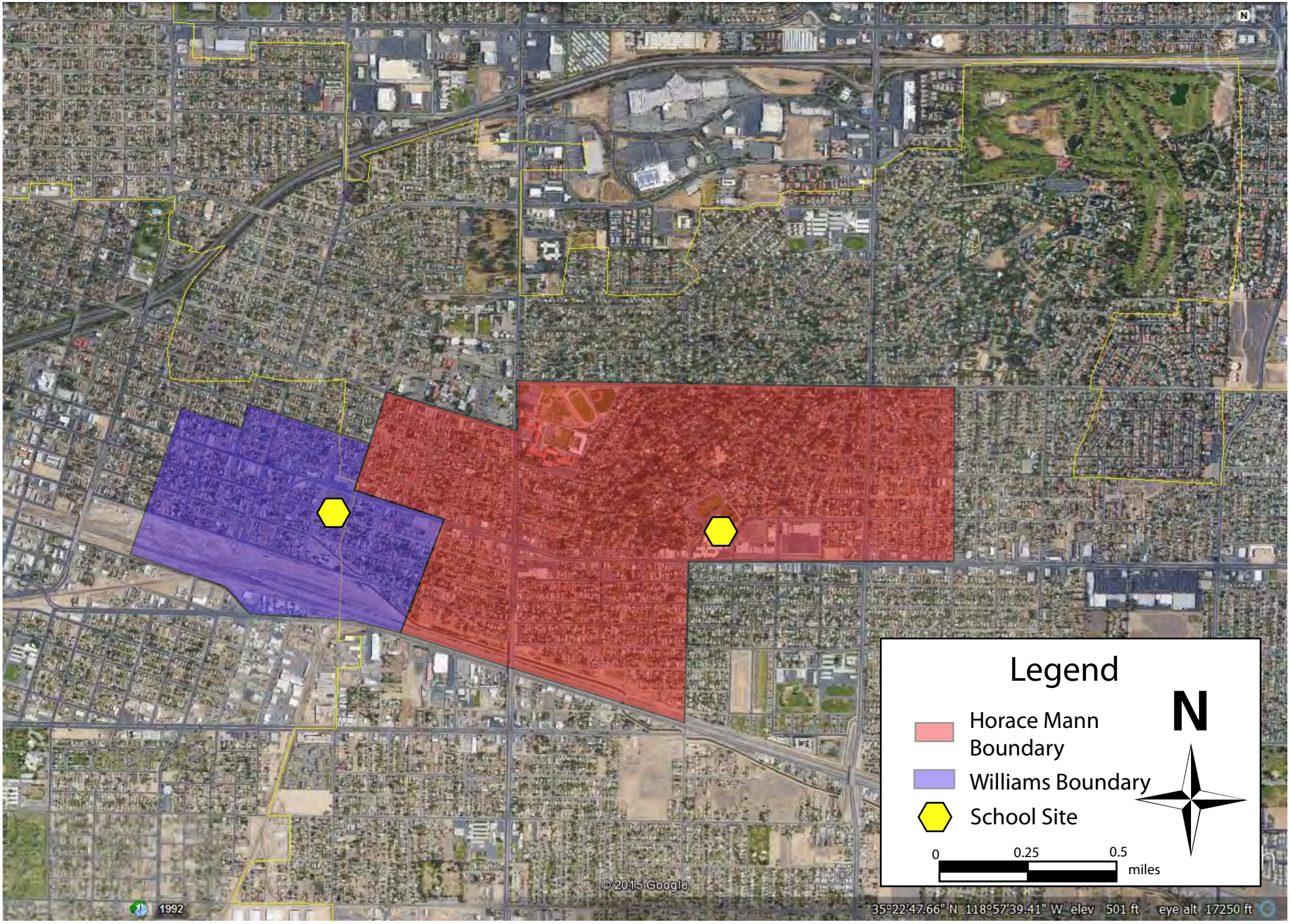


Attachment D

Attachment E

This page was left intentionally blank

Attachment F - Existing Conditions



Attachment F

Attachment F – Photos of Existing Conditions

Image 1: View looking south along Horace Mann Avenue near the drop off zone for Horace Mann Elementary. Recently installed sharrows highlights recent efforts to improve bicycle safety in the area.

Attachment F – Photos of Existing Conditions

Image 2: View looking north along Horace Mann Avenue near the school site. Wide lane widths and a sharp curve make this area potentially hazardous for students biking and walking.

Attachment F – Photos of Existing Conditions

Image 3: The intersection of Niles Street and Catalpa Way sits on the back corner of Horace Mann Elementary. Like many crossings along Niles Street current road conditions in this area present a potential hazard for pedestrians.

Attachment F – Photos of Existing Conditions

Image 4: Wide lane widths in front of Williams Elementary create a potential conflict zone for pedestrians in the area.

Attachment F – Photos of Existing Conditions

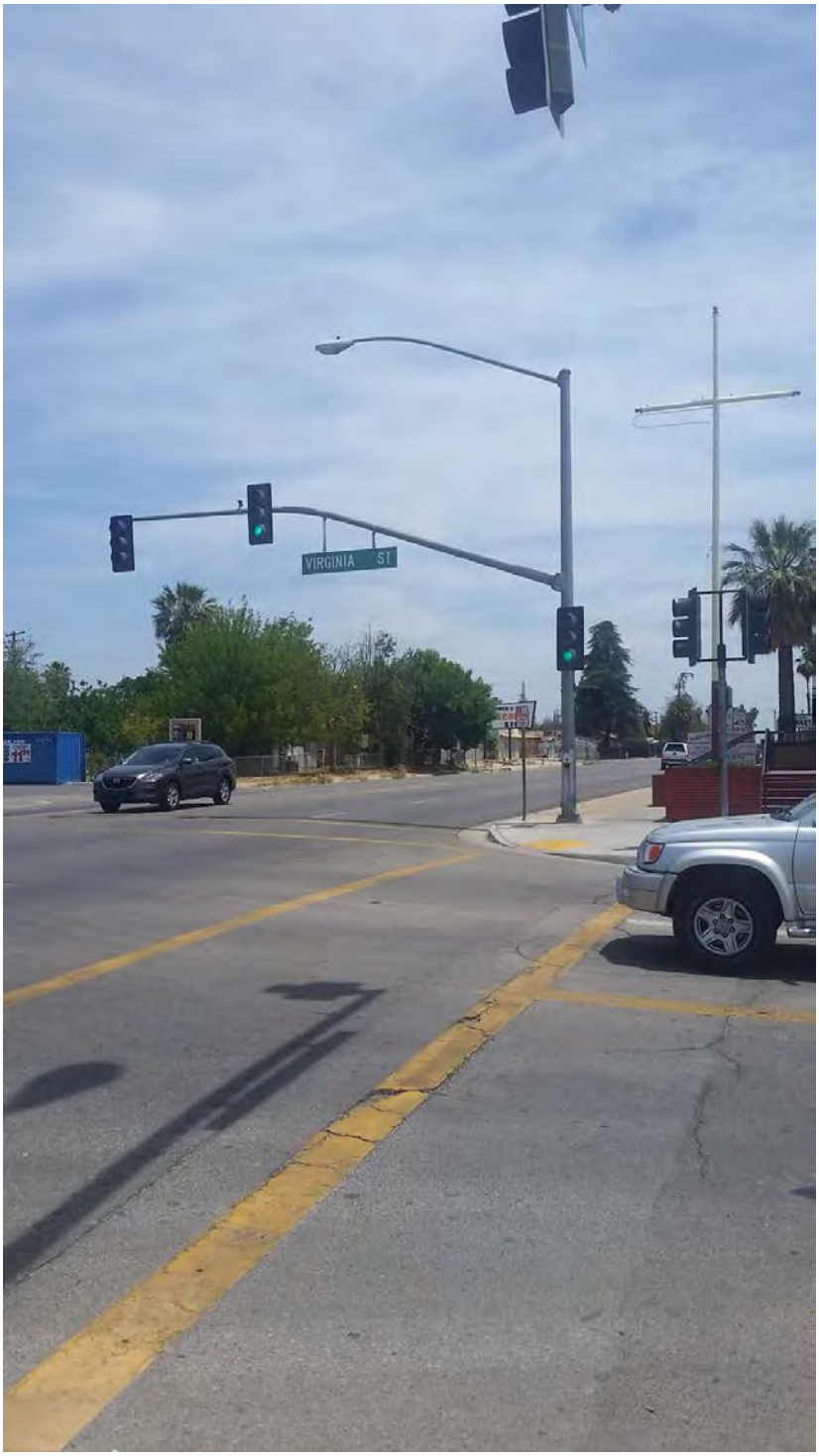


Image 5: The intersection of Niles Street and Virginia Street sits on the back corner of Williams Elementary. In the past few years this intersection was the site for a number of pedestrian accidents.

Attachment F – Photos of Existing Conditions

Image 6: Recently installed sharrows near Williams Elementary highlight efforts to make road conditions safer in East Bakersfield and around one of our project school site.

Attachment G

This page was left intentionally blank

Exhibit 22-R ATP Non-Infrastructure Project Work Plan

Fill in the following items:

Date: (1)	31-May-15
Project Number: (2)	06-City of Bakersfield-3
Project Location(s): (3a)	East Bakersfield, California
" " (3b)	Williams Elementary School district
" " (3c)	Horace Mann Elementary School district
Project Description: (4)	Develop a 3-year Safe Routes to School program to educate and encourage students at two Bakersfield City School District Schools to make safe biking and walking habits a part of their lives.

Proceed to enter information in each Task Tab, as applies (Task A, Task B, Task C, Task C, etc.)

For Department use only

You will not be able to fill in the following items. Items will auto-populate once you've entered all "Task" tabs that applies:

Task Summary:

Click the links below to navigate to "Task Details" tabs:

Task	Task Name	Start Date	End Date	Cost
Task "A"	Install counting program to track program success	Sep-2016	Sep-2016	$ 17,105.00
Task "B"	Educate students and Encourage active	Oct-2016	Sep-2017	$ 19,430.00
Task "C"	Educate students and Encourage active	Oct-2017	Sep-2018	$ 18,580.00
Task "D"	Educate students and Encourage active	Oct-2018	May-2019	$ 21,880.00
Task "E"				$ -
Task "F"				$ -
Task "G"				$ -
Task "H"				$ -
Task "I"				$ -
Task "J"				$ -
			GRAND TOTAL	**$ 76,995.00**

TASK "A" DETAIL

Task Name (5a):	**Install counting program to track program success**			
Task Summary (5b):	Work with Boltage to install counter systems at schools sites			
Task Schedule (5c):	**Start Date :**	Sep-2016	**End Date:**	Sep-2016

	Activities (6a)**:**	**Deliverables** (6b)**:**
1.	Purchase and coordinate installation of Boltage Software	invoices, order forms, receipts, etc.
2.		
3.		
4.		
5.		
6.		
7.		
8.		
9.		
10.		

Staff Costs:

	Staff Title (7a):	**Staff Hours** (7b)	**Rate Per Hour** (7c)	**Total $**
Party 1 -				$ -
Party 2 -				$ -
Party 3 -				$ -
Party 4 -				$ -
Party 5 -				$ -
Party 6 -				$ -
			Subtotal Party Costs (6d):	$ -
			Indirect Costs (6e):	
			Total Staff Costs (6f)**:**	$ -

Task Notes (8):

Boltage staff will install the software for the school sites.

Other Costs:

You will not be able to fill in the following items. The totals for each "Other Costs" category listed below will automatically calculate from information entered in the itemized other costs section:

To fill out an itemized cost for each "Other Cost", click below:

Itemized "Other Costs" Section

Travel (9a):	$ -
Equipment (9b):	$ 16,305.00
Supplies/Materials (9c):	$ -
Incentives (9d):	$ -
Other Direct Costs (9e):	$ -
" " (9f):	$ 800.00
Total Other Costs (9g):	$ 17,105.00
TASK GRAND TOTAL (10g):	**$ 17,105.00**

Task "A" Other Costs:

Itemized Travel Cost (9a)

Please provide an itemized "travel" cost estimate for all travel costs applicable to each task

Travel (9a)

	Type of Travel	Expense/Quantity	Total $
1.			$ -
2.			$ -
3.			$ -
4.			$ -
5.			$ -
6.			$ -
7.			$ -
8.			$ -
9.			$ -
10.			$ -
11.			$ -
12.			$ -
13.			$ -
14.			$ -
15.			$ -
16.			$ -
17.			$ -
18.			$ -
19.			$ -
20.			$ -
	Total	0	$ -
		Total Travel Cost:	$ -

Itemized Equipment Cost (9b)

Please provide an itemized "equipment" cost estimate for all equipment cost applicable to each task

Equipment (9b)

	Type of Equipment	Quantity	Units	Unit Cost $	Total $
1.	Hardware/shipping/ Annual Maintenance - 3 year program	2	each	$6,990	$ 13,980.00
2.	Boltage Hardware Mounting Pole	2	each	$300	$ 600.00
3.	100 RFID, ZapTags	15	each	$115	$ 1,725.00
4.					$ -
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	19		$7,405	$ 16,305.00
				Total Equipment Cost:	$ 16,305.00

Itemized Supplies/Materials Cost (9c)

Please provide an itemized "supplies/materials" cost estimate for all equipment cost applicable to each task

Supplies/Materials (9c)

	Type of Supplies/Materials	Quantity	Units	Unit Cost $	Total $
1.					$ -
2.					$ -
3.					$ -
4.					$ -
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	0		$0	$ -
				Total Supplies/Materials Cost:	$ -

Itemized Incentives Cost (9d)

Please provide an itemized "incentives" cost estimate for all incentives cost applicable to each task

Incentives (9d)

	Type of Incentives	Quantity	Units	Unit Cost $	Total $
1.					$ -
2.					$ -
3.					$ -
4.					$ -
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	0		$0	$ -
				Total Incentives Cost:	$ -

Task "A" Other Costs:

Itemized Other Direct Costs (9e)

Please provide an itemized "other" cost estimate for all other costs applicable to each task

Other Direct Costs (9e)

	Type of Other Direct Costs	Quantity	Units	Unit Cost $	Total $
1.					$ -
2.					$ -
3.					$ -
4.					$ -
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	0		$0	$ -
				Total Other Direct Cost:	**$ -**

Itemized Other Direct Costs (9f)

Please provide an itemized "other direct" cost estimate for all other costs applicable to each task

Other Direct Costs (9f)

	Type of Other Direct Costs	Quantity	Units	Unit Cost $	Total $
1.	Pole Installation - Boltage to handle	2	each	$400	$ 800.00
2.					$ -
3.					$ -
4.					$ -
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	2		$400	$ 800.00
				Total Other Direct Cost:	**$ 800.00**

TASK "B" DETAIL

Task Name (5a):	**Educate students and Encourage active transportation - Year 1**			
Task Summary (5b):	Host educational events and competitions to teach youth on-bike road safety and encourage an active lifestyle			
Task Schedule (5c):	**Start Date :**	Oct-2016	**End Date:**	Sep-2017

Activities and Deliverables:

	Activities (6a)**:**	**Deliverables** (6b)**:**
1.	Conduct one bicycle rodeo at each school site (1 event/school/year)	flyers, photos, and media related to the event
2.	Host two kidical mass rides at each school site (2 event2/school/year)	flyers, photos, and media related to the event
3.	Conduct one safety assembly a year at each schoolsite (1 event/year/school)	flyer, photos, and media related to the event
4.	Conduct two bike and walk to school events at each school (2 events/year/school)	flyer, photos, and media related to the event
5.	Host one bike art compeition per school site (1 event/school/year)	flyers, photos, and media for the event
6.	Coordinate a year-round green groups competition to encourage biking and walking (1 competition/school/year)	surveys, biking/walking counts, media, and photos
7.		
8.		
9.		
10.		

Staff Costs:

	Staff Title (7a):	**Staff Hours** (7b)	**Rate Per Hour** (7c)	**Total $**
Party 1 -	Safe Routes to School Coordinator	222	$55.00	$ 12,210.00
Party 2 -	Other staff members assistance	58	$55.00	$ 3,190.00
Party 3 -				$ -
Party 4 -				$ -
Party 5 -				$ -
Party 6 -				$ -
			Subtotal Party Costs (6d):	$ 15,400.00
			Indirect Costs (6e):	
			Total Staff Costs (6f)**:**	$ 15,400.00

Task Notes (8):

The Safe Routes to School (SRTS) Coordinator will be responsible for coordinating, promoting, and executing the events. Other staff will be available to asist on the day of the event, however the majority of the workload will be the repsonsibliity of the SRTS Coordinator.

Other Costs:

You will not be able to fill in the following items. The totals for each "Other Costs" category listed below will automatically calculate from information entered in the itemized other costs section:

To fill out an itemized cost for each "Other Cost", click below:

Itemized "Other Costs" Section

Travel (9a):	$ 180.00
Equipment (9b):	$ 850.00
Supplies/Materials (9c):	$ 600.00
Incentives (9d):	$ 2,400.00
Other Direct Costs (9e):	$ -
" " (9f):	$ -
Total Other Costs (9g):	$ 4,030.00
TASK GRAND TOTAL (10g):	**$ 19,430.00**

Task "B" Other Costs:

Itemized Travel Cost (9a)

Please provide an itemized "travel" cost estimate for all travel costs applicable to each task

Travel (9a)

	Type of Travel	Expense/Quantity	Total $
1.	Reimbursement for SRTS miles traveled (10 miles per event @ .60 mile)	300	$ 180
2.			$ -
3.			$ -
4.			$ -
5.			$ -
6.			$ -
7.			$ -
8.			$ -
9.			$ -
10.			$ -
11.			$ -
12.			$ -
13.			$ -
14.			$ -
15.			$ -
16.			$ -
17.			$ -
18.			$ -
19.			$ -
20.			$ -
	Total	300	$ 180
		Total Travel Cost:	**$ 180.00**

Itemized Equipment Cost (9b)

Please provide an itemized "equipment" cost estimate for all equipment cost applicable to each task

Equipment (9b)

	Type of Equipment	Quantity	Units	Unit Cost $	Total $
1.	Helmets - Program Elements	20	each	$10	$ 200.00
2.	one bike for educater	1	each	$250	$ 250.00
3.	four bikes for students	4	each	$100	$ 400.00
4.					$ -
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	25		$360	$ 850.00
				Total Equipment Cost:	**$ 850.00**

Itemized Supplies/Materials Cost (9c)

Please provide an itemized "supplies/materials" cost estimate for all equipment cost applicable to each task

Supplies/Materials (9c)

	Type of Supplies/Materials	Quantity	Units	Unit Cost $	Total $
1.	Office Supplies	2400	LS	$0.25	$ 600.00
2.					$ -
3.					$ -
4.					$ -
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	2400		$0	$ 600.00
				Total Supplies/Materials Cost:	**$ 600.00**

Itemized Incentives Cost (9d)

Please provide an itemized "incentives" cost estimate for all incentives cost applicable to each task

Incentives (9d)

	Type of Incentives	Quantity	Units	Unit Cost $	Total $
1.	Helmets (14 per school)	28	each	$10	$ 280.00
2.	Light set (5 per school per assembly, bike to school day challenge)	30	each	$8	$ 240.00
3.	Bike Locks (5 per school per assembly, bike to school day challenge)	30	each	$24	$ 720.00
4.	Stickers (100 per school per kidical mass ride)	400	each	$0.25	$ 100.00
5.	Pencils (100 per school per kidical mass ride)	400	each	$0.25	$ 100.00
6.	16 Prizes per school (monthly winners for green group)	32	each	$10	$ 320.00
7.	Prizes for 2nd and 3rd place winners in the art contests	4	each	$10	$ 40.00
8.	Bikes (3 per school)	6	each	$100	$ 600.00
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	930		$163	$ 2,400.00
				Total Incentives Cost:	**$ 2,400.00**

Task "B" Other Costs:

Itemized Other Direct Costs (9e)

Please provide an itemized "other" cost estimate for all other costs applicable to each task

Other Direct Costs (9e)

	Type of Other Direct Costs	Quantity	Units	Unit Cost $	Total $
1.					$ -
2.					$ -
3.					$ -
4.					$ -
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	0		$0	$ -
				Total Other Direct Cost:	**$ -**

Itemized Other Direct Costs (9f)

Please provide an itemized "other direct" cost estimate for all other costs applicable to each task

Other Direct Costs (9f)

	Type of Other Direct Costs	Quantity	Units	Unit Cost $	Total $
1.					$ -
2.					$ -
3.					$ -
4.					$ -
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	0		$0	$ -
				Total Other Direct Cost:	**$ -**

TASK "C" DETAIL

Task Name (5a):	**Educate students and Encourage active transportation - Year 2**			
Task Summary (5b):	Host educational events and competitions to teach youth on-bike road safety and encourage an active lifestyle			
Task Schedule (5c):	**Start Date :**	Oct-2017	**End Date:**	Sep-2018

Activities and Deliverables:

	Activities (6a)**:**	**Deliverables** (6b)**:**
1.	Conduct one bicycle rodeo at each school site (1 event/school/year)	flyers, photos, and media related to the event
2.	Host two kidical mass rides at each school site (2 event2/school/year)	flyers, photos, and media related to the event
3.	Conduct one safety assembly a year at each schoolsite (1 event/year/school)	flyer, photos, and media related to the event
4.	Conduct two bike and walk to school events at each school (2 events/year/school)	flyer, photos, and media related to the event
5.	Host one bike art compeition per school site (1 event/school/year)	flyers, photos, and media for the event
6.	Coordinate a year-round green groups competition to encourage biking and walking (1 competition/school/year)	surveys, biking/walking counts, media, and photos
7.		
8.		
9.		
10.		

Staff Costs:

	Staff Title (7a):	**Staff Hours** (7b)	**Rate Per Hour** (7c)	**Total $**
Party 1 -	Safe Routes to School Coordinator	222	$55.00	$ 12,210.00
Party 2 -	Other staff members assistance	58	$55.00	$ 3,190.00
Party 3 -				$ -
Party 4 -				$ -
Party 5 -				$ -
Party 6 -				$ -
			Subtotal Party Costs (6d):	$ 15,400.00
			Indirect Costs (6e):	
			Total Staff Costs (6f)**:**	$ 15,400.00

Task Notes (8):

The Safe Routes to School (SRTS) Coordinator will be responsible for coordinating, promoting, and executing the events. Other staff will be available to asist on the day of the event, however the majority of the workload will be the repsonsibliity of the SRTS Coordinator.

Other Costs:

You will not be able to fill in the following items. The totals for each "Other Costs" category listed below will automatically calculate from information entered in the itemized other costs section:

To fill out an itemized cost for each "Other Cost", click below:

Itemized "Other Costs" Section

Travel (9a):	$ 180.00
Equipment (9b):	$ -
Supplies/Materials (9c):	$ 600.00
Incentives (9d):	$ 2,400.00
Other Direct Costs (9e):	$ -
" " (9f):	$ -
Total Other Costs (9g):	$ 3,180.00
TASK GRAND TOTAL (10g):	**$ 18,580.00**

Task "C" Other Costs:

Itemized Travel Cost (9a)

Please provide an itemized "travel" cost estimate for all travel costs applicable to each task

Travel (9a)

	Type of Travel	Expense/Quantity	Total $
1.	Reimbursement for SRTS miles traveled (10 miles per event @ .60 mile)	300	$ 180
2.			$ -
3.			$ -
4.			$ -
5.			$ -
6.			$ -
7.			$ -
8.			$ -
9.			$ -
10.			$ -
11.			$ -
12.			$ -
13.			$ -
14.			$ -
15.			$ -
16.			$ -
17.			$ -
18.			$ -
19.			$ -
20.			$ -
	Total	300	$ 180
		Total Travel Cost:	**$ 180.00**

Itemized Equipment Cost (9b)

Please provide an itemized "equipment" cost estimate for all equipment cost applicable to each task

Equipment (9b)

	Type of Equipment	Quantity	Units	Unit Cost $	Total $
1.					$ -
2.					$ -
3.					$ -
4.					$ -
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	0		$0	$ -
				Total Equipment Cost:	**$ -**

Itemized Supplies/Materials Cost (9c)

Please provide an itemized "supplies/materials" cost estimate for all equipment cost applicable to each task

Supplies/Materials (9c)

	Type of Supplies/Materials	Quantity	Units	Unit Cost $	Total $
1.	Office Supplies	2400	LS	$0.25	$ 600.00
2.					$ -
3.					$ -
4.					$ -
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	2400		$0	$ 600.00
				Total Supplies/Materials Cost:	**$ 600.00**

Itemized Incentives Cost (9d)

Please provide an itemized "incentives" cost estimate for all incentives cost applicable to each task

Incentives (9d)

	Type of Incentives	Quantity	Units	Unit Cost $	Total $
1.	Helmets (14 per school)	28	each	$10	$ 280.00
2.	Light set (5 per school per assembly, bike to school day challenge)	30	each	$8	$ 240.00
3.	Bike Locks (5 per school per assembly, bike to school day challenge)	30	each	$24	$ 720.00
4.	Stickers (100 per school per kidical mass ride)	400	each	$0.25	$ 100.00
5.	Pencils (100 per school per kidical mass ride)	400	each	$0.25	$ 100.00
6.	16 Prizes per school (monthly winners for green group)	32	each	$10	$ 320.00
7.	Prizes for 2nd and 3rd place winners in the art contests	4	each	$10	$ 40.00
8.	Bikes (3 per school)	6	each	$100	$ 600.00
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	930		$163	$ 2,400.00
				Total Incentives Cost:	**$ 2,400.00**

Task "C" Other Costs:

Itemized Other Direct Costs (9e)

Please provide an itemized "other" cost estimate for all other costs applicable to each task

Other Direct Costs (9e)

	Type of Other Direct Costs	Quantity	Units	Unit Cost $	Total $
1.					$ -
2.					$ -
3.					$ -
4.					$ -
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	0		$0	$ -
				Total Other Direct Cost:	**$ -**

Itemized Other Direct Costs (9f)

Please provide an itemized "other direct" cost estimate for all other costs applicable to each task

Other Direct Costs (9f)

	Type of Other Direct Costs	Quantity	Units	Unit Cost $	Total $
1.					$ -
2.					$ -
3.					$ -
4.					$ -
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	0		$0	$ -
				Total Other Direct Cost:	**$ -**

TASK "D" DETAIL

Task Name (5a):	**Educate students and Encourage active transportation - Year 3**			
Task Summary (5b):	Host educational events and competitions to teach youth on-bike road safety and encourage an active lifestyle			
Task Schedule (5c):	**Start Date :**	Oct-2018	**End Date:**	May-2019

Activities and Deliverables:

	Activities (6a)**:**	**Deliverables** (6b)**:**
1.	Conduct one bicycle rodeo at each school site (1 event/school/year)	flyers, photos, and media related to the event
2.	Host two kidical mass rides at each school site (2 event2/school/year)	flyers, photos, and media related to the event
3.	Conduct one safety assembly a year at each schoolsite (1 event/year/school)	flyer, photos, and media related to the event
4.	Conduct two bike and walk to school events at each school (2 events/year/school)	flyer, photos, and media related to the event
5.	Host one bike art compeition per school site (1 event/school/year)	flyers, photos, and media for the event
6.	Coordinate a year-round green groups competition to encourage biking and walking (1 competition/school/year)	surveys, biking/walking counts, media, and photos
7.	Summarize data and deliver report to the Bakersfield City School District about programs success and recommendations for future efforts	report
8.		
9.		
10.		

Staff Costs:

	Staff Title (7a):	**Staff Hours** (7b)	**Rate Per Hour** (7c)	**Total $**
Party 1 -	Safe Routes to School Coordinator	282	$55.00	$ 15,510.00
Party 2 -	Other staff members assistance	58	$55.00	$ 3,190.00
Party 3 -				$ -
Party 4 -				$ -
Party 5 -				$ -
Party 6 -				$ -
			Subtotal Party Costs (6d):	$ 18,700.00
			Indirect Costs (6e):	
			Total Staff Costs (6f)**:**	$ 18,700.00

Task Notes (8):

The Safe Routes to School (SRTS) Coordinator will be responsible for coordinating, promoting, and executing the events. Other staff will be available to asist on the day of the event, however the majority of the workload will be the repsonsibliity of the SRTS Coordinator.

Other Costs:

You will not be able to fill in the following items. The totals for each "Other Costs" category listed below will automatically calculate from information entered in the itemized other costs section:

To fill out an itemized cost for each "Other Cost", click below:

Itemized "Other Costs" Section

Travel (9a):	$ 180.00
Equipment (9b):	$ -
Supplies/Materials (9c):	$ 600.00
Incentives (9d):	$ 2,400.00
Other Direct Costs (9e):	$ -
" " (9f):	$ -
Total Other Costs (9g):	$ 3,180.00
TASK GRAND TOTAL (10g):	**$ 21,880.00**

Task "D" Other Costs:

Itemized Travel Cost (9a)

Please provide an itemized "travel" cost estimate for all travel costs applicable to each task

Travel (9a)

	Type of Travel	Expense/Quantity	Total $
1.	Reimbursement for SRTS miles traveled (10 miles per event @ .60 mile)	300	$ 180
2.			$ -
3.			$ -
4.			$ -
5.			$ -
6.			$ -
7.			$ -
8.			$ -
9.			$ -
10.			$ -
11.			$ -
12.			$ -
13.			$ -
14.			$ -
15.			$ -
16.			$ -
17.			$ -
18.			$ -
19.			$ -
20.			$ -
	Total:	300	$ 180
		Total Travel Cost:	**$ 180.00**

Itemized Equipment Cost (9b)

Please provide an itemized "equipment" cost estimate for all equipment cost applicable to each task

Equipment (9b)

	Type of Equipment	Quantity	Units	Unit Cost $	Total $
1.					$ -
2.					$ -
3.					$ -
4.					$ -
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	0		$0	$ -
				Total Equipment Cost:	**$ -**

Itemized Supplies/Materials Cost (9c)

Please provide an itemized "supplies/materials" cost estimate for all equipment cost applicable to each task

Supplies/Materials (9c)

	Type of Supplies/Materials	Quantity	Units	Unit Cost $	Total $
1.	Office Supplies	2400	LS	$0.25	$ 600.00
2.					$ -
3.					$ -
4.					$ -
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	2400		$0	$ 600.00
				Total Supplies/Materials Cost:	**$ 600.00**

Itemized Incentives Cost (9d)

Please provide an itemized "incentives" cost estimate for all incentives cost applicable to each task

Incentives (9d)

	Type of Incentives	Quantity	Units	Unit Cost $	Total $
1.	Helmets (14 per school)	28	each	$10	$ 280.00
2.	Light set (5 per school per assembly, bike to school day challenge)	30	each	$8	$ 240.00
3.	Bike Locks (5 per school per assembly, bike to school day challenge)	30	each	$24	$ 720.00
4.	Stickers (100 per school per kidical mass ride)	400	each	$0.25	$ 100.00
5.	Pencils (100 per school per kidical mass ride)	400	each	$0.25	$ 100.00
6.	16 Prizes per school (monthly winners for green group)	32	each	$10	$ 320.00
7.	Prizes for 2nd and 3rd place winners in the art contests	4	each	$10	$ 40.00
8.	Bikes (3 per school)	6	each	$100	$ 600.00
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	930		$163	$ 2,400.00
				Total Incentives Cost:	**$ 2,400.00**

Task "D" Other Costs:

Itemized Other Direct Costs (9e)

Please provide an itemized "other" cost estimate for all other costs applicable to each task

Other Direct Costs (9e)

	Type of Other Direct Costs	Quantity	Units	Unit Cost $	Total $
1.					$ -
2.					$ -
3.					$ -
4.					$ -
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	0		$0	$ -
				Total Other Direct Cost:	**$ -**

Itemized Other Direct Costs (9f)

Please provide an itemized "other direct" cost estimate for all other costs applicable to each task

Other Direct Costs (9f)

	Type of Other Direct Costs	Quantity	Units	Unit Cost $	Total $
1.					$ -
2.					$ -
3.					$ -
4.					$ -
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	0		$0	$ -
				Total Other Direct Cost:	**$ -**

Attachment I-1 - Boltage Software Information

sense of belonging to a group leading the way toward a more sustainable future.

Another type of effective incentive program promotes group efforts, where the whole school strives to reach a common goal, or competes with another school to reach a big milestone. We have developed posters and reporting that let schools track their cumulative progress toward a goal, which can be miles, CO2 saved, number of trips, etc. Simply measuring and posting these results in the school hallway can provide strong motivation for the kids. These posters can be downloaded here and customized to reflect the specific needs of individual schools.

Winning the hearts and minds of kids can be tricky business - big companies spend millions trying to figure it out. We study their techniques and are constantly learning based on the experience of Boltage schools - and pass on best practices throughout our network. Our goal is to create a "brand" around Boltage on par with the characters created by the powerhouse media companies, and utilize it to drive the effectiveness of our incentive programs.

Technology

The purpose of the wiz bang technology is to support the incentive programs by providing kid-specific information day in and day out. This is a key difference between Boltage and other walk/bike incentive programs that focus on only a few days a year. International Walk to School Day is great - but everyone seems to walk just one day, and the next day they are right back in their cars. You simply can't change habits without persistence.

Boltage solves this problem using a machine called the Zap, which is a solar powered, wifi internet enabled RFID reader (now that is a mouthful). RFID stands for Radio Frequency Identification, which is an emerging technology used extensively in industry. Kids get a RFID tag that attaches to their backpack, and the Zap reads their unique number when they go past it at the school. The Zap makes a cool beep and flashes a light (the little kids love that part). Then the Zap connects to the internet, and uploads it's daily counts. Each kid has an account on our web site where they can see all their trips, and the school can run reports to support their incentive programs.

Because the Zap is solar powered, no wiring is required in installation. It connects to the internet through the schools wifi network using state of the art internet security. The Zap is typically placed in an area where kids can easily walk past it, but where it will not accidentally count kids who don't walk or bike.

Of course, there are a few details - see the FAQ section or shoot us an email.

Local Organization

The Boltage program requires a strong local organization to engage with the kids and their families. A parent volunteer, often as part of a PTA/PTO, usually leads the organization. The program works best with the support of the school principal and a few teachers. We have also seen successful programs started by local health organizations, bike shops, and advocacy groups. The key is a group of people who can come together with enough time and energy to successfully engage the kids and support local logistics, like distributing tags and awards.

Costs

Pricing for spring 2010 / fall 2011 installations:

System Hardware $4,890 (plus $200 shipping)
Annual Maintenance $950 (starting in second year)
Additional RFID tags (100) $115 (system ships with 500 tags)

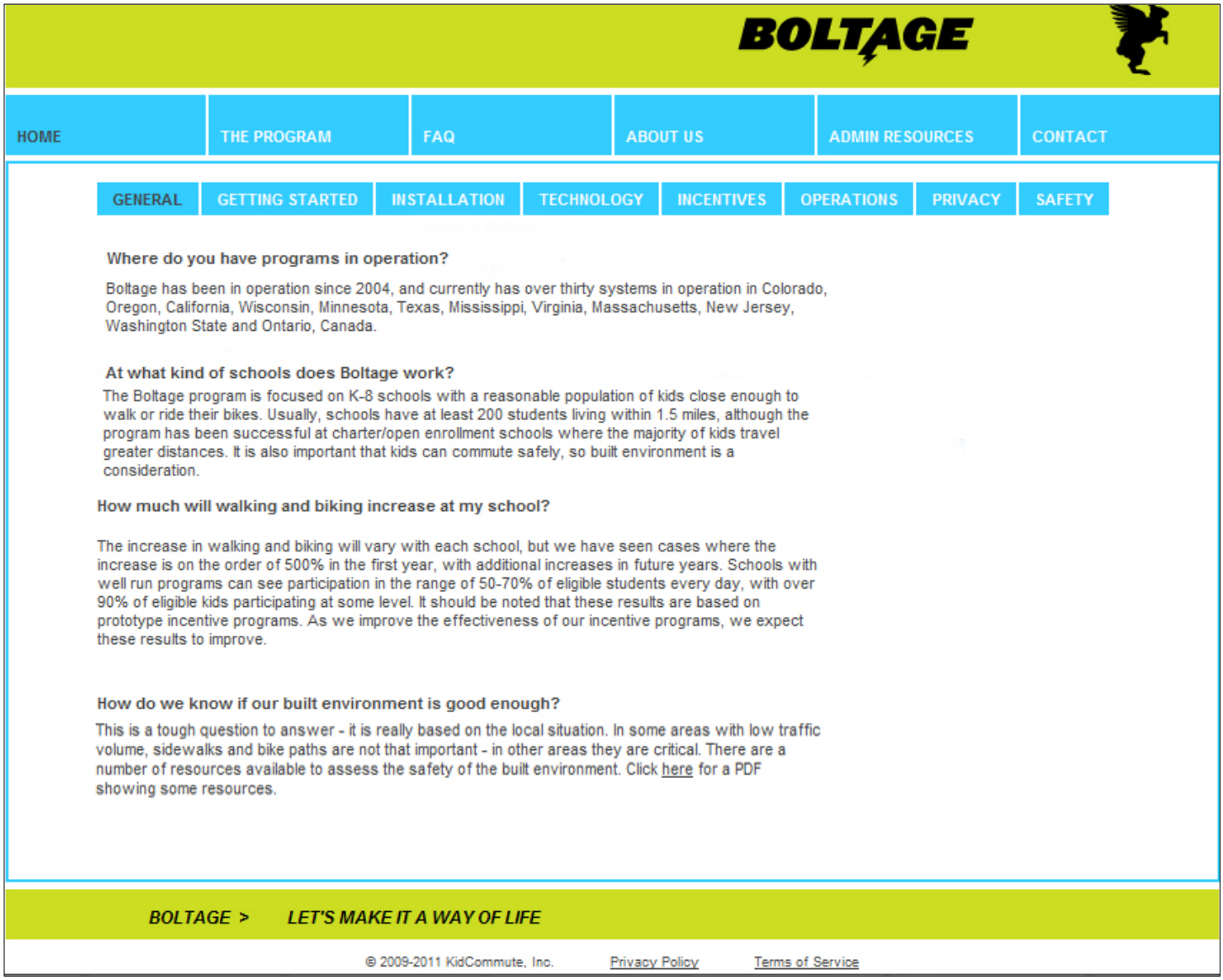
Funding

Schools have funded the program from a number of sources: PTA/PTO, local advocacy groups, individual donors, and grants from a variety of organizations, particularly Safe Routes to School (SRTS). For more information about SRTS, check these links:

National Center for Safe Routes to School
Safe Routes to School National Partnership

BOLTAGE > ***LET'S MAKE IT A WAY OF LIFE***

Attachment I-1 - Boltage Software Information



Attachment I-1

How to use this spreadsheet:

Edit white cells only.

Prices are shown for various BOLTAGE deliverables - put a number in the Quantity column, and it will be added to your budget.
Hours are shown for activities that local organizations perform. These are estimates, and there are certainly many ways to accomplish these things. Some activities don't show hours because they are really based on your own desire - so add whatever you like. We are listing them to be sure that they are considered in the planning process - if you will be using paid people to accomplish an activity, enter an "Hourly Rate" and it will be added to your budget. This can help determine how much additional funding you may need to budget for or request as part of a grant application.
Hours are shown as either "hours per month" or "hours per year" - monthly hours are things that need to be done on a regular basis (sometimes more frequently than monthly), annual hours are things that are done once per school year. Anything shown as monthly will be multiplied by 10 and the result entered in your budget.

BOLTAGE DELIVERABLES	Quantity	Price	Budget	Notes
Zap Hardware Only - Sponsored Program - discounted (see note below on		$4,890	$0	Not Incl. Shipping or Mounting Pole
Zap Hardware Only - Un-Sponsored Program (see note below on sponsorship)		$6,890	$0	Not Incl. Shipping or Mounting Pole
Shipping - Zap Hardware	2	$200	$400	
Optional Surface Mounting Pole (shipping included)	2	$300	$600	For surface mount applications only - see note below
Annual Maintenance Fee (for second school year on)		$950	$0	Includes 100 ZapTags (RFID Tags)
Hardware + Annual Maintenance - 3 year program	2	$6,790	$13,580	
ZapTags (RFID Tags) (100) - note: startup hardware package includes 500 tags	15	$115	$1,725	
Other:			$0	
Other:			$0	
Other:			$0	
		Sub-total BOLTAGE	**$16,305**	

INCENTIVES - not provided by BOLTAGE	Quantity	Price	Budget	Notes
Wristbands	0	$0.17	$0	Estimated - depends on quantity - see www.boltage.org/incentives.html
Stickers	0	$0.12	$0	Estimated - depends on quantity - see www.boltage.org/incentives.html
Tattoos	0	$0.13	$0	Estimated - depends on quantity - see www.boltage.org/incentives.html
Incentive 4	1	$0	$0	
Incentive 5	1	$0	$0	
		Sub-total Incentives	**$0**	

INSTALLATION - NOT PROVIDED BY BOLTAGE	Quantity		Hourly		
Pole installation - labor for surface mount installation		hours (one	$0	$0	Options: DIY, get school staff/district to do, hire fence installer
Pole Installation - subcontracted in ground installation	2	at est cost of	$400	$800	pole supplied by local fence contractor
System Installation	6	hours (one	$0	$0	
Wifi Connection	6	hours (one	$0	$0	Requires someone with technical knowledge about school wifi network and security access
			Sub-total Installation	**$800**	

ANNUAL STARTUP ACTIVITIES					
Registration Event (optional)	4	hours per year	$0	$0	
Tag Distribution	5	hours per year	$0	$0	
Paper Form Registration (optional) (distribution & data input)	10	hours per year	$0	$0	
System Check	2	hours per year	$0	$0	
Other		hours per year	$0	$0	
			Sub-total Annual Startup	**$0**	

ONGOING PROGRAM MANAGEMENT					
Tag Distribution & Onsite Presence at the Zap machine	5	hours per	$0	$0	
Handling User Email - Issues & Questions	1	hours per	$0	$0	
Incentive Award Reporting	1	hours per	$0	$0	
Incentive Award Distribution at School	6	hours per	$0	$0	
Coordination of Parent Communications (through school contact)	2	hours per	$0	$0	
Other		hours per	$0	$0	
			Sub-total Program Mgmt	**$0**	

END OF YEAR ACTIVITIES					
Awards Party	8	hours per year	$0	$0	
Incentive Award Distribution at School (school year based awards)	8	hours per year	$0	$0	
Other		hours per year	$0	$0	
			Sub-total EOY Activities	**$0**	

OTHER OPTIONAL ACTIVITIES			
Bike Safety Clinic - Bike Rodeo		$0	
Classroom Activities / Education		$0	
Other		$0	
	Sub-total Other Activities	**$0**	

ADMINISTRATIVE					
General Program Oversight	6	hours per	$0	$0	
Overhead Recovery				$0	
Other				$0	
			Sub-total Administrative	**$0**	

Grand Total	**$17,105**	

SPONSORSHIPS

Boltage relies heavily on contributions from corporate sponsors to underwrite the costs of providing systems and supporting the program. Boltage recognizes these sponsors on RFID tags, in email and direct mail we send to participants, on our website, in some prizes and communication materials supplied by Boltage, and on the Zap machine. To respect the significant contributions these sponsors have made, we ask that local operators support our efforts and also recognize these sponsors when possible. We understand that local operators may also engage corporate sponsors to underwrite their local program, and we ask that recognition of these sponsors not interfere with recognition of Boltage national sponsors. As an incentive to local operators to support the recognition of Boltage sponsors, programs that allow and support recognition will receive a special discounted price, as noted in the price list.

MOUNTING POLE

The Zap Hardware attaches to a metal mounting pole. The pole must be a specific size, as detailed in the Zap Pole Guide. Poles can be either surface mounted (bolted to an existing concrete slab), or more commonly, installed in ground (dig a hole, insert pole, fill with concrete). Boltage can supply a pole with a flange on the bottom for surface mounting. We reccomend that poles for in ground installations be sourced locally. In ground poles are basically like long chain-link fence posts, and can generally be purchased from and installed by a local fence contractor for about $300-$400. A complete specification with installation instructions and drawings will be provided by Boltage.

updated 2/11/10 san

Attachment I-2 - Regional Transportation Plan Chapter 2

Policy – Action No.	Goal(s)	Policy/Action	Strategic Action Element (Ch. 5)
3.1		Work with the JLUS committee to implement planning activities listed in the JLUS for R-2508 airspace (China Lake Naval Air Weapons Station and Edwards Air Force Base).	Aviation
3.2		Implement planning actions and strategies listed in the JLUS for R-2508.	
4	Mobility, Accessibility, Sustainability	Enhance and connect existing and future bikeways and pedestrian walkways in the Kern region.	Active Transport (AT), Air Emission
4.1		Seek and assist member agencies to apply for funding for bicycle and pedestrian projects from local, state, and federal souroes.	AT
4.2		Seek and assist member agencies to apply for funding to maintain existing bikeways and pedestrian walkways.	AT
5	Mobility, Accessibility	Encourage and assist Kern COG member jurisdictions to implement their adopted local bicycle plans and to incorporate bicycle facilities into local transportation projects.	AT, Air Emissions
5.1		Fund updated bicycle plans for incorporated cities and unincorporated communities.	AT
5.2		Pursuant to the Project Delivery Policies and Procedures adopted November 21, 2013, create and fund pedestrian/bicycle facilities.	AT
6	Mobility, Accessibility	Pursuant to the Project Delivery Policies and Procedures adopted November 21, 2013, update and fund regional and local plans that promote bicycle and pedestrian travel.	AT, Air Emissions
6.1		Fund a Pedestrian facilities Plan for the County of Kern as well as incorporated cities.	AT
6.2		Periodically update the Kern Regional Bicycle Plan.	AT
7	Livability	Pursuant to the Project Delivery Policies and Procedures adopted November 21, 2013, promote and fund sustainable community design that supports transit use and increases active transportation (AT) while still meeting the mobility needs of residents and employees.	AT, Public Transit, Air Emissions
7.1		Purchase and construct bicycle racks and lockers for Kern County multimodal stations.	AT
7.2		Purchase and construct bike tie-downs and racks on commuter trains and buses.	AT
7.3		Implement Rapid bus Improvements when financially feasible throughout the County.	Transit
7.4		Introduce Express bus service along SR 178/24th Street/Rosedale Highway and SR 99.	Transit
7.5		Consider Bus Rapid Transit in exclusive lanes with traffic signal priority.	Transit
7.6		Consider funding a feasibility study to explore additional Express bus service throughout the county.	Transit
7.7		Consider ramp metering.	Transit
7.8		Consider peak period only HOV lanes.	Transit
7.9		Consider converting BRT corridors to light rail transit.	Transit
7.10		Consider additional peak period HOV lanes.	Transit
7.11		Pursuant to the Project Delivery Policies and Procedures adopted November 21, 2013, create and fund pedestrian/bicycle facilities	AT
8	Mobility, Accessibility	Identify additions and alternatives that would improve the overall quality of transit service in Kern County.	Transit, Air Emissions

Proposed Actions

Near Term, 2014–2020

- Encourage COG member jurisdictions to implement their adopted local bicycle plans and to incorporate bicycle facilities into local transportation projects.
- Continue to seek funding for bicycle and pedestrian projects from local, state, and federal sources.
- Continue to seek funding to maintain existing bikeway and pedestrian facilities.
- Promote the purchase and construction of bicycle racks and lockers for Kern County multimodal stations.
- Promote the inclusion of bike tie-downs and racks on commuter trains and buses.
- Fund updated bicycle plans for incorporated cities.
- Fund a Pedestrian Facilities Plan for the County of Kern as well as incorporated cities.

Long Term, 2021–2040

- Continue to periodically update the Bicycle Master Plan.
- Continue to seek funding for bicycle and pedestrian projects from local, state, and federal sources.
- Continue to seek funding to help maintain existing bikeway and pedestrian facilities.
- Promote development of revitalized, walkable/bikeable neighborhoods with easy access to transit; Paving/controlling dust from streets and shoulders; and improve street intersections that facilitate bicycle travel.

Attachment I-4 - City of Bakersfield Bicycle Transportation Plan Program Recommendations

5. Program Recommendations

Of the Five Es of bicycle planning, four are related to programs: encouragement, education, enforcement and evaluation. Programs will complement engineering improvements such as bike paths, lanes and routes by giving Bakersfield residents the tools they need to safely and confidently use the bikeway network. All of the Five Es work together to enhance the bicycling experience in Bakersfield. The following section presents recommended programs to support the vision and goals of this plan. The recommendations include continuation of those the City currently administers and those identified by the community, as well additional programs that have proven to be popular and effective in other bicycle-friendly cities.

5.1 Encouragement

The following programs are designed to encourage community members to ride bicycles. Through the public outreach process, community members identified encouragement programs as a way to increase bicycling mode share and reach the goals outlined in this plan as well as in the Sustainable Initiatives Plan. Community recommended programs include car-free streets and employer-based programs.

5.1.1 Safe Routes to School Program

Helping children walk and bicycle to school is good for children's health and can reduce congestion, traffic dangers and air pollution caused by parents driving children to school. Safe Routes to School programs use a "5 Es" approach; using Engineering, Education, Enforcement, Encouragement, and Evaluation strategies to improve safety and encourage children walking and biking to school. The programs are usually run by a coalition of city government, school and school district officials, and teachers, parents, students, and neighbors.

A Bakersfield Safe Routes to School program will be a key element to implementing this Plan, especially considering the high numbers of bicycle collisions involving children under the age of 18.

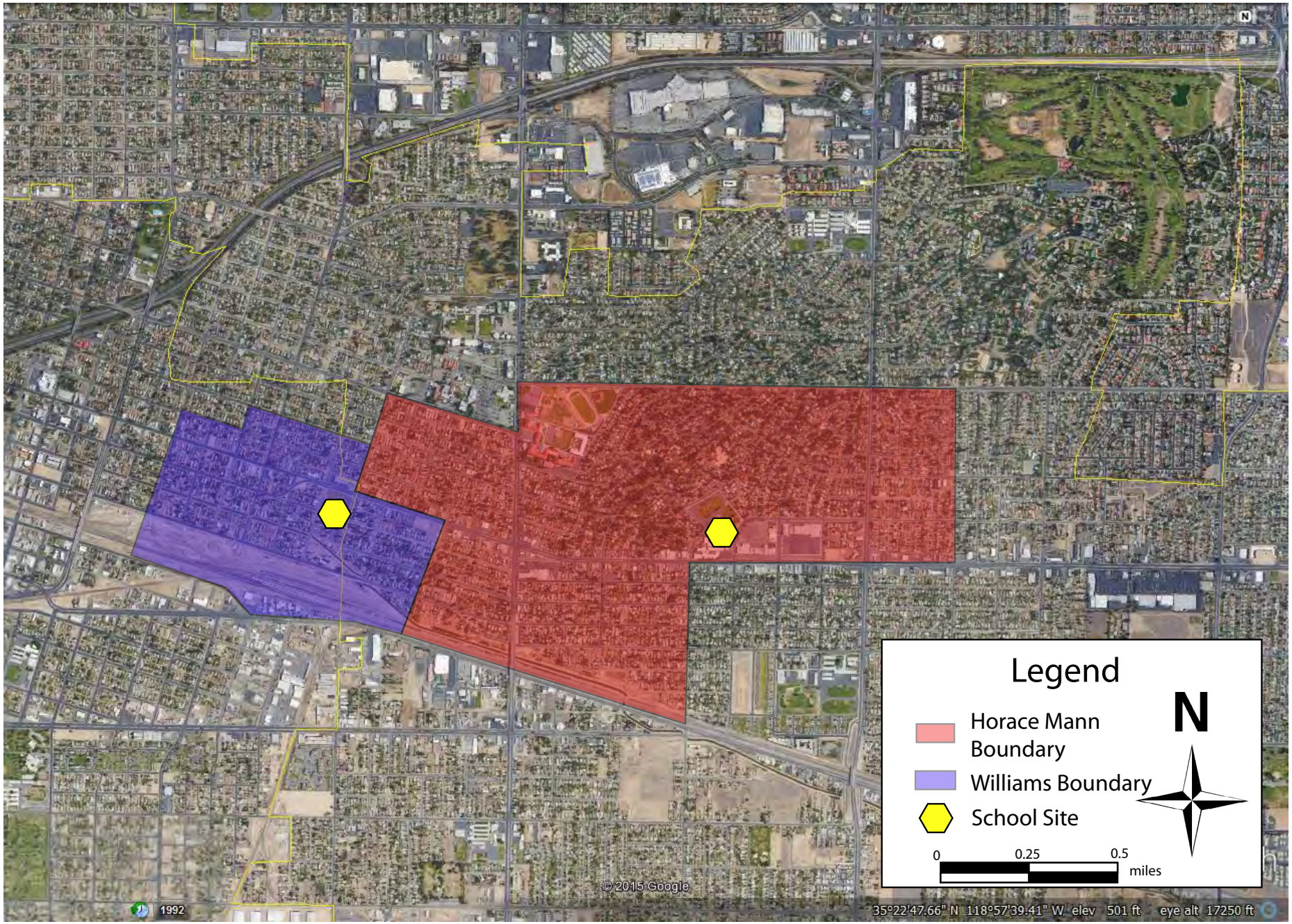
Recommendation

This Plan recommends that the City pursue grant funding to develop and implement a Safe Routes to School program.

Resource Guide: National Center for Safe Routes to School: http://www.saferoutesinfo.org/

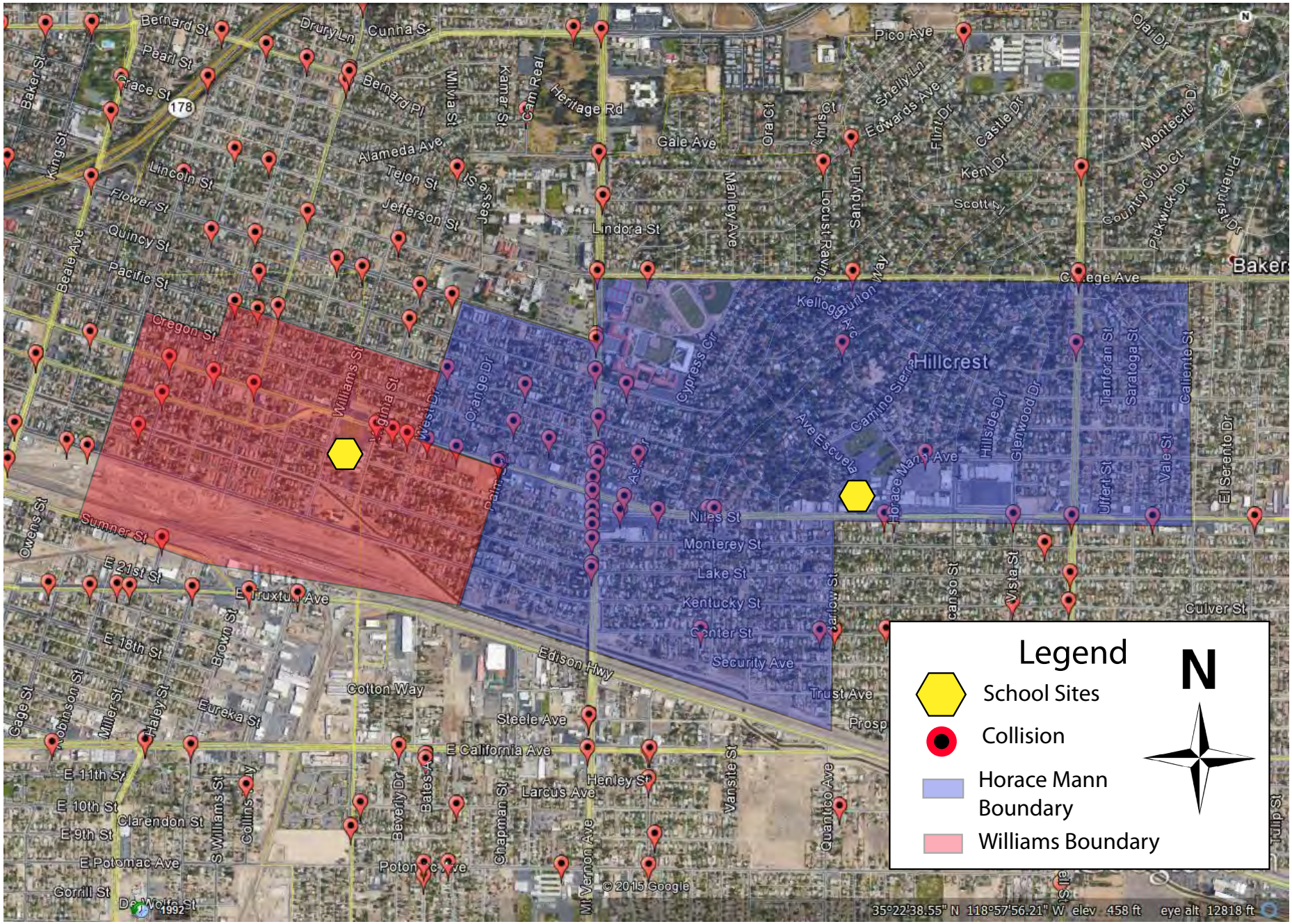
Student bicycle education classes teach bicycle traffic safety and the rules of the road

Attachment I-5 - Project Area with Scale



Attachment I-5

Attachment I-6 - Collision Map With School Boundaries

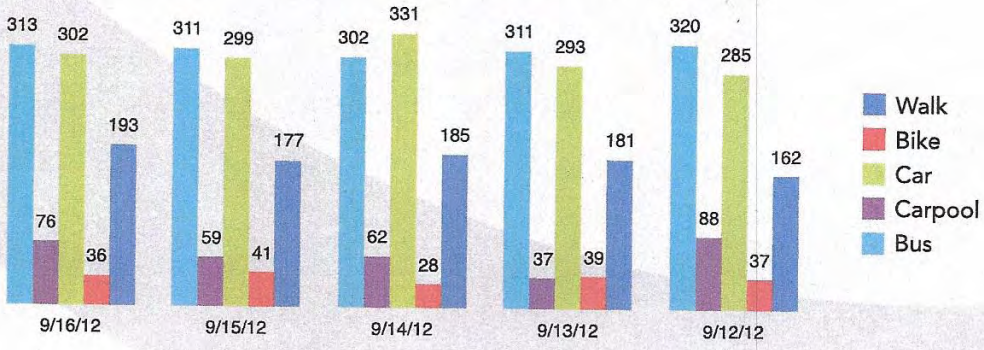


Attachment I-6

Standard Middle School Traffic Counts

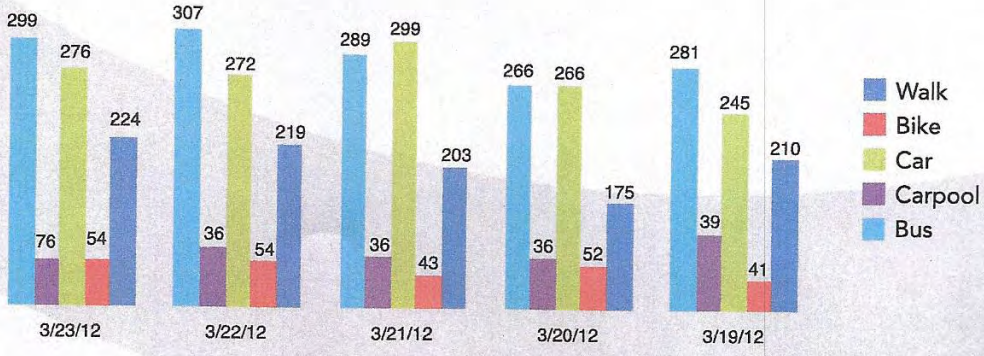
September 2011

	Walk	Bike	Car	Carpool	Bus
12-Sep	162	37	285	88	320
13-Sep	181	39	293	37	311
14-Sep	185	28	331	62	302
15-Sep	177	41	299	59	311
16-Sep	193	36	302	76	313



March 2012

	Walk	Bike	Car	Carpool	Bus
19-Mar	210	41	245	76	281
20-Mar	175	52	266	39	266
21-Mar	203	43	299	58	289
22-Mar	219	54	272	63	307
23-Mar	224	54	276	54	299



SAFE ROUTES TO SCHOOL SUCCESS STORY

18%

increase in the number of students walking and bicycling to school beween 2010 and 2012

43%

increase in the number of students walking and bicycling to a school with a Walking Ambassadors program beween 2010 and 2012

856

students escorted to school by older students as part of the Walking Ambassador program beween 2010 and 2012

7,500

students received pedestrian and bicycle safety education

August 2012

California Safe Routes to School Technical Assistance Resource Center, a program of California Active Communities

www.CaSafeRoutesToSchool.org

(916) 552-9874

CaActiveCommunities@cdph.ca.gov

Delano, California

CALTRANS DISTRICT 6, KERN COUNTY

There was a time when the sight of children walking and bicycling to school was a familiar scene in communities across California. In fact, in1969 approximately 50 percent of children walked or bicycled to school. Today, fewer than 15 percent of children do and rates of childhood obesity and overweight are overwhelming.[1,2]

Concerns about traffic safety are often cited as one of the main reasons children do not walk or bicycle to school.[3] And for good reason, as in 2010 alone, over 21,000 California school children were sent to an emergency department and over 1,500 were hospitalized due to pedestrian or bicycle injuries.[4]

Creating safe opportunities for walking and bicycling is critical to improving the safety of young pedestrians and bicyclists and to reducing overweight and obesity among California's youth. Safe Routes to School (SRTS) programs are key to reversing these trends. SRTS programs increase the number of children who safely walk and bicycle to school through education and encouragement programs, enhanced enforcement, engineering improvements, and strong program evaluation.

PROGRAM SUMMARY

The City of Delano received a federal SRTS Non-Infrastructure (NI) award to increase safe walking and bicycling to school in Delano Unified School District.

The City hired Youth Educational Sports, Inc. (YES, Inc.), a nonprofit bicycling and pedestrian safety organization, to help facilitate and implement its SRTS NI program.

5.1.8 Bicycle Friendly Community

The League of American Bicyclists (LAB) recognizes communities that improve bicycling conditions through education, encouragement, enforcement and evaluation programs. Communities can achieve platinum, gold, silver, or bronze status or an honorary mention. Bicycle friendliness can indicate that a community is healthy and vibrant. Like good schools and attractive downtowns, bicycle friendliness can increase property values, spur business growth and increase tourism.

Recommendation

This Plan recommends that the City pursue Bicycle Friendly Community status. This Plan is a valuable resource for completing the LAB application efficiently. The following link provides detailed information about the application process.

http://www.bikeleague.org/programs/bicyclefriendlyamerica/communities/

5.2 Education

Education programs are designed to improve safety and awareness. The needs analysis (including community input and collision analysis) identified a need for education programs. Community members identified education classes as a way to reduce conflict and encourage more bicycling. Bicycle related collision data shows that in addition to engineering improvements, education about riding on the right side of the road and how to comfortably ride in traffic may reduce bicycle related collisions. A sampling of recommended education programs is below.

5.2.1 Youth Bicycle Safety Education Classes

Youth bicycle safety education provides children with knowledge and training about safe and proper bicycle use

Typical school-based bicycle education programs educate students about the rules of the road, proper use of bicycle equipment, biking skills, street crossing skills, and the benefits of biking. Education programs can be part of a Safe Routes to School program. These types of education programs are usually sponsored by a joint City/School District committee that includes appointed parents, teachers, student representatives, administrators, police, active bicyclists and engineering department staff.

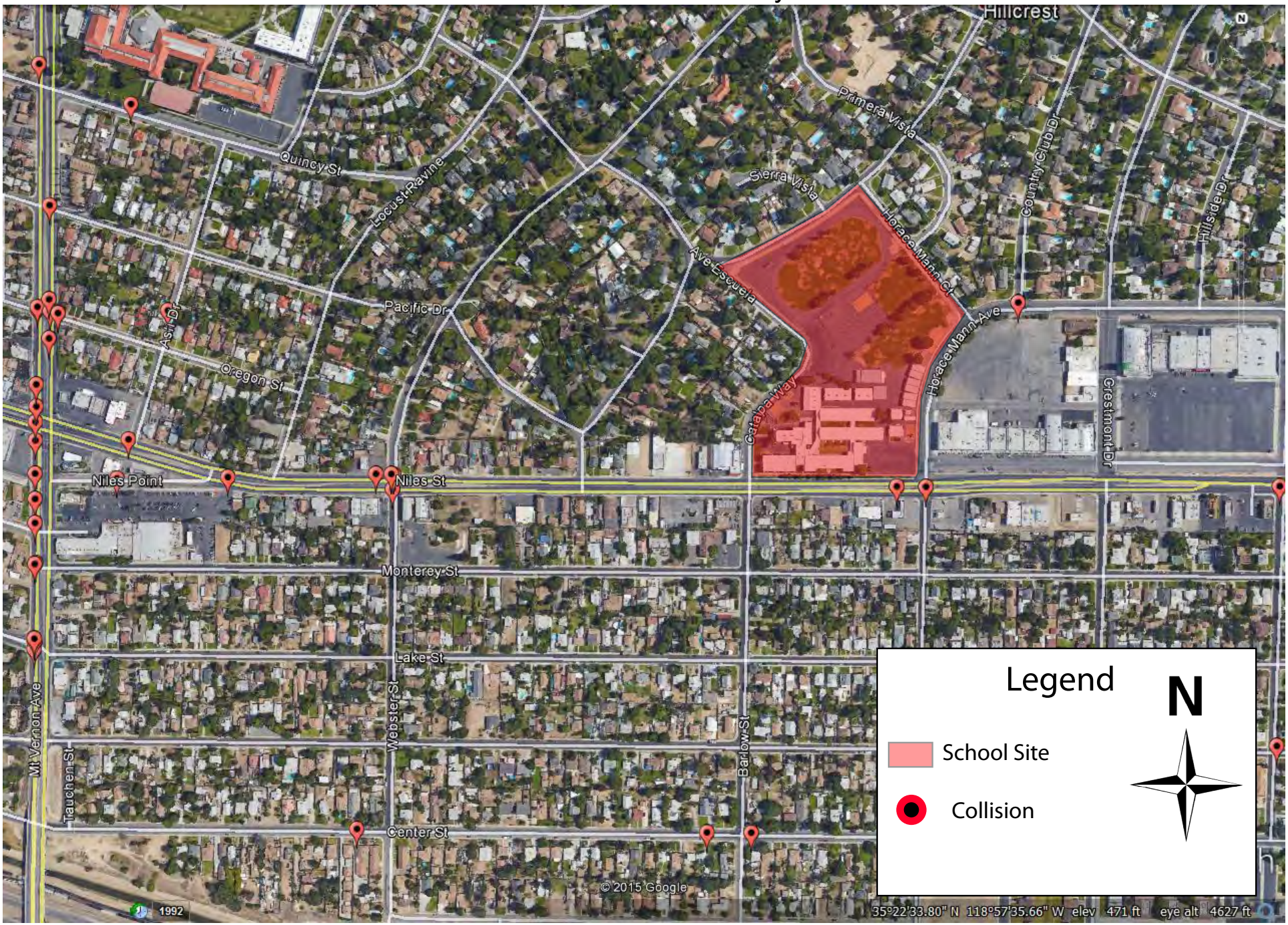
Recommendation

This Plan recommends that the City pursue a Safe Routes to School Program that includes annual youth bicycle safety education classes. The City should consider the need for multi-lingual instruction

Sample programs:

- League of American Bicyclists: http://www.bikeleague.org/programs/education/courses.php#kids1
- Bicycle Transportation Alliance – Portland, OR: http://www.bta4bikes.org/resources/educational.php

Attachment I-10 - Horace Mann Elementary with Collision data



Attachment I-10

Attachment I-11 - Williams Elementary with Collision data

Attachment I-11

Attachment I-12 - Image of the Intersection Of Niles Street and Horace Mann Avenue

Attachment I-13 - Image of the Intersection Of Niles Street and Williams Street

League of American Bicyclists

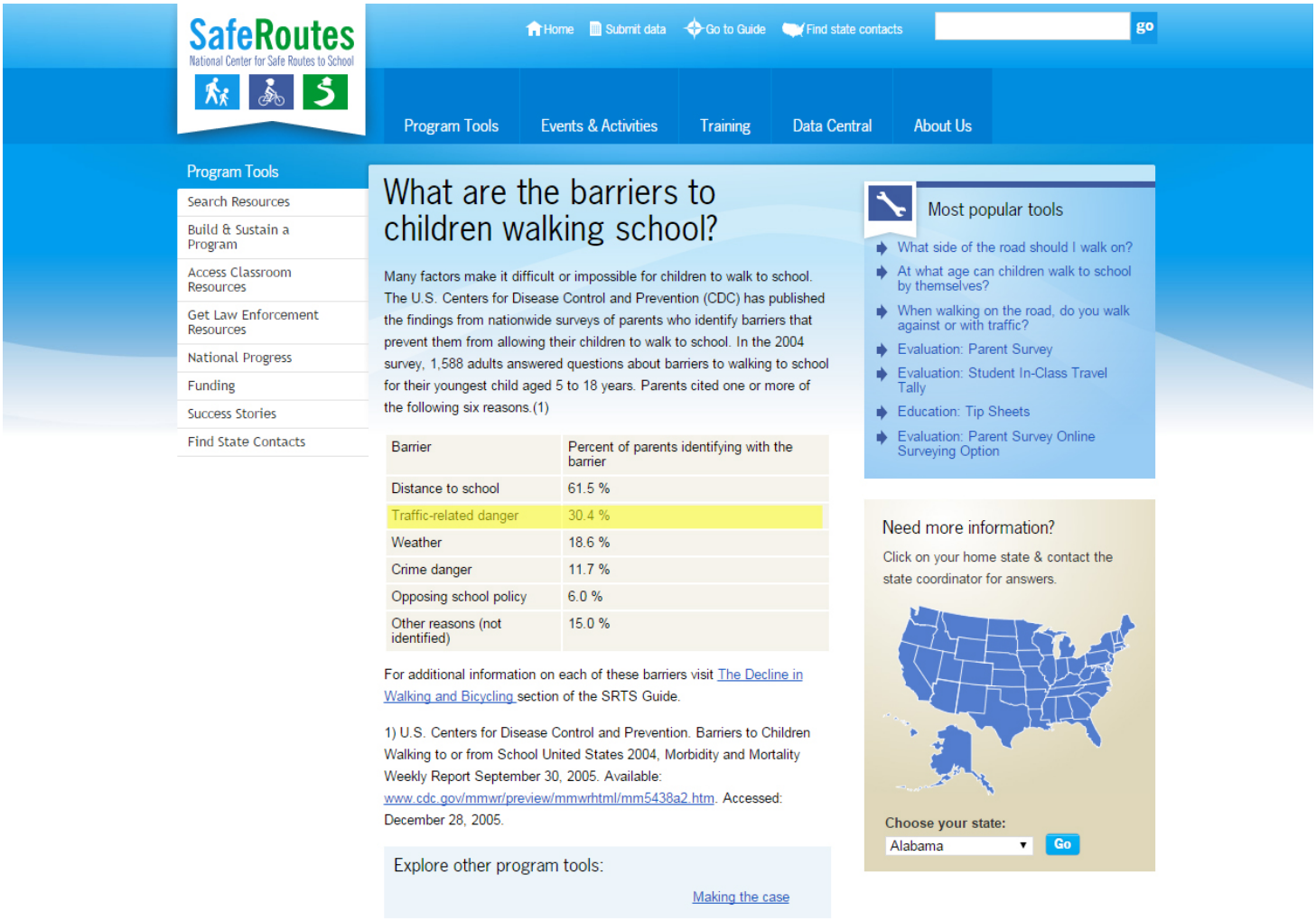
SMART CYCLING

Bicycling Skills 123
Youth Instructor Manual

SPONSORED BY:

NBDA
National Bicycle Dealers Association

Attachment I-15 - National Safe Routes to School - Barriers to Children Walking to School



SafeRoutes
National Center for Safe Routes to School

Home | Submit data | Go to Guide | Find state contacts | go

Program Tools | Events & Activities | Training | Data Central | About Us

Program Tools
- Search Resources
- Build & Sustain a Program
- Access Classroom Resources
- Get Law Enforcement Resources
- National Progress
- Funding
- Success Stories
- Find State Contacts

What are the barriers to children walking school?

Many factors make it difficult or impossible for children to walk to school. The U.S. Centers for Disease Control and Prevention (CDC) has published the findings from nationwide surveys of parents who identify barriers that prevent them from allowing their children to walk to school. In the 2004 survey, 1,588 adults answered questions about barriers to walking to school for their youngest child aged 5 to 18 years. Parents cited one or more of the following six reasons.(1)

Barrier	Percent of parents identifying with the barrier
Distance to school	61.5 %
Traffic-related danger	30.4 %
Weather	18.6 %
Crime danger	11.7 %
Opposing school policy	6.0 %
Other reasons (not identified)	15.0 %

For additional information on each of these barriers visit The Decline in Walking and Bicycling section of the SRTS Guide.

1) U.S. Centers for Disease Control and Prevention. Barriers to Children Walking to or from School United States 2004, Morbidity and Mortality Weekly Report September 30, 2005. Available: www.cdc.gov/mmwr/preview/mmwrhtml/mm5438a2.htm. Accessed: December 28, 2005.

Explore other program tools:

Making the case

Most popular tools
- What side of the road should I walk on?
- At what age can children walk to school by themselves?
- When walking on the road, do you walk against or with traffic?
- Evaluation: Parent Survey
- Evaluation: Student In-Class Travel Tally
- Education: Tip Sheets
- Evaluation: Parent Survey Online Surveying Option

Need more information?

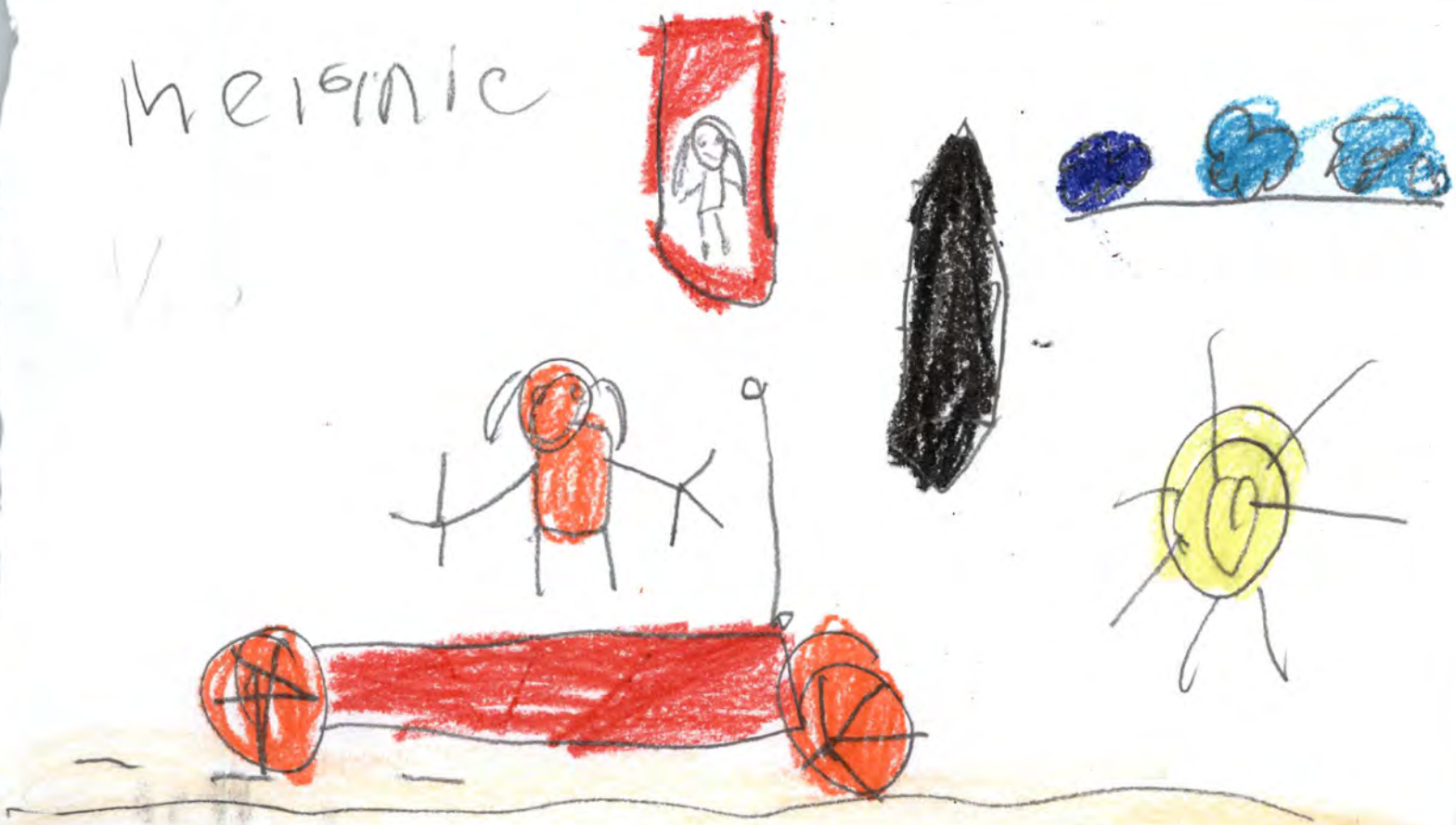
Click on your home state & contact the state coordinator for answers.

Choose your state:

Alabama Go

Do I have to wear helmet every time I ride my bike? Do I have to stop if I see a car? How can I be safe, IF I ride my bike.

Melanie



I would like to know
which side is safe for
me when riding my bike.
Melanie

I would like to ride my bike to school, but I don't know how to be safe. I don't know if I need special shoes. Do I need my parents next to me when I ride my bike? Brian

Horse Mann school
270 Niles St.
May 26, 2015

Dear Bike Bakersfield team,

I t would help a dlot if you would create a group of kids to ride thier bikes to school. We would like you to make a bike team of pupils So that we could walk & ride our bikes to and from school. We would like you guys to train our pupils to not be afraid of s tranger danger. We would also like you to grant our wish to ride bikes & walk.

Thank you very much.

Sincerely

Hayleigh

Helen Alvarado
Horace Mann School
2710 Niles St.
Bakersfield, CA 93306

May 26, 2015

Dear Bike Bakersfield Team:

I'm Convrince to support this groop and have kids learn how to ride a bike to school all by thereselves. I wanted to do a program to teach parents and kids how to walks and ride their bikes safely together. That will also create teamwork and new friendship.

From
Helen Alvarado

Emerie Noriega
Horace Mann School
2710 Niles St
Bakersfield, CA 93306

May 26, 2015

Dear Bike Bakersfield Team!

We would like to have this program so we can be safe when we are waking to school. It can give you great extersise. You can learn about maps. If some thing happens to your friend, you can help, like if there tire is flat. If they get heart, they will help you by waking instead of rideing a bike, so they can go →

Attachment I-16

ahead. The school can prou bably make a bike lane for us. That is why we should do it, so we can be safe and brave. Maby when were older, we can do it for or kids.

Cencearly,

Emerie

carlos vela
Horace mann school
2710 Niles St.
Bakersfield ca,

May 26 2016

Dear bike bakersfield Team:

Have you've been scared when you are by your self? Well now that there is the bike bakersfield team, it will make kids safer when their walking or riding a bike. And it will teach kids not to go on the street and the right stuff to do. But there is a bad thing. There might be strangers, but with... another kid be can tell them where are no strangers kids should bring a lock and a helmet.

Sincerely carlos vela

BakersfieldNow.com - KBAK and KBFX News

Childhood obesity rates up in Kern County, down in the state

By *Connie Tran, KBAK - KBFX - Eyewitness News - BakersfieldNow.com*| Published: Nov 9, 2011 at 7:57 PM PDT (2011-11-10T2:57:4Z)| Last Updated: Nov 10, 2011 at 2:01 PM PDT (2011-11-10T21:01:59Z)

PLAY VIDEO (HTTP://WWW.BAKERSFIELDNOW.COM/NEWS/HEALTH/133582613.HTML?TAB=VIDEO&C=Y)

BAKERSFIELD, Calif. (http://search.bakersfieldnow.com/default.aspx?ct=r&q=Bakersfield) (KBAK/KBFX) — A study released Wednesday by the California Center for Public Health and Advocacy and the UCLA Center for Health Policy Research found that childhood obesity rates are down in California by 1.1 percent. Unfortunately, in Kern County, the rates have grown.

The number of obese children in Kern County is almost alarming, and it seems a similar trend is forming in other Central Valley counties, such as Fresno and Tulare.

Dr. Harold Goldstein, the executive director for CCPHA said, "In Kern County, 44 percent of students are overweight. That's an increase of 5.8 percent over that five-year period. Really, when I saw those numbers I was shocked, because I had seen the numbers statewide were going down, but (that) the numbers continued to climb in Kern County is especially troubling."

Goldstein said he believes the childhood obesity rates in Kern County and Fresno County are so high because those counties have the highest density of unhealthy food outlets in California.

Lauren Lacher, mom to a baby girl and a 12-year old, said, "I think it has to do with a lot of the parents having to work, they have to work so much, whether it be in the fields or office jobs, they're gone all day. Nobody's there to watch what snacks they're getting and people aren't teaching their child the right snacks to get after school."

The Kern County Department of Public Heath has acknowledged the childhood obesity problem in the area.

County of Kern, Public Health Services Department

Call To Action Plan

Welcome to the information hub on the Kern County Call to Action Plan. This action plan, adapted with permission from San Diego's Call to Action: Childhood Obesity Action Plan model, is intended to have the most influence on developing environmental and policy change supporting healthy lifestyles, choices, and behavior change by engaging residents, community organizations, local leaders and businesses.

Recently, the Kern County Public Health Services Department received a Capacity Building Community Transformation Grant through the Centers for Disease Control and Prevention to further support and expand the work of the Call to Action Plan. This $2.2 million grant to be implemented over the course of the next five years, will build Kern County's capacity to effectively promote active living and healthy eating, tobacco-free living, and high impact quality clinical and other preventive services.

Kern County Call to Action
Kern County Public Health Services Department
1800 Mt. Vernon Ave. Bakersfield, CA 93306
(661) 321-3000 CallToAction@co.kern.ca.us

About Us Partners Sponsors Domains Government Healthcare Schools Early Childhood More ↓

About Us

Background:

Chronic disease, along with the issues of overweight and obesity, has reached epidemic proportions in Kern County. Over 60% of the population (teens and adults) is reported as being overweight or obese. Kern County ranks highest of the 58 California counties in deaths from heart disease and is second highest in deaths from diabetes. Kern County also ranked in the bottom 25% for six of eight health indicators related to all causes of death (2010). Poor nutrition and lack of physical activity significantly increases the risk and acuity of diabetes, heart disease, high blood pressure and cancers. Secondhand smoke exposure causes serious disease and death, including heart disease and lung cancer in non-smoking populations. According to the CDC, each year an estimated 3,000 non-smoking Americans die of lung cancer primarily because of exposure to secondhand smoke; more than 46,000 die of heart disease.

In September 2011, in response to these critical health concerns, the County was awarded a five year Community Transformation Grant (CTG) to support and promote active living and healthy eating, tobacco-free living, and clinical and other preventive services. The grant provides for a "Capacity Building Project to Engage Community" through a range of community strategies including:

- Coalition Building and Planning;
- Community Health Assessment;
- Capacity Building;
- Strengthening our Leadership Team; and
- Promoting and Educating Stakeholders about CTG program activities and a common vision for community wellness and prevention.

Kern County's CTG supports the Call to Action: Chronic Disease and Obesity Action Plan, which incorporates the development of core, guiding and strategic principles; maximizing health impact through prevention; and the expansion of evidence-based services to address community health problems. The Call to Action Plan will also ensure health equity and reduce health disparities among high-risk populations. See the Kern County Call to Action Chronic Disease and Obesity Plan for more details.

THE 2010 COMMUNITY HEALTH NEEDS ASSESSMENT SUMMARY AND FINDINGS

2010 COMMUNITY HEALTH NEEDS ASSESSMENT (CHNA) SUMMARY

The 2010 CHNA is a collaborative effort of Bakersfield Memorial Hospital, Delano Regional Medical Center, KP-Kern County, Kern County Department of Public Health, Mercy Hospitals of Bakersfield, San Joaquin Community Hospital, and other local partners. The 2010 assessment is a Web-based, living CHNA, which uses the Healthy Communities Network (HCN) web tool to display health status and track progress in the community. The technology allows the CHNA to refresh and stay current each year by highlighting important issues in the community and is now available to the public at www.healthykern.org, which provides more than 120 health and quality-of-life indicators for Kern County. Rather than focus on one isolated area of need, the CHNA sought to create a comprehensive county overview using multiple health and quality-of-life indicators. The CHNA process involves assessment and understanding of demographics, health access, health care usage, health behaviors, health status, as well as social and environmental factors that ultimately affect health outcomes. Review and evaluation of this quantitative data combined with community consultation and feedback have enabled us to identify key priority areas in the community that require attention.

KEY FINDINGS FROM THE 2010 CHNA

Based on a careful review of the primary and secondary data collected for the 2010 CHNA, the key findings are as follows:

Access to Health Care:

- 57% of adults have private health insurance.
- 87.5% of people have a usual source of health care.
- 91% of children have health insurance.
- African American (47.9%) and Latinos (36.3%) have the lowest rates of health coverage.

Obesity:

- 29.3% of Kern County adults are obese.
- Latinos are leading at 34% with Whites next at 26%.
- Males 45 to 65 have the highest obesity rates.

Diabetes:

- Kern County places in the bottom quartile of California counties for *all* diabetes-related indicators.
- During the 2006–2008 measurement period, the hospitalization rate due to diabetes was 28.4 hospitalizations per 10,000 population and ranked 55 out of 58 California counties.

Mortality Rates:

- Kern County was rated 58th out of 58 California counties for age-adjusted rate of death due to heart disease; 25% higher than the national average.
- Kern County was rated 57th out of 58 California counties for age-adjusted rate of death due to diabetes complications.
- Kern County was rated 45th out of 58 California counties for infant mortality.

Adolescent Health:

- In 2006–2008, Kern County had the highest teen birthrate of all California counties at 63.7 births per 1,000 females 15 to 19, compared to 36.6 per 1,000 females 15 to 19 statewide.

percentage of grant dollars allocated to organizations that provide access to health care coverage to children and/or adults, number of KP-Kern County physicians and staff who participate, and type of engagement and assistance provided.

PRIORITIZED NEED II: PREVENTION AND MANAGEMENT OF OBESITY, DIABETES, AND HEART DISEASE

Obesity increases the risk of many diseases and health conditions including heart disease, type 2 diabetes, cancer, hypertension, stroke, liver and gallbladder disease, respiratory problems, and osteoarthritis. Losing weight and maintaining a healthy weight help to prevent and control these diseases. Being overweight or obese also carries significant economic costs due to increased health care spending and lost earnings. With an overall adult obesity rate of 29.3%, Kern County is far above the 15% Healthy People 2010 goal. The high mortality rates in Kern County point to multiple systemic problems in the health care system. Mortality rates in Kern County rank in the bottom third of all California counties. In addition, the rates for nearly all causes of death are increasing over time. The age-adjusted death rates due to coronary heart disease, diabetes, and stroke all place Kern County in the bottom quartile of California's 58 counties. Significant racial and ethnic disparities exist for many death rates, especially for African Americans.

2011 GOALS

1. Increase consumption of fresh fruits and vegetables.
2. Increase physical activity in community and institutional settings.
3. Decrease mortality rates for heart disease, diabetes, and stroke.

2011 STRATEGIES

1. Provide grants to community-based organizations that address access to healthy food choices, environmental changes that lead to an increase in physical activity, and/or public policy issues that will result in a more healthy and active community.
2. Provide technical assistance (TA) and clinical expertise to community-based organizations in the form of shared best practices and intellectual assets.
3. Provide grants to community-based organizations that address preventing and successfully managing obesity, heart disease, diabetes, and stroke.

TARGET POPULATION

Low-income residents of Kern County who are at risk for obesity, heart disease, diabetes, and/or stroke, especially those who reside in areas of the county where there is limited access to outdoor recreation or fresh fruits and vegetables.

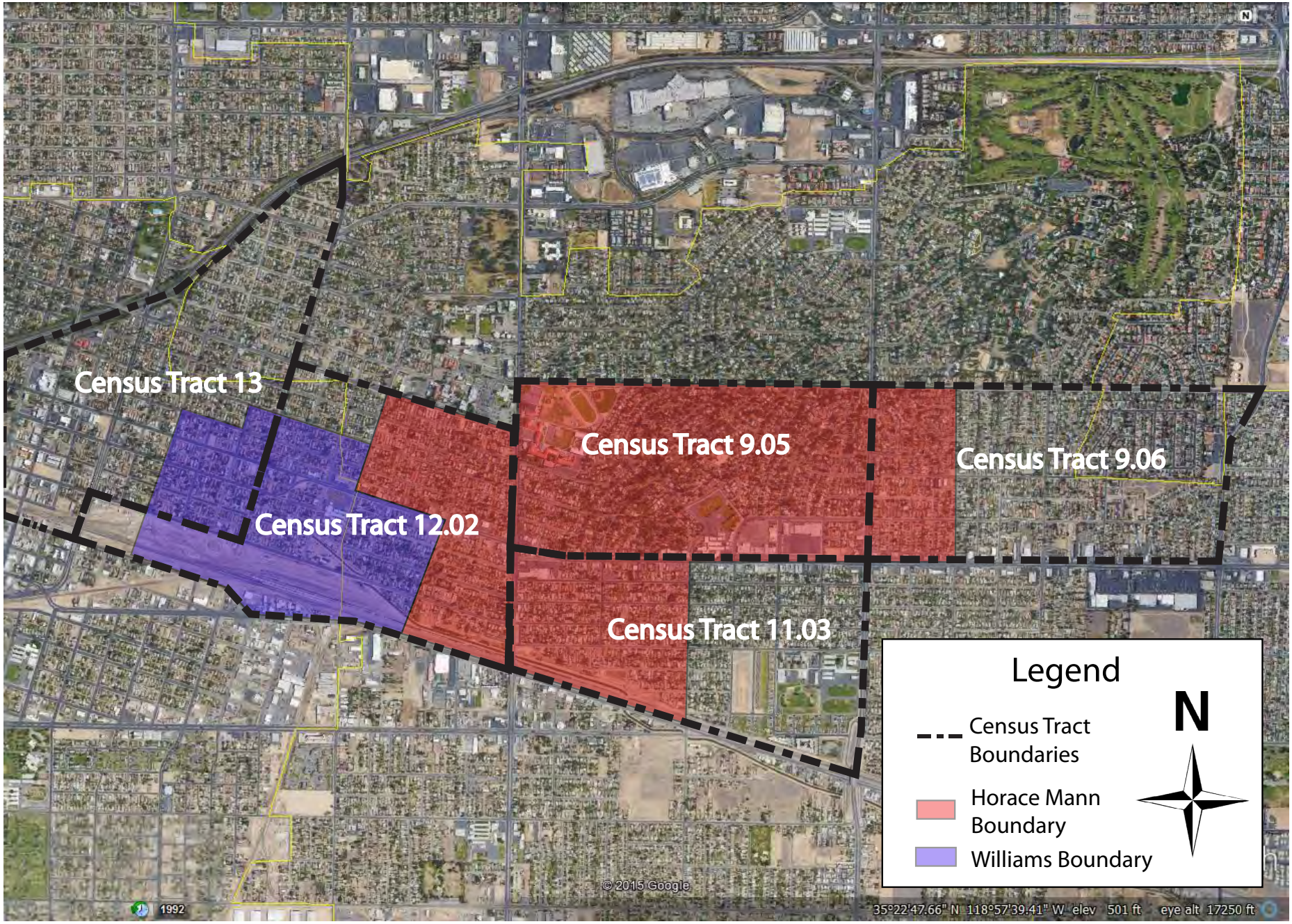
COMMUNITY PARTNERS

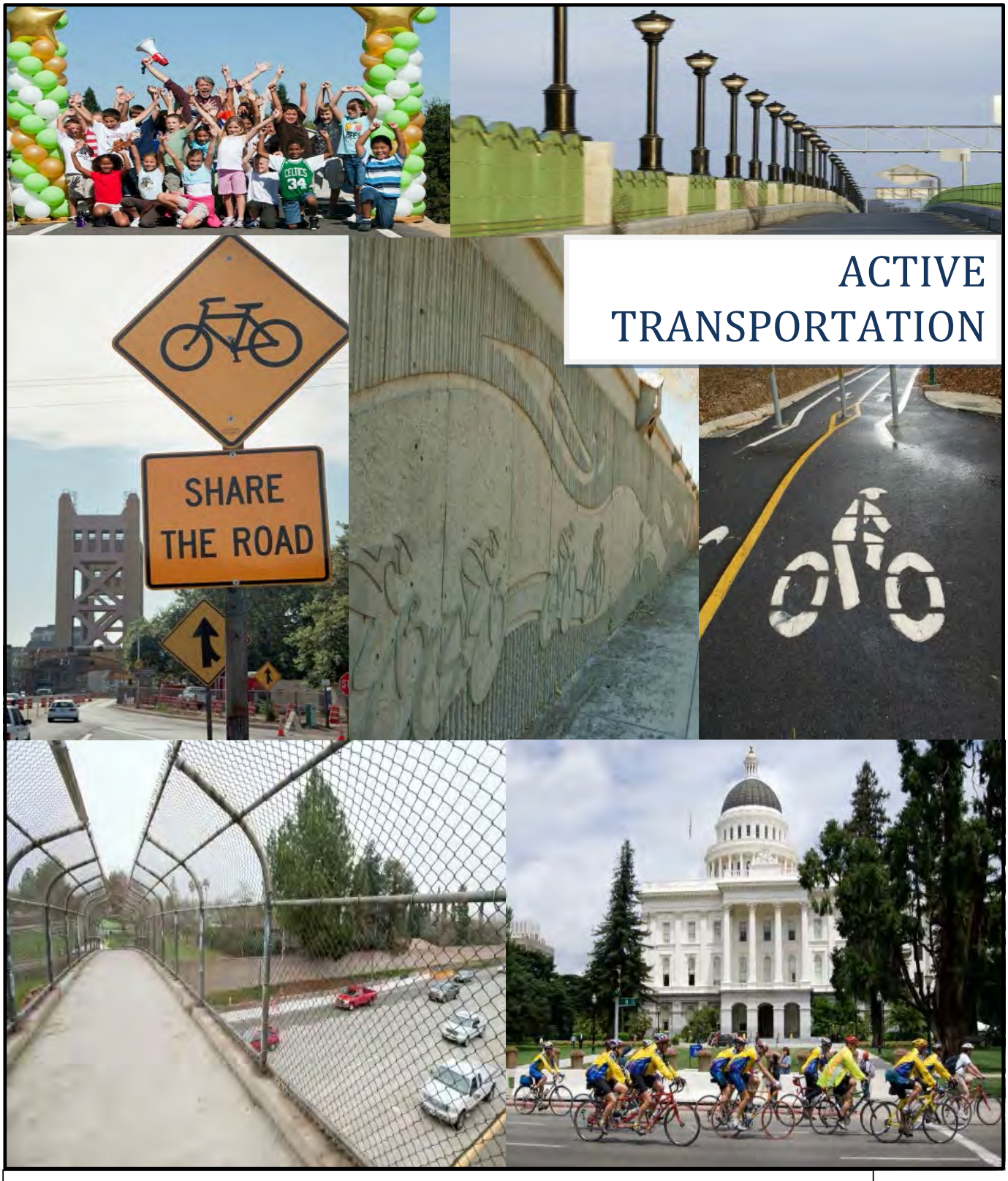
Community partners include parks and recreation departments throughout Kern County, Kern County Department of Public Health, local school districts, and community-based organizations.

2011 YEAR-END RESULTS

- Stop the Violence Movement, Inc. received a $7,000 planning grant to assess and organize the southeast Bakersfield community to establish a successful farmers' market capable of accepting EBT, WIC, and Senior Nutrition Vouchers.
- Boys & Girls Clubs of Kern County received a $20,000 grant for the Triple Play program. Triple Play's curriculum consists of 10 sessions for each of three age groups, 6 to 8, 9 to 12, and teens, that are conducted after-school and during the summer. Triple Play includes daily fitness challenges that give youth at every age the chance to play longer and harder at different games—from jumping rope to basketball and creating games of their own. Also included is the Healthy Habits curriculum, which has the central themes of good nutrition, regular physical activity, and improving overall well-being.

Attachment I-18 - Map With School Boundaries and Census Tracts





ACTIVE TRANSPORTATION

BENEFIT-COST ANALYSIS TOOL **Version 1.0**

COST BENEFIT ANALYSIS OF ACTIVE TRANSPORTATION PROJECTS

INTRODUCTION

This spreadsheet tool provides a simple way of quantifying benefits and costs of active transportation projects, except general plans. Given the necessary data, the tool would quantify mobility, health, safety, vehicles mile travelled reduction savings, and recreational benefits.

The model is arranged by worksheets and contains the following information, data, and results:

Worksheets	Contents
Cover Page	
Instructions	General model description and assumptions
1) Infrastructure Inputs	Data input page for infrastructure projects
2) Non-Infrastructure Inputs	Data input page for non-infrastructure projects
3) Non-Infrastructure- All	Calculation for Non-infrastructure Non-SR2S_SR2S
4) Infrastructure- Safe Routes to Schools	Calculation for infrastructure SR2S
5) Results	Summary of Analysis Results
6) Individual Benefits for Infrastructure Non-SR2S	
6a) Mobility	Calculation of changes in mobility
6b) Health	Calculation of changes in health
6c) VMT Reduction	Calculation of changes in VMT reduction
6d) Recreational	Calculation of changes in Recreation
6e) Safety	Calculation of changes in safety
7) Aggregation	
7a) Undiscounted	Current Total Benefits
7b) Discounted	Discounted Total Benefits
8) Parameters	Economic parameters, assumptions, etc.
Miscellaneous	Tables, etc.

Assumptions are necessary when doing economic analysis. These assumptions include discount rate, value of time, accident value, etc. Discount rate of 4% was used to be consistent with the value used in Cal/B-C model. Value of time was determined by taking half of of the statewide wage rate in California, consistent with US Department of Transportation's Value of Time Guidance. A 2% growth factor of average California annual growth of population was used to account for annual increase in benefits. These assumptions and others are put on the Parameters worksheet and should not be changed by the user.

After reading the instructions, the user should enter necessary data to analyze the project. If the project is an infrastructure project, all data should only be inputted on the infrastructure input page. If the project is a non-infrastructure project, all data should only be inputted on the non-infrastructure input page. If the project is a combination of both infrastructure and non-infrastructure, data should be inputted on both input pages.

INSTRUCTIONS

The user can analyze most projects by simply inserting limited data on the Non-infrastructure and/or infrastructure input page and getting results on the Results page. At the top of the sheet, the user can enter information regarding the project name and location. This section provides general information about active transportation projects. Box 1 is for infrastructure projects and Box 2 is for Non-infrastructure projects. For Bike and Pedestrian Projects, fully assess trips any one direction. *For certain calls, pop-up messages are designed to help users if data is not readily available.

Bike Projects (Box 1A)

1 Insert the total existing number of daily bike trips (without project)
2 Insert the anticipated total number of daily bike trips after 1 year (without project)
3 Insert the anticipated total number of daily bike trips after 1 year of project completion (with project).
4 Insert existing number of daily bike trips that are commuters
5 Insert existing number of daily bike trips that are recreational

*If no data is available for existing trip for commuters and recreational users take 11% and 31% respectively of total existing number of daily bike trips (without project).

6 For estimates, insert new daily trips that are commuters after 1 year of project completion
7 For estimates, insert new daily trips that are recreational in nature after 1 year of project completion

*If no data is available for new trip for commuters and recreational trips after 1 year of project completion assume half of existing bike commuter trips and recreational trips respectively.

8 If data is available, insert actual new daily trips for commuters and recreational after 1 year of project completion.
9 Provide the Average Annual Daily Traffic (AADT) of the closest adjacent road to the proposed project.

*If the project is construction of new bike lane, path and/or trail, assume a percentage shift of drivers of 5% to bicycle and walk use, using the current AADT for the closest road to the proposed project.

9 Select the appropriate type of bike class type from the pull-down menu.

Pedestrian Projects (Box 1B)

For pedestrian projects, the user can enter trips or step counts or miles walked..

10 Insert the total existing number of daily walk trips (without project)
11 Insert the anticipated total number of daily walk trips after 1 year (without project)
12 Insert the anticipated total number of daily walk trips after 1 year of project completion (with project); OR
13 Insert total existing step counts (without project)
14 Insert the anticipated step counts after 1 year (with project); OR
15 Insert total miles walked (without project)
16 Insert anticipated miles walked after 1 year (with project)

Please note: Data needs to be entered on 1, 2, 3, 10, 11, and 12 to account for benefits for bike and pedestrian before and after project.

Safe Routes to School (SR2S) Infrastructure Projects (Box 1C)

17 Insert number of students enrolled in the school/s
18 Insert approximate number of students living along school route proposed for improvement
19 Percentage of students that currently walk or bike to school
20 Projected percentage of students that will walk or bike to school after the project is completed

Infrastructure Project Costs (Box 1D)

21 Insert project cost for the Non-SR2S infrastructure project
22 Insert project cost for theSR2S infrastructure project

ATP Requested Funds (Box 1E)

For a benefit-cost analysis, total project cost is used to calculate benefit-cost ratio. However, the ATP Guidelines require benefits relative to funds requested be calculated as well. Provide the funds requested below for infrastructure projects

23 Insert ATP funds requested for the Non-SR2S infrastructure project
24 Insert ATP funds requested for the SR2S infrastructure project

Crash Data (Box 1F)

25 Enter total number of fatal crashes for the last 5 years
26 Enter total number of injury crashes for the last 5 years
27 Enter total number of property-damage only (PDO) crashes for the last 5 years

Crashes involving pedestrians and cyclists are often underreported. For this b/c analysis, we require that users provide the last 5 years of crash data to capture any years that did not have any accidents. Statewide Integrated Traffic Records System (SWITRS) with their Annual Report of Fatal and Injury Motor Vehicle Traffic Collisions is a good source for fatal and injury accidents. http://www.nhtsa.ca.gov/switrs/

SafeTREC Transportation Injury Mapping Systems (TIMS) by University of California, Berkeley-website also includes "SWITRS QIS Map" tool that can be used to gather the crash data for specific improvement. http://tims.berkeley.edu/

Annual average for each crashes are calculated automatically after data crash data is entered.

Safety Countermeasures (Box 1G)

Mark any countermeasures associated with the project, with a capital "Y" and capital "N" if not included. Countermeasures should be significant, which is defined here to cost at least 15% of total project costs. Other reduction factor countermeasures should be filled out if specific countermeasures are not explicit on the enumerated choices.

If the project only involves infrastructure project, the user is ready to do the analysis. However, if the project has a non-infrastructure component, the user still needs to fill out and follow instructions for non-infrastructure project types.

SR2S Outreach Non-Infrastructure (Box 2A)

28 Insert number of students enrolled in the school/s
29 Insert number of students that currently walk or bike to school /28
30 Insert percentage of students that currently walk or bike to school
31 Insert project cost for the outreach
32 Insert ATP funds requested
33 Duration of outreach (months)

Numbers 29-30 can be the same as numbers 17-20 under Box 1C However to make things simpler and avoid any overlapping of benefits, 26-30 are strictly for NON-INFRASTRUCTURE and 17-20 are for SR2S INFRASTRUCTURE projects.

Outreach to users will be automatically calculated once we have number of enrolled students minus number of students that currently walk or bike to school.

Non-SR2S Outreach Non-Infrastructure (Box 2B)

31 Insert number of targeted participants, a subset of a population of town or city.
32 Insert number of residents or participants that currently walk or bike ; OR
33 Insert percentage of residents or participants that currently walk or bike
34 Insert project cost of the outreach
35 Duration of outreach (months)

Outreach to users will be automatically calculated once we have number of targeted participant minus number of them that currently walk or bike.

Perception, Promotional Effort, Age and Duration boxes (Boxes 2C, 2D, 2E, and 2F)

Based from a review of several academic articles and government publications, four broad reoccurring themes either promoted or discouraged active transportation. Brief description of the reoccurring themes are included to aid in fillline out the appropriate boxes for the outreach project.

Perception: The attitude or belief about active transportation is critical to get someone to try it. Negative deterrents include unsafe, not connected, physically difficult, unaesthetic surroundings, distance, etc. Hands-on outreach (e.g., walk audit) is more successful in changing a potential user attitude.

Collective Promotional Efforts: A coordinated and collective effort by multiple entities/stakeholders is more successful in promoting active transportation user than a single promotional effort, for example the 5E's--engineering, enforcement, education, encouragement, and evaluation.

Age: The usage of active transportation during ones youth generally carries over into adulthood. At the time when children become independent--around middle school--is when the benefits of active transportation promotion can be maximized. This is because there are higher safety/danger risks of letting young adolescents take active transportation modes on their own, e.g., not being alert when there is vehicle traffic. Furthermore, older adults tend to stop utilizing some active modes such as biking because of physical limitations.

Duration: The frequency of an outreach effort is critical because it reinforces active transportation behavior. In comparison, bike-to-work month is more successful compared to a one-time safety course because of the action of taking active transportation is reinforced multiple times.

These four reoccurring themes are the basis for weighing non-infrastructure criteria. While reviewing the literature, there was a significant amount qualitative data, but lack of quantitative findings. Due to the lack of quantitative data--necessary to monetize assumed benefits--the non-infrastructure benefit-cost criteria attempts to calculate the longitudinal users based on a given non-infrastructure project. This estimated longitudinal estimate is then applied to the infrastructure benefit-cost tool to quantify benefit-cost ratio.

* Projected New Active Trips Riders will be automatically calculated when Boxes 2A through 2F are filled out.

Crash Data (Box 2G)

23 Enter total number of fatal crashes for the last 5 years
24 Enter total number of injury crashes for the last 5 years
25 Enter total number of property-damage only (PDO) crashes for the last 5 years

Annual average for each crashes are calculated automatically after data crash data is entered.

Project Name:
Project Location:

INFRASTRUCTURE

Bike Projects (Daily Person Trips for All Users) (Box1A)

	Without Project	With Project
Existing		
Forecast (1 Yr after completion)		
	Commuters	Recreational Users
Existing Trips		
New Daily Trips (estimate)	0	0
(1 YR aftercompletion) (actual)		

Project Information- Non SR2S Infrastructure

Bike Class Type	Bike Class II
Average Annual Daily Traffic (AADT)	

Pedestrian Projects (Daily Person Trips for All Users) (Box 1B)

	Without Project	With Project
Existing		
Forecast (1 YR after project completion)		
	Without Project	With Project
Existing step counts (600 steps=0.3mi=1 trip)		
Existing miles walked		

Safe Routes to School (SR2S) (Box 1C)

	Total
Number of student enrollment	
Approximate no. of students living along school route proposed for improvement	
Percentage of students that currently walk or bike to school	
Projected percentage of students that will walk or bike to school after the project	

Project Costs (Box 1D)

Non-SR2S Infrastructure Project Cost	
SR2S Infrastructure Project Cost	

ATP Requested Funds (Box 1E)

Non-SR2S Infrastructure	
SR2S Infrastructure	

CRASH DATA (Box 1F)

	Last 5 Yrs	Annual Average
Fatal Crashes		0
Injury Crashes		0
PDO		0

SAFETY COUNTERMEASURES (improvements) (Box 1G)

		Y or N (Capitalized)
Signalized Intersection	Pedestrian countdown signal heads	
	Pedestrian crossing	
	Advance stop bar before crosswalk	
	Install overpass/underpass	
Unsignalized Intersection	Raised medians/refuge islands	
	Pedestrian crossing (new signs and markings only)	
	Pedestrian crossing (safety features/curb extensions)	
	Pedestrian signals	
Roadways	Bike lanes	
	Sidewalk/pathway (to avoid walking along roadway)	
	Pedestrian crossing (with enhanced safety features)	
	Pedestrian crossing	
Other reduction factor countermeasures		

Project Name: Bakersfield City School District Active Transportation Enhancement Program

Project Location: East Bakersfield - Williams Elementary and Horace Mann Elementary

NON-INFRASTRUCTURE

Outreach (SR2S)- (Box 2A)	
Participants (School Enrollment)	1,335
Current Active Trans Walker/Bicyclist Users	814
Percentage of Current Active Trans Walkers/Bicyclists	61%
Project Cost	$77,795
ATP Requested Funds	$76,995
Duration of Outreach (months)	33
Outreach to new users	521

Outreach (Non SR2S)- (Box 2B)	
Participants	
Current Active Trans Walker/Bicyclist Users	0
Percentage of Current Active Trans Walkers/Bicyclists	
Project Cost	
ATP Requested Funds	
Duration of Outreach (months)	
Outreach to new users	0

Perception (must be marked with an "x")- (Box 2C)	
Outreach is Hands-on (self-efficacy)	x
Overcome Barriers (e.g., dist, time, etc.)	x
Eliminates Hazards/Threats (speed, crime, etc.)	
Connected or Addresses Connectivity Challenges	x
Creating Value in Using Active Transportation	x

Promotional Effort *(must be marked with an "x")-* (Box 2D)	
Effort Targets 5 E's or 5 P's	x
Knowledgable Staff/Educator	x
Partnership/Volunteers	x
Creates Community Ownership/Relationship	x
Part of Bigger Effort (e.g., political support)	x

Age *(must be marked with an "x")-* (Box 2E)	
Younger than 10	x
10-12	x
13-24	
25-55	
55+	

Duration *(must be marked with an "x")-* (Box 2F)	
One Day	
One Month	
One Year	
Multiple Years	x
Continuous Effort	

Projected New Active Trans Riders	
Longitudinal New Users	98

Projected New Active Trans Riders	
Longitudinal New Users	0

CRASH DATA - (Box 2G)	Last 5 Yrs	Annual
Fatal Crashes	5	1
Injury Crashes	79	15.8
PDO	1	0.2

Assumption:

Benefits only accrue for five years, unless the project is ongoing.

Non Infrastructure- All

Projected New ATP Users	98	
Annual Mobility Benefits	$0	**Did not quantify mobility benefits.**
Annual Health Benefits	$14,253	
Annual Recreational Benefits	$0	**Did not quantify recreational benefits.**
Annual Safety Benefits	$2,508,111	**Safety benefits are assumed to be a reduction in Other Reduction Factor Countermeasures.**

Fuel saved	$17,310
Emissions Saved	$1,269
Fuel and Emissions Saved	$18,579

Underlying assumptions for calculations:

1) 1 mile driven is ~ 0.05 gal ~ 1 lb of CO2 based on US average 20mpg.
Source: Active Transportation for America: The Case for Increased Federal Investment in Bicycling and Walking. Rails to Trails Conservancy, page 22.
http://www.railstotrails.org/resourcehandler.ashx?id=2948
2) Assume users divert 1040 miles (4 miles (bike 3 mi, walk .6 mi) * 5days *52 weeks)
3) Gasoline price per gallon is $3.41 (incl. tax)
4) Carbon price is $25 per ton (updated $2014 value)
5) 2,000 lbs = 1 ton

ESTIMATED SAFETY BENEFITS FROM POTENTIAL CRASH REDUCTION

Countermeasures			OTHER REDUCTION FACTOR
Crash Reduction Factors (CRFs)			10%
Service Life			5
	1st year		$2,508,111

	Fatal	Injury	PDO	Total
Frequency	5	79	1	85
Cost/crash	$3,750,837	$80,000	$6,924	

SAFE ROUTES TO SCHOOL

Infrastructure

Before Project

No. of students enrollment	0
Approximate no. of students living along school route proposed for improvement	0
Percent that currently walks/bikes to school	0%
Number of students that walk/bike to school	0

After Project

No. of students enrollment	0
Approximate no. of students living along school route proposed for improvement	0
Projected percentage of students that will walk or bike because of the project	0%
Number of students that will walk/bike to school after the project	0

ATP Shift	0
Fuels Saved	$0.00
Emissions Saved	$0.00

Annual Mobility Benefits	$0
Annual Health Benefits	$0
Annual Safety Benefits	$0
Fuel and Emissions Saved	$0
Recreational Benefits	$0

Assumptions:

1) 180 school days
2) 2 miles distance to school = 1 hour walk
3) Takes 1 hour back and forth to school grounds, used distance of 1 mile (composite for bike and walk)
4) Approximate no. of students living along school route proposed for improvement- we used this number for before and after to get an actual increase number of ATP users or corresponding percentage.
5) We used the value of time for adults for SR2S since we did not quantify parents' time, and the community in general. Value of time for adults $13.03 vs. $5.42 for kids.
6) Safety benefits are assumed to be the same as non-SRTS infrastructure projects.

Did not quantify recreational benefits for SR2S Infrastructure projects.

20 Year Invest Summary Analysis	
Total Costs	$77,795.00
Net Present Cost	$74,802.88
Total Benefits	$13,223,169.84
Net Present Benefit	$11,755,172.57
Benefit-Cost Ratio	157.15

20 Year Itemized Savings	
Mobility	$0.00
Health	$74,172.11
Recreational	$0.00
Gas & Emissions	$96,687.92
Safety	$13,052,309.81

Funds Requested	$76,995.00
Net Present Cost of Funds Requested	$74,033.65
Benefit Cost Ratio	158.78

ESTIMATED DAILY MOBILITY BENEFITS FROM THE PROJECT

Current Walk Counts	
Total miles walked	0.00
Total person Trips walked	0.00
Total Steps walked	0.00

After the Project is Completed	
Total miles walked	0.00
Total person trips walked	0.00
Total Steps walked	0.00

Converted miles walked to trips	0
Difference of person trips walked	0
Converted steps walked to trips	0

Current Bike Counts	
Existing Commuters	0
New Commuters	0

Benefits, 2014 values	
Annual Mobility Benefit (Walking)	$0
Annual Mobility Benefit (Biking)	$0.00

Total Annual Mobility Benefits	$0

Project Types

For M values:

20.38	min/trip	OFF STREET	Bike Class I
18.02	min/trip	ON STREET w/o parking benefit	Bike Class II
15.83	min/trip	ON STREET w/ parking benefit	Bike Class III

$13.03 Value of Time

600 steps=0.3mi=1 trip

$1 Value of Total Pedestrian Environmental Impacts per trip

Sources:

NCHRP 552 Methodology (Biking)

Heuman (2006) as reported by UK Dept of Transport and Guidance (walking)

YEARLY ESTIMATED HEALTH BENEFITS FROM THE PROJECT

INFRASTRUCTURE

Cycling:

New Cyclists	0
Value of Health (ave.annual)	$146
Annual Health Benefits	$0

Walking:

New Walkers	0
Value of Health	$146
Annual Health Benefits	$0
Total Annual Health Benefits	$0

GDP Deflator

2006	0.9429
2014	1.0781

Source: NCHRP 552- Guidelines for Analysis of Investments in Bicycle Facilities, Appendix G.
(Estimated annual per capita cost savings of direct and/indirect) of physical activity)

YEARLY ESTIMATED GAS AND EMISSION SAVINGS FROM THE PROJECT

INFRASTRUCTURE

New Pedestrians	0
New Bicyclists	0
Avoided VMT due to Walking	0
Avoided VMT due to Biking	0
Fuel Saved	$0
Emissions Saved	$0
Fuel and Emissions saved	$0

Underlying assumptions for calculations:

1) Bike miles traveled= 1.5 mi, walk miles traveled= .3 (CHTS)
2) Assume 50% of new walkers and cyclists choose not to drive their cars
3) 1 mile driven is ~ 0.05 gal ~ 1 lb of CO_2 based on US average 20mpg.

Source: Active Transportation for America: The Case for Increased Federal Investment in Bicycling and Walking. Rails to Trails Conservancy, page 22.
http://www.railstotrails.org/resourcehandler.ashx?id=2948

4) Gasoline price per gallon is $3.41 (incl. tax)

5) Carbon price is $25 per ton
6) 250 working days
7) 2,000 lbs = 1 ton

YEARLY ESTIMATED RECREATIONAL BENEFITS FROM THE PROJECT

Biking

New Recreational Users	0	$10 per trip
New Commuters	0	
ExistingRecreational Users	0	$4 per trip
Value of Spending Recreational Time for New Recreational Users	$0	
Valueof Spending Recreational Time for Existing Recreational Users	$0	
Potential number of recreational time outdoors	124	
Annual Biking Recreational Benefits	$0	

Sources: NCHRP 552 for New Users and Commuters,
TAG (January 2010 UK's Department of Transport Guidance on the Appraisal of Walking and Cycling Schemes) for Existing Users,
World Health Organization's HEAT for cycling (124 days- the observed number of days cycled in Stockholm)

Walking

Total Recreational pedestrians	0	15%- See Misc. Tab
Value of Spending Recreational timefor all pedestrians	$0	$1 per trip
Potential number of recreational time outdoors	365	
AnnualWalking Recreational Benefits	$0	

Sources: Pedestrian and Bicycle Information Center.
TAG (January 2010 UK's Department of Transport Guidance on the Appraisal of Walking and Cycling Schemes) for Existing Users.

Total Annual Recreational Benefits	$0

ESTIMATED SAFETY BENEFITS FROM POTENTIAL CRASH REDUCTION

	SIGNALIZED INTERSECTION COUNTERMEASURES				UNSIGNALIZED INTERESECTION COUNTERMEASURES				ROADWAY COUNTERMEASURES						
Countermeasures	Install pedestrian countdown signal heads	Install pedestrian crossing	Install advance stop bar before crosswalk (bicycle box)	Install pedestrian overpass/ underpass	Install raised medians/ refuge islands	Install pedestrian crossings (new signs and markings only	Install pedestrian crossing (with enhanced safety measures/ curb extensions	Install pedestrian signal	Install bike lanes	Install sidewalk/ pathway (to avoid walking along roadways	Install pedestrian crossing (with enhanced safety measures	Install Pedestrian crossing	OTHER REDUCTION FACTOR	Average of 3 highest countermeasures	Annual Benefits
Applicable Countermeasures	0	0	0	0	0	0	0	0	0	0	0	0	0		
Crash Reduction Factors (CRFs)	25%	25%	15%	75%	45%	25%	35%	55%	35%	80%	30%	35%	10%		
Service Life	20	20	10	20	20	10	20	20	20	20	10	10	20		
1st year	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

	Fatal	Injury	PDO	Total
Frequency	0	0	0	0
Cost/crash	$4,130,347	$81,393	$7,624	

Assumption:
For Other Reduction Factor countermeasure, EAB assumes 20 years service life.

ECONOMIC EVALUATION (Constant Values)

Total Benefits	#########
Mobility Benefits	$0
Health Benefits	$74,172
Recreational Benefits	$0
Safety Benefits	#########
Gas & Emission Benefits	$96,688

Total Costs	$77,795
Benefit-Cost Ratio (BCR)	170.0

INFRASTRUCTURE - Non SR2S

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emissions Benefits	Total Benefits	Total Project Cost	Growth Factor
PROJECT OPEN								
1	$0	$0	$0	$0	$0	$0	$0	1.02
2	$0	$0	$0	$0	$0	$0		
3	$0	$0	$0	$0	$0	$0		
4	$0	$0	$0	$0	$0	$0		
5	$0	$0	$0	$0	$0	$0		
6	$0	$0	$0	$0	$0	$0		
7	$0	$0	$0	$0	$0	$0		
8	$0	$0	$0	$0	$0	$0		
9	$0	$0	$0	$0	$0	$0		
10	$0	$0	$0	$0	$0	$0		
11	$0	$0	$0	$0	$0	$0		
12	$0	$0	$0	$0	$0	$0		
13	$0	$0	$0	$0	$0	$0		
14	$0	$0	$0	$0	$0	$0		
15	$0	$0	$0	$0	$0	$0		
16	$0	$0	$0	$0	$0	$0		
17	$0	$0	$0	$0	$0	$0		
18	$0	$0	$0	$0	$0	$0		
19	$0	$0	$0	$0	$0	$0		
20	$0	$0	$0	$0	$0	$0		
						Sum Total Benefits	Total Project Cost	
Total	$0	$0	$0	$0	$0	$0	$0	

COMBO PROJECTS- Non SR2s Infrastructure and Noninfrastructure

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost
PROJECT OPEN							
1	$0	$14,253	$0	$1,254,055	$18,579	$1,286,888	$77,795
2	$0	$14,538	$0	$1,279,137	$18,951	$1,312,625	
3	$0	$14,829	$0	$1,304,719	$19,330	$1,338,878	
4	$0	$15,125	$0	$1,330,814	$19,717	$1,365,655	
5	$0	$15,428	$0	$1,357,430	$20,111	$1,392,969	
6	$0	$0	$0	$0	$0	$0	
7	$0	$0	$0	$0	$0	$0	
8	$0	$0	$0	$0	$0	$0	
9	$0	$0	$0	$0	$0	$0	
10	$0	$0	$0	$0	$0	$0	
11	$0	$0	$0	$0	$0	$0	
12	$0	$0	$0	$0	$0	$0	
13	$0	$0	$0	$0	$0	$0	
14	$0	$0	$0	$0	$0	$0	
15	$0	$0	$0	$0	$0	$0	
16	$0	$0	$0	$0	$0	$0	
17	$0	$0	$0	$0	$0	$0	
18	$0	$0	$0	$0	$0	$0	
19	$0	$0	$0	$0	$0	$0	
20	$0	$0	$0	$0	$0	$0	
						Sum Total Benefits	Total Project Cost
Total	$0	$74,172	$0	$6,526,155	$96,688	$6,697,015	$77,795

COMBO PROJECTS- NonSR2S & SR2S Infrastructure

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost
PROJECT OPEN							
1	$0	$0	$0	$0	$0	$0	$0
2	$0	$0	$0	$0	$0	$0	
3	$0	$0	$0	$0	$0	$0	
4	$0	$0	$0	$0	$0	$0	
5	$0	$0	$0	$0	$0	$0	
6	$0	$0	$0	$0	$0	$0	
7	$0	$0	$0	$0	$0	$0	
8	$0	$0	$0	$0	$0	$0	
9	$0	$0	$0	$0	$0	$0	
10	$0	$0	$0	$0	$0	$0	
11	$0	$0	$0	$0	$0	$0	
12	$0	$0	$0	$0	$0	$0	
13	$0	$0	$0	$0	$0	$0	
14	$0	$0	$0	$0	$0	$0	
15	$0	$0	$0	$0	$0	$0	
16	$0	$0	$0	$0	$0	$0	
17	$0	$0	$0	$0	$0	$0	
18	$0	$0	$0	$0	$0	$0	
19	$0	$0	$0	$0	$0	$0	
20	$0	$0	$0	$0	$0	$0	
						Sum Total Benefits	Total Project Cost
Total	$0	$0	$0	$0	$0	$0	$0

NON-INFRASTRUCTURE-Non-SR2S and SR2S

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emissions Benefits	Total Benefits	Total Project Cost	Growth Factor
PROJECT OPEN								
1	$0	$14,253	$0	$2,508,111	$18,579	$2,540,943	$77,795	1.02
2	$0	$14,538	$0	$2,558,273	$18,951	$2,591,762		
3	$0	$14,829	$0	$2,609,439	$19,330	$2,643,597		
4	$0	$15,125	$0	$2,661,627	$19,717	$2,696,469		
5	$0	$15,428	$0	$2,714,860	$20,111	$2,750,399		
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20								
						Sum Total Benefits	Total Project Cost	
Total	$0	$74,172	$0	$13,052,310	$96,688	$13,223,170	$77,795	

INFRASTRUCTURE- SR2S

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Growth Factor
PROJECT OPEN								
1	$0	$0	$0	$0	$0	$0	$0	1.02
2	$0	$0	$0	$0	$0	$0		
3	$0	$0	$0	$0	$0	$0		
4	$0	$0	$0	$0	$0	$0		
5	$0	$0	$0	$0	$0	$0		
6	$0	$0	$0	$0	$0	$0		
7	$0	$0	$0	$0	$0	$0		
8	$0	$0	$0	$0	$0	$0		
9	$0	$0	$0	$0	$0	$0		
10	$0	$0	$0	$0	$0	$0		
11	$0	$0	$0	$0	$0	$0		
12	$0	$0	$0	$0	$0	$0		
13	$0	$0	$0	$0	$0	$0		
14	$0	$0	$0	$0	$0	$0		
15	$0	$0	$0	$0	$0	$0		
16	$0	$0	$0	$0	$0	$0		
17	$0	$0	$0	$0	$0	$0		
18	$0	$0	$0	$0	$0	$0		
19	$0	$0	$0	$0	$0	$0		
20	$0	$0	$0	$0	$0	$0		
						Sum Total Benefits	Total Project Cost	
Total	$0	$0	$0	$0	$0	$0	$0	

COMBO PROJECTS- SR2S Infrastructure and Noninfrastructure

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Growth Factor
PROJECT OPEN								
1	$0	$14,253	$0	$1,254,055	$18,579	$1,286,888	$77,795	1.02
2	$0	$14,538	$0	$1,279,137	$18,951	$1,312,625		
3	$0	$14,829	$0	$1,304,719	$19,330	$1,338,878		
4	$0	$15,125	$0	$1,330,814	$19,717	$1,365,655		
5	$0	$15,428	$0	$1,357,430	$20,111	$1,392,969		
6	$0	$0	$0	$0	$0	$0		
7	$0	$0	$0	$0	$0	$0		
8	$0	$0	$0	$0	$0	$0		
9	$0	$0	$0	$0	$0	$0		
10	$0	$0	$0	$0	$0	$0		
11	$0	$0	$0	$0	$0	$0		
12	$0	$0	$0	$0	$0	$0		
13	$0	$0	$0	$0	$0	$0		
14	$0	$0	$0	$0	$0	$0		
15	$0	$0	$0	$0	$0	$0		
16	$0	$0	$0	$0	$0	$0		
17	$0	$0	$0	$0	$0	$0		
18	$0	$0	$0	$0	$0	$0		
19	$0	$0	$0	$0	$0	$0		
20	$0	$0	$0	$0	$0	$0		
						Sum Total Benefits	Total Project Cost	
Total	$0	$74,173	$0	$6,526,155	$96,688	$6,697,015	$77,795	

SUMMARY OF QUANTITIABLE BENEFITS AND COSTS

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Benefit Cost Ratio
PROJECT OPEN								
1	$0	$14,253	$0	$2,508,111	$18,579	$2,540,943	$77,795	169.97
2	$0	$14,538	$0	$2,558,273	$18,951	$2,591,762		
3	$0	$14,829	$0	$2,609,439	$19,330	$2,643,597		
4	$0	$15,125	$0	$2,661,627	$19,717	$2,696,469		
5	$0	$15,428	$0	$2,714,860	$20,111	$2,750,399		
6	$0	$0	$0	$0	$0	$0		
7	$0	$0	$0	$0	$0	$0		
8	$0	$0	$0	$0	$0	$0		
9	$0	$0	$0	$0	$0	$0		
10	$0	$0	$0	$0	$0	$0		
11	$0	$0	$0	$0	$0	$0		
12	$0	$0	$0	$0	$0	$0		
13	$0	$0	$0	$0	$0	$0		
14	$0	$0	$0	$0	$0	$0		
15	$0	$0	$0	$0	$0	$0		
16	$0	$0	$0	$0	$0	$0		
17	$0	$0	$0	$0	$0	$0		
18	$0	$0	$0	$0	$0	$0		
19	$0	$0	$0	$0	$0	$0		
20	$0	$0	$0	$0	$0	$0		
						Sum Total Benefits	Total Project Cost	Benefit Cost Ratio
Total	$0	$74,172	$0	$13,052,310	$96,688	$13,223,170	$77,795	169.97

SUMMARY OF QUANTIFIABLE BENEFITS AND COSTS

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Present Value Benefit	Total Project Cost	Present Value Cost	Discount Rate	Net Present Value	BCA Ratio	Funds Requested	PV of Funds Requested
PROJECT OPEN										4.00%	$11,680,369.69	157.15		
1	$0	$14,253	$0	$2,508,111	$18,579	$2,540,943	$2,443,215	$77,795	$74,803				76,995	74,034
2	$0	$14,538	$0	$2,558,273	$18,951	$2,591,762	$2,396,230		$0					
3	$0	$14,829	$0	$2,609,439	$19,330	$2,643,597	$2,350,148		$0					
4	$0	$15,125	$0	$2,661,627	$19,717	$2,696,469	$2,304,953		$0					
5	$0	$15,428	$0	$2,714,860	$20,111	$2,750,399	$2,260,627		$0					
6	$0	$0	$0	$0	$0	$0	$0		$0					
7	$0	$0	$0	$0	$0	$0	$0		$0					
8	$0	$0	$0	$0	$0	$0	$0		$0					
9	$0	$0	$0	$0	$0	$0	$0		$0					
10	$0	$0	$0	$0	$0	$0	$0		$0					
11	$0	$0	$0	$0	$0	$0	$0		$0					
12	$0	$0	$0	$0	$0	$0	$0		$0					
13	$0	$0	$0	$0	$0	$0	$0		$0					
14	$0	$0	$0	$0	$0	$0	$0		$0					
15	$0	$0	$0	$0	$0	$0	$0		$0					
16	$0	$0	$0	$0	$0	$0	$0		$0					
17	$0	$0	$0	$0	$0	$0	$0		$0					
18	$0	$0	$0	$0	$0	$0	$0		$0					
19	$0	$0	$0	$0	$0	$0	$0		$0					
20	$0	$0	$0	$0	$0	$0	$0		$0					
	Total Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Sum Total Benefits	Sum Present Value Benefit	Sum Total Project Cost	Sum Present Value Cost				Sum Funds Requested	Sum PV Funds Requested
	$0	$74,172	$0	$13,052,310	$96,688	$13,223,170	$11,755,173	$77,795	$74,803				$76,995	$74,034

PARAMETERS

Mobility Parameters		
CA Statewide Houly Wage (2014)	$26.07	
Value of Time (VOT)- adult	$13.03	
Value of Time (VOT)- child	$5.42	
Bike Path (Class I)	20.38	min/trip
Bike Lane (Class II)	18.02	min/trip
Bike Route (Class III)	15.83	min/trip

Health Parameters		
Cycling	$146	annual$/person
Walking	$146	annual$/person

Accident Cost Parameters		
Cost of a Fatality (K)	$4,130,347	$/crash
Cost of an Injury	$81,393	$/crash
Costy of Property Damage (PDO)	$7,624	$/crash

Source: Appendix D, Local Roadway Safety: A manual for CA's Local Road Owners Caltrans. April 2013.

Recreational Values Parameters		
Biking		
New Users	$10	per trip
Existing Users	$4	per trip
Walking		
All Users	$1	per trip

VMT Reduction		
Price of gasoline (per gallon incl. tax)	$3.41	Average fuel price (November 2013-November 2014) based on EIA's Table 9.4: Retail Motor Gasoline and On_Highway Diesel Fuel Prices http://www.eia.gov/totalenergy/data/monthly/pdf/sec9_6.pdf
Price of CO2 (per ton)-adj to 2014$	$25	Interagency Working Group on Social Cost of Carbon, United States Government, Technical Support Document: Social Cost of Carbon for Regulatory Impact Analysis Under Executive Order 12866, February 2010.
Price of Co2 (per lb)	$0.01	
Working days	250	

2%	Average CA Annual Growth of Population (1955-2011)
4%	Discount Rate used (same as Cal B/C Model)

Reasons for Bicycling	Percent
Recreation	33
Exercise or health	28
Personal errands	17
Vist a friend or relative	8
Commuting to/from work	7
Commuting to/from school	4

Reasons for Walking	Percent
Exercise or health	39
Personal errands	17
Recreation	15
Walk the dog	7
Visit a friend or relative	7
Commuting to/from work	5
Commuting to/from school	3
Required for my job	2

Source: The 2012 National Survey of Pedestrian and Bicyclist Attitudes and Behaviors, Highlights Report. Pedestrian & Bicycle Information Center.

Estimated Annual Per Capita Cost Savings (direct and/or indirect of physical activity)

Study/Agency	Per Capita Cost Savings ($)
Washington DOH	19
Garrett et al.	57
South Carolina DOH	78
Georgia Department of Human Resources	79
Colditz	91
Minnesota DOH	>100
Goetz et al.	172
Pronk et al.	176
Pratt	330
Michigan Fitness Foundation	1175

Source: NCHRP 552, Guidelines for Analysis of Investments in Bicycle Facilities, Appendix G.

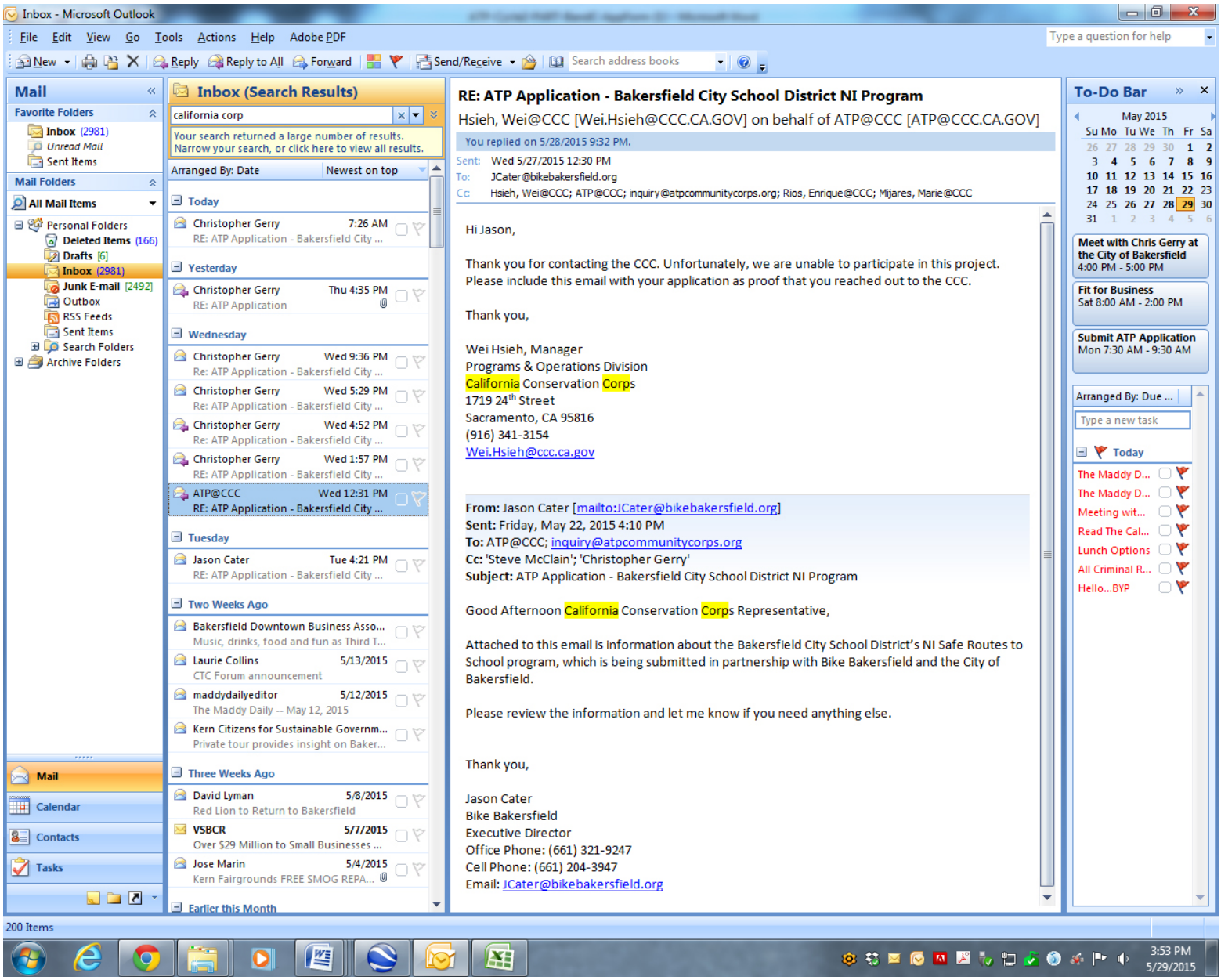
Note: An annual per-capita cost savings from physical activity of $128 was determined by taking the median value of ten noted studies above for year 2006$. The updated 2014$ value is $13.03.

Gross Domestic Product (GDP Deflator)

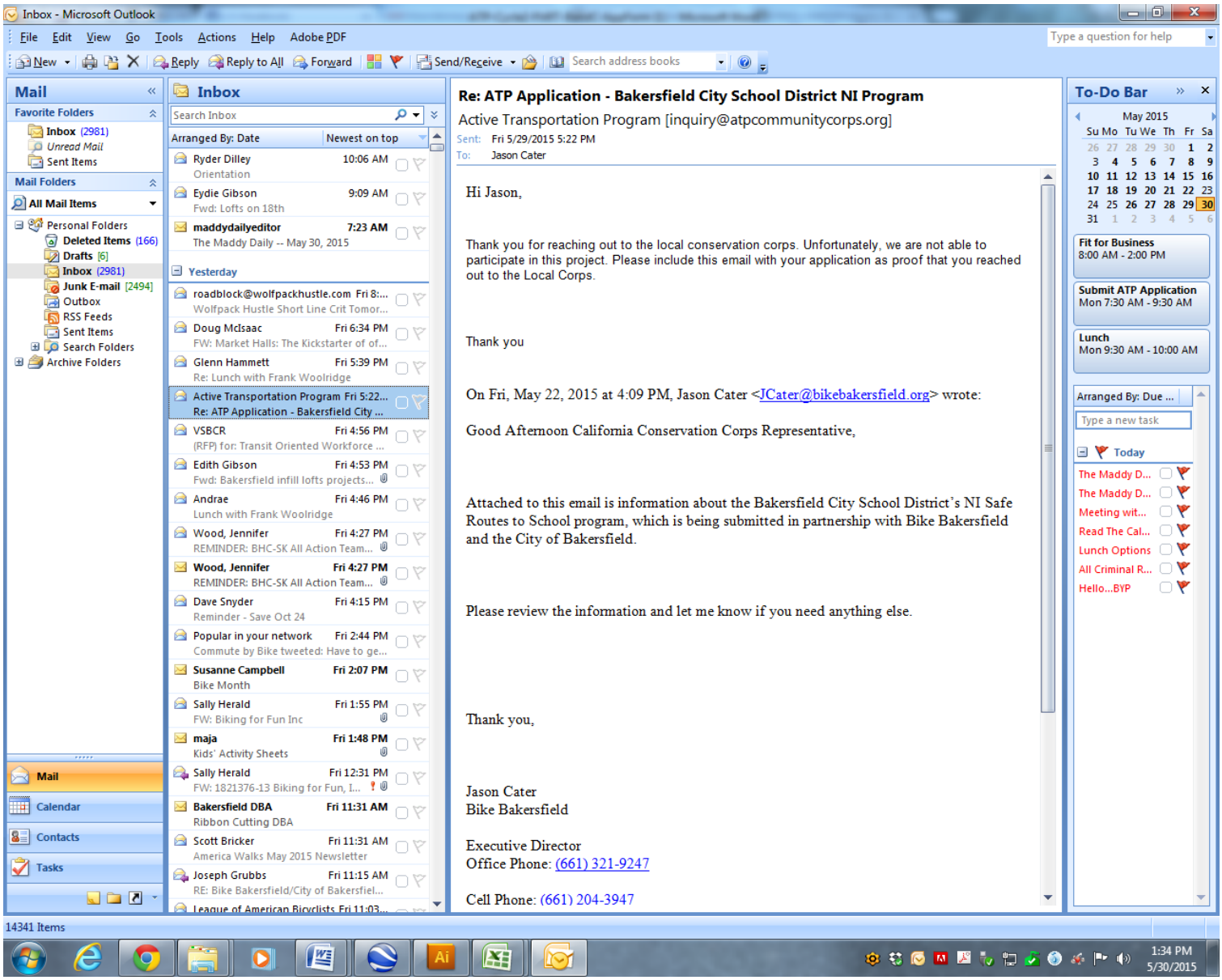
Fiscal Year	Chained GDP Price Index
2006	0.9429
2007	0.9684
2008	0.9884
2009	1.0000
2010	1.0087
2011	1.0284
2012	1.0464
2013	1.0622
2014 (est.)	1.0781
2015 (est.)	1.0966
2016 (est.)	1.1170
2017 (est.)	1.1391
2018 (est.)	1.1619
2019 (est.)	1.1852

Source: Office of Management Budget, Budget of the United States Government, Fiscal Year 2015 Table 10.1- Gross Domestic Product and Deflators in the Historical Tables: 1940-2019. http://www.whitehouse.gov/sites/default/files/omb/budget/fy2015/assets/hist.pdf page 217-218.

Attachment I-20 - Email Correspondence with California Conservation Corps



Attachment I-21 - Email Correspondence with Community Conservation Corps



BIKE BAKERSFIELD.org
BICYCLING FOR EVERYDAY TRANSPORTATION
1708 CHESTER AVENUE
BAKERSFIELD, CA 93301
661 321-9247
INFO@BIKEBAKERSFIELD.ORG

May 26, 2015

CALTRANS
Division of Local Assistance
Attn: Office of Active Transportation and Special Projects
P.O. Box 942874
Sacramento, CA 94274

RE: Support for the City of Bakersfield's Safe Routes to School Grant Application

To Whom It May Concern:

It is my understanding that the City of Bakersfield is applying for grant funds through the State's Active Transportation Program. The grant application is for the City to work with Bike Bakersfield to develop a 3-year Safe Routes to School program with the Bakersfield City School District to pioneer a bicycle and education program with two schools in the district.

Our organization, Bike Bakersfield, is a local nonprofit organization who supports investing into promoting bicycling as a safe, fun and environmentally friendly means of everyday transportation. Additionally we support building a healthy community by investing into educating our youth about bicycle and pedestrian safety.

We fully support the City's grant application for the betterment of this community. Additionally, as a partner on the application we are committed to performing our elements of the proposal to the best of our abilities in order to improve the quality of life for students in the area. If the City of Bakersfield receives these grant funds, we believe local youth, living in a largely disadvantaged community who rely on active transportation, will receive the tools needed to benefit from the practice. For years the City and County have been investing in building bicycle infrastructure in the area, and now is the time to add some education programs to maximize the area's benefit from biking and walking.

As a local nonprofit we are excited about the opportunity to see this program impact our community. We thank you for your consideration and hope that you will consider funding this program to help benefit the residents in East Bakersfield.

Sincerely,

Jason Cater
Bike Bakersfield
Executive Director

Bakersfield City School District

1300 Baker Street
Bakersfield, CA 93305-4399
Phone (661) 631-4610
Fax (661) 3324-3190

May 28, 2015

CALTRANS
Division of Local Assistance
PO Box 942874
Sacramento, CA 94274-0001

Re: City of Bakersfield's Active Transportation Program (ATP) Grant Application for a Safe Routes to Schools Program at Horace Mann Elementary and Williams Elementary School in Bakersfield, California

To Whom It May Concern:

The Bakersfield City School District is pleased to offer its support for the City of Bakersfield's Active Transportation Program application to develop a pedestrian and bike safety education program that will benefit the students and families at Horace Mann Elementary and Williams Elementary School.

This project will not only improve safety for our students who currently walk or ride to school, but it will act as an incentive to encourage more children to get out of their parents' cars and become more physically active, reducing traffic congestion and lowering child obesity rates. With so much of Bakersfield's population suffering from chronic illnesses resulting from inactivity, the lessons our students learn when they are young will help them to lead healthier lives when they are older.

Being located in economically distressed and older neighborhoods, Horace Mann and Williams Elementary Schools are ideal candidates for this type of program. We strongly support this application and look forward to the beneficial aspects to be enjoyed by the students.

Sincerely,

Rob Arias

Dr. Robert J. Arias
Superintendent
Bakersfield City School District

Bakersfield City School District

1300 Baker Street
Bakersfield, CA 93305-4399
Phone (661) 631-4610
Fax (661) 324-3190

CALTRANS
Division of Local Assistance
PO Box 942874
Sacramento, CA 94274-0001

May 26, 2015

Dear CALTRANS Representative,

On behalf of Horace Mann School, we are submitting this letter to express our support for the City of Bakersfield's application to develop a Safe Routes to Schools Program that will greatly benefit the students and families of our school. Horace Mann School is located in east Bakersfield and currently has an enrollment of over 900 students. Over 97% of our students are low income students and many of those who could walk or ride a bike to school are instead dropped off in a car. This contributes to traffic issues around the school and to our poor air quality. It also deprives our students of a much-needed opportunity to create a routine of regular physical fitness.

The health and safety of our children are of utmost importance. This program would provide Horace Mann students with the confidence to safely navigate the surrounding streets as pedestrians and bicyclists, developing good habits that will last a lifetime. Last year we received a grant to put in curbs and gutters around the school, so this grant would allow us to take the next steps on our journey to provide a culture of safety and good health in our school community.

Thank you for your consideration!

Dayna Martin Gardner
Principal
Horace Mann School

Parents and Staff Members

Bakersfield City School District

1300 Baker Street
Bakersfield, CA 93305-4399
Phone (661) 631-4610
Fax (661) 324-3190

CALTRANS
Division of Local Assistance
PO Box 942874
Sacramento, CA 94274-0001

May 26, 2015

Dear CALTRANS Representative,

On behalf of Williams Elementary School, we are submitting this letter to express our support for the City of Bakersfield's application to develop a Safe Routes to Schools Program that will greatly benefit the students and families of our school. Williams Elementary School is located in east Bakersfield and currently has an enrollment of over 470 students. Over 98% of our students are low income students. The majority of students attending Williams are walking or biking to school on a daily basis. The health and safety of our children are of utmost importance. This program would provide Williams students with the confidence to safely navigate the surrounding streets as pedestrians and bicyclists and develop good habits that will last a lifetime. The elements of this program will create a culture of safety, both in and out of school, which is greatly needed.

Thank you for your consideration!

Sincerely,

David Tapia

David Tapia
Principal
Williams Elementary School

Parents and Staff Members

Crystal Sueldo Kelley Knudsen
Artisa Moten, A. Moten Rosalind Bosby
Chole Marchel Carmen Velasquez
Janet Cardoza Ofelia Canales
Leigh Ann Ryan Zonia Vlasquez
Esther Alvarado
Mary Ramirez Helen Horton
Julie

Children First Campaign
www.childrenfirstcampaign.org

May 26, 2015

CALTRANS
Division of Local Assistance
Attn: Office of Active Transportation and Special Projects
P.O. Box 942874
Sacramento, CA 94274

RE: Support for the City of Bakersfield's Safe Routes to School Grant Application

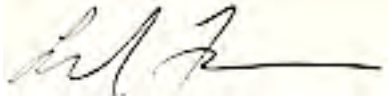
To Whom It May Concern:
It is my understanding that the City of Bakersfield is applying for grant funds through the State's Active Transportation Program. The grant application is for the City to work with Bike Bakersfield to develop a 3-year Safe Routes to School program with the Bakersfield City School District to pioneer a bicycle and education program with two schools in the district.

Our non-profit, Children First Campaign, believes that all Bakersfield children deserve an opportunity to succeed in life. Our goals are to create prosperous communities, ensure that all children live in healthy, safe, and nurturing neighborhoods that promote academic achievement and success, and to counter the negative influences of drugs, crime, violence and poverty by providing resources and organizational support to the neighborhoods surrounding the Bakersfield City School District. We support investing into promoting bicycling as a safe, fun and environmentally friendly means of everyday transportation in order to improve the quality of life for the children in our neighborhoods. Additionally we support building a healthy community by investing into educating our children and families about bicycle and pedestrian safety.

We fully support the City's grant application for the betterment of this community. If the City of Bakersfield receives these grant funds, we believe local children, living in largely disadvantaged communities who rely on active transportation, will receive the tools needed to benefit from the practice. For years the City and County have been investing in building bicycle infrastructure in the area, and now is the time to add some education programs to safely maximize the area's benefit from biking and walking.

As a local non-profit that serves these disadvantaged neighborhoods we are excited about the opportunity to see this program impact our community. We thank you for your consideration and hope that you will consider funding this program to help benefit the residents in East Bakersfield.

Sincerely,



Linda Fiddler, Executive Director

CITY of
BAKERSFIELD
OFFICE OF THE CHIEF OF POLICE

GREG WILLIAMSON
Chief of Police

(661) 326-3821

May 26, 2015

CALTRANS
Division of Local Assistance
Attn: Office of Active Transportation and Special Projects
P.O. Box 942874
Sacramento, CA 94274

RE: Support for the City of Bakersfield's Safe Routes to School Grant Application

To Whom It May Concern:

It is my understanding that the City of Bakersfield is applying for grant funds through the State's Active Transportation Program. The grant application is for the City to work with Bike Bakersfield to develop a 3-year Safe Routes to School Program with the Bakersfield City School District to pioneer a bicycle and education program with two schools in the district.

The Bakersfield Police Department supports investing into promoting bicycling as a safe, fun and environmentally friendly means of everyday transportation. Additionally, we support building a healthy community by investing into educating our youth about bicycle and pedestrian safety.

We fully support the City's grant application for the betterment of this community. If the City of Bakersfield receives these grant funds, we believe local youth, living in largely disadvantaged community who rely on active transportation, will receive the tools needed to benefit from the practice. For years the City and County have been investing in building bicycle infrastructure in the area, and now is the time to add some education programs to maximize the area's benefit from biking and walking.

As a law enforcement partner, the Bakersfield Police Department is excited about the opportunity to see this program impact our community. We thank you for your consideration and hope that you will consider funding this program to help benefit the residents in east Bakersfield.

Sincerely,

Greg Williamson,
Chief of Police

GSW/JG/vrf

1601 TRUXTUN AVENUE • P .O. BOX 59 • BAKERSFIELD, CA 93302 • gwilliam@BakersfieldPD.us

Kern Council
of Governments

May 28, 2015

CALTRANS
Division of Local Assistance
Attn: Office of Active Transportation and Special Projects
P.O. Box 942874
Sacramento, CA 94274

RE: Support for the City of Bakersfield's Safe Routes to School Grant Application

To Whom It May Concern:

It is my understanding that the City of Bakersfield is applying for grant funds through the State's Active Transportation Program. The grant application is for the City to work with Bike Bakersfield to develop a 3-year Safe Routes to School program with the Bakersfield City School District to pioneer a bicycle and education program with two schools in the district.

Kern Council of Governments is in support of investing into promoting bicycling as a safe, fun and environmentally friendly means of everyday transportation. Additionally we support building a healthy community by investing into educating our youth about bicycle and pedestrian safety.

We fully support the City's grant application for the betterment of this community. If the City of Bakersfield receives these grant funds, we believe local youth, living in a largely disadvantaged community who rely on active transportation, will receive the tools needed to benefit from the practice. For years the City and County have been investing in building bicycle infrastructure in the area, and now is the time to add some education programs to maximize the area's benefits from biking and walking.

Kern Council of Governments is excited about the opportunity to see this program impact our community. We thank you for your consideration and hope that you will consider funding this program to help benefit the residents in East Bakersfield.

Sincerely,
Ahron Hakimi

Ahron Hakimi
Executive Director

Attachment K – Participating Schools Information

Information for School One:

School Name: Horace Mann Elementary

School Contact: Principal Dayna Martin Gardner

School Address: 2710 Niles Street, Bakersfield, CA 93306

School District Information:

School District Name: Bakersfield City School District

School District Address: 1300 Baker Street, Bakersfield, CA 93305

Project Distance from School Site: 0, non-infrastructure program will be executed on campus

Information for School Two:

School Name: Williams Elementary

School Contact: Principal David Tapia

School Address: 1201 Williams Street, Bakersfield, CA 93305

School District Information:

School District Name: Bakersfield City School District

School District Address: 1300 Baker Street, Bakersfield, CA 93305

Project Distance from School Site: 0, non-infrastructure program will be executed on campus