



ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Application Form for Part A

Parts B & C must be completed using a separate document

PROJECT unique APPLICATION NO.:

07-Rosemead-01

Auto populated

Total ATP Funds Requested:

\$ 702

(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:

Rosemead

IMPLEMENTING AGENCY'S ADDRESS

CITY

ZIP CODE

8838 East Valley Boulevard

Rosemead

CA

91770

IMPLEMENTING AGENCY'S CONTACT PERSON:

Sean Sullivan

CONTACT PERSON'S TITLE:

Public Works Manager

CONTACT PERSON'S PHONE NUMBER:

626-569-2189

CONTACT PERSON'S EMAIL ADDRESS :

ssullivan@cityofrosemead.org



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:

N/A

PROJECT PARTNERING AGENCY'S ADDRESS

CITY

ZIP CODE

		CA	
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PROJECT PARTNERING AGENCY'S CONTACT PERSON:

CONTACT PERSON'S TITLE:

CONTACT PERSON'S PHONE NUMBER:

CONTACT PERSON'S EMAIL ADDRESS :

MASTER AGREEMENTS (MAs):

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

Implementing Agency's Federal Caltrans MA number 07-5358R

Implementing Agency's State Caltrans MA number _____

* 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)

Rosemead Safe Routes to School Project

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

PROJECT DESCRIPTION: (Max of 250 Characters)

The project will replace crumbling infrastructure with adequate sidewalks, signs and crossings for one school. There will also be a new pedestrian crossing and other safety features required by the rerouting of students following a school closing.

PROJECT LOCATION: (Max of 250 Characters)

Savannah Elementary located on North Rio Hondro Ave at De Adalena St needs new sidewalk, signs, vehicle speed feedback signs, and street markings. There is also a fully appointed crossing required across Del Mar for Bitely Elementary Students.



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. 34.043524 /long. -118.035096

Congressional District(s):
State Senate District(s): **State Assembly District(s):**
Caltrans District(s):
County:
MPO:
RTPA:
MPO UZA Population:

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

ESTIMATION OF ACTIVE TRANSPORTATION USERS

Existing Counts:	Pedestrians	<u>516</u>	Bicyclists	<u>40</u>
One Year Projection:	Pedestrians	<u>548</u>	Bicyclists	<u>41</u>
Five Year Projection:	Pedestrians	<u>585</u>	Bicyclists	<u>44</u>

BICYCLE AND/OR PEDESTRIAN 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 10.0 % (ped + bike must = 100%)
 Pedestrian Transportation % of Project 90.0 %
 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: Multiple Districts
 District address: Multiple Districts
 Co.-Dist.-School Code: Multiple Districts
 School type (K-8 or 9-12 or Both) **K-8** Project improvements maximum distance from school _____ mile

Total student enrollment:	<u>1,053</u>
% of students that currently walk or bike to school%	<u>52.5</u> %
Approx. # of students living along route proposed for improvement:	<u>948</u>
Percentage of students eligible for free or reduced meal programs **	<u>87.6</u> %

**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:	_____		1/1/16
* CEQA Environmental Clearance:	_____		2/1/16
* NEPA Environmental Clearance:	_____		3/1/16
CTC - PS&E Allocation:	_____		3/1/16
CTC - Right of Way Allocation:	_____		4/1/16
* Right of Way Clearance & Permits:	_____		5/1/16
Final/Stamped PS&E package:	_____		6/1/16
* CTC - Construction Allocation:	_____		6/1/16
* Construction Complete:	_____		9/1/16
* Submittal of "Final Report"	_____		10/15/16



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:	\$0	
ATP funds for PS&E:	\$0	
ATP funds for Right of Way:	\$0	
ATP funds for Construction:	\$702	
ATP funds for Non-Infrastructure:	\$0	<i>(All NI funding is allocated in a project's Construction Phase)</i>
Total ATP funds being requested for this application/project:	\$702	

Local funds leveraging or matching the ATP funds: \$140

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: \$0

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: **\$842**

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.: 07- Rosemead – 1

Implementing Agency's Name: Rosemead

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.

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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 in the disqualification of the application.

1. Demonstrated fiscal needs of the applicant:

Currently, based on declining revenues for the City of Rosemead in the form of transportation funds, the City's Capital Improvement Projects are focused on maintaining and rehabilitating existing infrastructure. For example, existing streets are resurfaced and existing concrete is replaced when needed as maintenance activities. At this time, based on funding, the City does not have budgeted funds to expand the infrastructure, as is needed by the described project.

2. Consistency with Regional Plan.

The Project is consistent with the Southern California Association of Governments (SCAG), the Regional Transportation Plan/Sustainable Communities Strategy and the SCAG Active Transportation Program, including goals to; help support a safe transportation environment, provide linkages and segments to a comprehensive regional active transportation plan, address pedestrian safety, expand the Active Transportation Network, increase usability and effectiveness of the active transportation network by bringing the sidewalks and intersections into compliance with ADA and support shifts from single-occupancy vehicles to other active transportation alternatives and contribute to improved traffic flow, reduced air pollution, and improved accessibility and safety.

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.)

Based on a survey completed by the District Superintendent, 80% of students that attend Bitely Elementary School (Bitely) currently walk or bike to school. There are 531 students that attend Bitely Elementary. If we assume that 74% walk and 6% bike based on average ratio of 12% walking to school and 1% biking to school, then 393 students walk to school daily while 32 bike, which is a total of 425 students walking/biking to school daily.

Currently, 25% of students walk or bike to school to Savannah Elementary School (Savannah). There are currently 522 students that attend Savannah. If we assume that 23.5% walk and 1.5% bike using the same logic as above, then 123 students walk to school while 8 students bike to school, which is a total of 131 students walking and biking to school daily.

For both Bitely and Savannah combined, there are currently 516 students that walk to school and 40 students that bike to school on a daily basis, which is a total of 556 students walking and biking to school. This is 53% of the entire student population of Bitely and Savannah.

At such a high participation rate at Bitely, we do not expect any significant increase in usage. Predicted increases come from the Population Growth estimates for Rosemead from the SCAG RTP, assuming a 2015 city population of 54,706, 2016 population of 54,864 and 2020 population of 55,500, the percentage of population enrolled at each school is held constant.

For Savannah, we assumed a one year increase in usage to 29.5% walking and 1.75% biking and a five year increase to 35.5% walking and 2.25% biking. This is roughly a 150% increase in total participation divided between walking and biking at a similar split as we see currently. Table A.1 shows the Current and Estimated usage for walking and biking.

Table A.1

Type of Walker or Biker/Destination	Current Walking Usage	Current Biking Usage	Walking Usage w/in 1 YR	Biking Usage w/in 1 YR	Walking Usage w/in 5 YR	Biking Usage w/in 5 YR
Bitely Students	393	32	394	32	398	32
Savannah Students	123	8	154	9	187	12
Total	516	40	548	41	585	44

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 Bitely Project is at the intersection of Del Mar Avenue/Fern Avenue between Garvey Avenue and Highcliff Street, and there is approximately 0.4 miles between controlled intersections with no safe pedestrian crossings in the area. There has been an increased number of pedestrian crossings in the middle of the block due to the closure of Williams Elementary School in 2008. 40% of students (212 students) are being rerouted to Bitely Elementary School and must cross the busy arterial of Del Mar Ave to get to school each day.

Removal of barriers to mobility: The National Highway Transportation Safety Administration has indicated that barrier to mobility is anything that restricts an individual's ability to physically move along or within the sidewalk and crosswalk environment. The inability of students to safely cross the intersection of Del Mar Avenue/Fern Avenue due to a lack of crossing infrastructure is considered a mobility barrier.

The Bitely Project will include the following components, which will remove road crossing barriers at the intersection of Del Mar/Fern; thus improving visibility for motorists while students are crossing the street to Bitely.

- **In-Road Pavement Lighting System with Advance Flashing Beacon:** This system will alert motorists to the presence of a pedestrian crossing or preparing to cross the street. The amber lights are embedded in the pavement on both sides of the crosswalk and oriented to face oncoming traffic. The in-road warning lights produce a bright, daytime-visible light focused directly in the driver's line of sight clearly indicating the curve, hazard, crosswalk, variable lane, or lane edge. This requires no interpretation by the driver resulting in increased visibility. When the pedestrian activates the system, the lights begin to flash in unison, warning the motorist that a pedestrian is in the vicinity of the crosswalk ahead. As there is no safe place to cross for 0.4 miles between the controlled intersections, this will serve as a safe place to cross.
- **Four LED Lighted Cross-walk Signs:** The National Highway Transportation Safety Administration has recorded 76,000 Americans killed walking or crossing the street in the past 15 years where pedestrians account for nearly 12% of all traffic fatalities. Poorly lit crosswalks pose visibility challenges for drivers that may be speeding, distracted or intoxicated



drivers. The project will install four solar-powered LED Pedestrian Crosswalk signs at the intersection of Del Mar Avenue/Fern Avenue in addition to the In-Road Pavement Lighting System with Advance Flashing Beacon to improve visibility for motorists.

- Striping at the Intersection of Del Mar Avenue/Fern Avenue: The striping at the crosswalk will improve the visibility of pedestrians to motorists in addition to the In-Road Pavement Lighting System with Advance Flashing Beacon and LED Lighted Cross-walk Signs.

The Savannah Project will be located in a residential neighborhood near Savannah Elementary School. In this neighborhood, the sidewalk network is severely deficient, and there is heavy pedestrian traffic especially due to the school. The pedestrians are often in the street due to the incomplete sidewalk network, which is missing approximately 50,000 square feet. The school vicinity is in need of updated warning and regulatory street signage and striping.

Removal of barriers to mobility:

- Sidewalk and curb installation, street signage and striping: As noted above, 50,000 square feet of sidewalk is missing in the residential neighborhood of the Savannah Elementary School. This serves as a dangerous mobility barrier for students while commuting to school by foot or bike. The project will remove these mobility barrier by installing updated sidewalks and curbs and signage and striping along the sidewalks.

Closure to gaps:

- Solar-powered LED Pedestrian Warning Lights: The Warning Lights will provide a high-visibility, real-time warning that students are in or about to enter the road and crosswalk. The warning lights will provide an inexpensive actuated system that will help to keep pedestrians and give motorists the visibility that they need to see pedestrians.
- Speed Feedback Signage: The signage will alert drivers of their speed to promote road safety along the roadway next to the school and along the heavily traveled pedestrian routes of which the sidewalks will be constructed.

Bitely and Savannah Schools are within 2 miles of the two projects and necessary routes for used by students when walking and biking to school. The infrastructure updates will greatly increase the safety of routes, overcoming the greatest barrier to school commutes identified by parents.



- 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.)

The City's highest infrastructure priority is to provide safe non-motorized transportation opportunities for residents especially students of the City. The proposed project will complete the City's SRTS projects as the majority of SRTS project have already been funded and completed. In part A, we established that 53% of the Bitely and Savannah student population walk/bike to school, which shows high levels of usage. In part B, we described that the lack of sidewalks and crossing infrastructure is a great safety concerns that puts the lives of our youth in danger and is a barriers to residents choosing active transportation. The plans to improve sidewalks and crossings is the way to meet the City's highest active transportation priority of improving safety to increase non-motorized transportation.

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.)

Based on data extracted from the Los Angeles County Sheriff's Department and TIMS between 2010 and 2013, there have been 43 injuries due to accidents involving automobiles and pedestrians/bicyclists near or at the Bitely project site with 110 incidents involving property damage of vehicles during a collision. At or near the Savannah project site there have 25 injuries due to accidents involving automobiles and pedestrians/bicyclists and 64 incidents involving property damage of vehicles. This is a total of 68 injuries at both project sites, which shows the danger for both pedestrians and bicyclists and even motorists while traveling along the project routes. Please see the Collision Maps in Attachment I.

Project	Fatalities	Injuries	Property Damage Only
Bitely	0	43	110
Savannah	0	25	64
Total	0	68	174



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.

Reduces speed or volume of motor vehicles in the proximity of non-motorized users:

- In-Road Pavement Lighting System with Advance Flashing Beacon/Four LED Lighted Cross-walk Signs/Striping at the Intersection of Del Mar Avenue/Fern Avenue/Solar-powered LED Pedestrian Warning Lights/Speed Feedback Signage: All listed infrastructure will alert motorists to the presence of pedestrians, which will cause them to slow their speeds as they approach crosswalks and pedestrian traffic. The Speed Feedback Signage will make motorists aware of their speeds; thus, causing them to slow their vehicle speed.

Improves sight distance and visibility between motorized and non-motorized users:

- In-Road Pavement Lighting System with Advance Flashing Beacon/Four LED Lighted Cross-walk Signs/Striping at the Intersection of Del Mar Avenue: The proposed crossing infrastructure will significantly improve the visibility of students crossing the Del Mar as there is currently no crossing infrastructure currently installed.

Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users:

- Sidewalk and curb installation: The sidewalks and curbs will create a physical separation between pedestrians and motorists. There is currently 50,000 square feet of missing sidewalk where students are forced to walk in the road at times. The sidewalk and curb infrastructure will create a place for students to walk separate from the road.



Improves compliance with local traffic laws for both motorized and non-motorized users:

- Speed Feedback Signage: The Speed Feedback Signage will make motorists aware of their speeds and encourage them to comply with posted speeds when they are not paying close attention to their speeds.

Addresses inadequate traffic control devices:

- In-Road Pavement Lighting System with Advance Flashing Beacon/Four LED Lighted Cross-walk Signs/Striping at the Intersection of Del Mar Avenue/Fern Avenue: The crosswalk infrastructure will help to control motorist and pedestrian traffic while entering the intersection at Del Mar Avenue/Fern Avenue. There are no traffic control devices in this intersection.

Eliminates or reduces behaviors that lead to collisions involving non-motorized users:

- In-Road Pavement Lighting System with Advance Flashing Beacon/Four LED Lighted Cross-walk Signs/Striping at the Intersection of Del Mar Avenue/Fern Avenue/Solar-powered LED Pedestrian Warning Lights/Speed Feedback Signage/Sidewalk and Curb Installation: All listed infrastructure will alert motorists to the presence of pedestrians; thus, reducing the behavior leading to collisions with non-motorists. The Speed Feedback Signage will make motorists aware of their speeds, which will reduce the possibility of collisions. The Sidewalks will keep students out of the road, which is a hazard leading to collisions.

Addresses inadequate or unsafe traffic control devices, bicycle facilities, trails, crosswalks and/or sidewalks:

- Sidewalk and curb installation: There is currently 50,000 square feet of missing sidewalk where students are forced to walk in the road at times. The installation of sidewalks will address the inadequate sidewalk infrastructure.

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)

The proposed projects were developed based on collaboration among Public Works, Community Development Services, and the Garvey and Rosemead School Districts. All support and encourage the proposed set of improvements and sites. The Los Angeles County Sherriff's Department, which provides Public Safety for the City greatly supports the plan.

The Superintendents of the Rosemead and Garvey School Districts and principals of Bitley and Savannah were presented with the preliminary plans. Each of them fully supports the completion of these SRTS projects, which will directly improve the safety of their students on the street.

During the planning process of the City's Bicycle Transportation Plan both of these projects were discussed as an integral part of the City's pedestrian and bicycle infrastructure. The Traffic Commission directed efforts to reach out to citizens from a variety of backgrounds, lifestyles, and interests. Community involvement came from pedestrians, cyclists, motorists, and people from all age groups.

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

During the planning process of the City's Bicycle Transportation Plan both of these projects were discussed as an integral part of the City's pedestrian and bicycle infrastructure. The Plan included outreach meetings along with public presentations, testimony and deliberations of the City's Traffic Commission who spearheaded the one-year effort. Members of the public and advocates from the Bike San Gabriel Valley attended the meetings for the Bicycle Transportation Plan.



- 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 local participation process included the input, planning, and participation of the City's publically appointed Traffic Commission, Community Development Commission, and Planning Commission and the outreach associated with the adoption of the Bicycle Transportation Plan.

School Officials gave important feedback about student usage and where they saw opportunities for increased use and improved safety. The public in general offered anecdotes about their own experience as pedestrians and motorists in the areas of the proposed project. These anecdotes were used to inform our choices of locations and devices to make the most efficient and effective project possible.

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

The City's school area sidewalks, crosswalks and signage should be re-evaluated annually to ensure the new infrastructure is maintained well and the highest priorities are still relevant and are being adequately addressed. Opportunities for public comment will be available during the monthly Traffic Commission meetings. Parents, teachers and other stakeholders are encouraged to report complaints to the Traffic Commission on an ongoing basis.

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)
 Rosemead's top health concerns are Cardiovascular disease, Stroke and Lung Cancer.
 Both of the top two illnesses are exasperated by diabetes and high blood pressure



which are both common among Rosemead's residents. 40% of residents reported not being active with over 20% of youth reporting no physical activity. However, physical activity has been shown to reduce the occurrence of diabetes and high blood pressure as well as help improve treatment outcomes in those who have already been diagnosed with the conditions. Lung Cancer is primarily caused by tobacco use but air quality is also a key factor in many cases.

Childhood fitness is also a concern with a substantial portion of students in the both Bitely and Savannah Elementary Schools based on the California Physical Fitness Test (PFT) results. For 5th graders at Bitely, 19.4% needed improvement in Aerobic Capacity and 11.2% were at risk. For 5th graders at Savannah, 21.7% needed improvement in Aerobic Capacity and 2.2% were at risk.

B. Describe how you expect your project/proposal/plan to enhance public health. (7 points max.)
Both projects will remove barriers to mobility and gaps in the pedestrian routes, which will greatly improve the safety of the routes, which will encourage students to walk and bike or riding with an adult in a private automobiles for trips to schools. The lack of marked routes was identified as the top reason individuals chose not to bike or walk for short trips. When more people choose active transportation, the communal health and fitness measures are improved.

We expect that the safety improvements brought on by the projects will increase the number of people that choose cycling and walking as part of a healthy lifestyle. Increased physical activity among all age groups will reduce or prevent obesity while improving cardiovascular health, reducing the risk of diabetes, improving treatment success for diabetes and asthma, and improving joint health which in turn encourages more physical activity.

Rosemead has poor air quality caused by excessive automobile traffic. Converting car trips to non-motorized trips will improve air quality thereby reducing the air quality's contribution to lung cancer development or complications.



The projects are concurrent with other programs that encourage healthy eating, physical activity, tobacco use cessation that the City has developed through a Los Angeles County Department of Public Health Healthy Eating and Active Living Grant (HEAL). The project fits nicely with the comprehensive community health plan developed through the HEAL grant.

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.

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

\$ 47,684 _____

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

Census Tract	MHI	Population
6037482503	\$47,684	4,357
6037432901	\$53,885	4,464
6037432902	\$66,801	3,482

Option 2: California Communities Environmental Health Screening Tool 2.0 (CalEnviroScreen) score for the community benefited by the project: Average score = 48.24 (see table) _____

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



- Provide the population for each census tract listed

Census Tract	CalEnviroScreen 2.0 Score	CalEnviroScreen 2.0 Percentile Range	Total Population
6037433601	59.50	96-100% (highest scores)	4923
6037482402	55.16	96-100% (highest scores)	6971
6037432202	53.10	91-95%	4252
6037432901	49.52	91-95%	4464
6037433602	49.47	91-95%	2803
6037432201	49.13	91-95%	4342
6037482401	47.79	86-90%	3761
6037482303	47.48	86-90%	5818
6037482304	46.52	86-90%	3556
6037482503	46.22	86-90%	4357
6037481300	43.48	81-85%	3153
6037432902	42.95	81-85%	3482
6037482521	42.79	81-85%	5754
6037482502	42.20	81-85%	3373

Option 3: Percentage of students eligible for the Free or Reduced Price Meals Programs: Average
87.7 %

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

School	School Enrollment	FRMP Rate
Bitely Elementary School	531	89.6%
Savannah Elementary School	522	85.6%

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.

There are three census tracts that will be directly affected by the project (6037482503, 6037482503, 6037432902). Census tract 6037482503 is 78% of the statewide MHI. There are 14 census tracts in Rosemead all of which fit the disadvantaged community qualifications from the CalEnviroScreen 2.0 scores. Both Bitely and Savannah have a



FRMP above 75%. The project fits all three criteria to be considered a disadvantaged community.

The City of Rosemead is centrally located in the San Gabriel Valley of Los Angeles County at the general location where the West and East San Gabriel Valley sections meet. The City is divided into north and south by Interstate 10. The City's 2010 Census population was 53,764. The City's population growth rate is stable, having grown by less than one (1) percent since the year 2000. A high percentage (80%) of the City's population over five years old, speaks a language other than English at home. The City is 5.16 square miles in size with a population density of 10,415 persons per square miles. It is considered a high density city when compared with cities in the State of California.

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.

The project is anticipated to increase walking and riding commutes to school by 33 new users at the end of year 1. The average distance to school the students must travel is 0.35 miles each way and students will travel roundtrip. Considering that there are 175 days each year for California Public Schools that translates to 4,043 miles saved in year 1. The Federal EPA estimates that the average passenger vehicle emits 423 grams of GHGs per mile. This means by the end of the 1st year the project will save 1,710,189 grams of GHGs per year. After 5 years the project will save a total of 13,731,637.5 grams of GHGs.

Year	Total New Users	Miles/day	Grams of GHGs/day	Miles/yr	Grams of GHGs/yr
1	33	23.1	9771.3	4042.5	1709977.5
2	43	30.1	12732.3	5267.5	2228152.5
3	53	37.1	15693.3	6492.5	2746327.5



4	63	44.1	18654.3	7717.5	3264502.5
5	73	51.1	21615.3	8942.5	3782677.5

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.)

A variety of locations for improvement were considered. The selected boundaries and locations were identified as the most effective placements for improving safety and increasing use of walking or biking to school.

The selected area around Savannah Elementary School has extreme sidewalk deficiencies that cause students to walk in the streets. The new 50,000 square feet of sidewalk will not only greatly improve safety for the students that currently have to walk in the street, it will also encourage other students' parents to allow them to walk or bike to school. At \$7/sq.ft., new sidewalk is a direct and efficient way to address the significantly lower active transportation use rates at Savannah compared to other local elementary schools. The other parts of the Savannah Elementary School enrollment boundaries did not have such deficiencies or they are outside of Rosemead's city limits. The selected markings and signs, including speed feedback signs, were selected based on the most successful elements of other Safe Routes to School projects Rosemead has implemented over the past 8 years.

The location of the new pedestrian crossing on Del Mar Ave was selected because of the high traffic and frequent speeding along that artery. 40% of students at Bitely Elementary must cross Del Mar Ave which notoriously has a high volume of cars. The 3 way intersection of Del Mar and Fern was the best option because of its proximity to



the school and its location in relation to the school enrollment boundaries. This location maximizes the number of students that can utilize the new crossing.

- 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.)

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

Benefit/Total Project Cost = \$32.37

Benefit/Funds Requested = \$38.84

The B/C tool was a very convenient tool that was easy to use. It took a lot of the guesswork out of making the calculations and standardized the formulas used. It saved a lot of time that would have been spent determining the values of all the various benefits.



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 City of Rosemead will contribute a total of \$140,400 of in-kind and cash funding, which is 17% of the total project cost of \$842,400. The remaining estimated balance for the project is \$702,000 which we are requesting in this application. The funding plan is included in the PPR in Attachment B. Please see the Financial Support Letter in Attachment K.

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)

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)
- 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):

- Neither corps can participate in the project (0 points)
- Applicant intends to utilize the CCC or a certified community conservation corps on the following items listed below (0 points).
Edgar Lino, the Conservation Supervisor at the CCC Los Angeles location has responded to the partnership for your project. The CCC will participate in the striping component of the project.
- 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 previously been awarded Active Transportation Program type funding. However, the City has successfully implemented two Caltrans Safe Routes to School grant awards for Cycles 8 and 9. The City experienced minor complications during the project period, but completed the projects on-time and as planned.

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 Required for all applications	Attachment A
ATP - PROJECT PROGRAMMING REQUEST (ATP-PPR) Required for all applications	Attachment B
Engineer's Checklist Required for Infrastructure Projects	Attachment C
Project Location Map Required for all applications	Attachment D
Project Map/Plans showing existing and proposed conditions Required for Infrastructure Projects (optional for 'Non-Infrastructure' and 'Plan' Projects)	Attachment E
Photos of Existing Conditions Required for all applications	Attachment F
Project Estimate Required for Infrastructure Projects	Attachment G
Non-Infrastructure Work Plan (Form 22-R) Required for all projects with Non-Infrastructure Elements	Attachment H
Narrative Questions backup information Required for all applications Label attachments separately with "H-#" based on the # of the Narrative Question	Attachment I
Letters of Support Required or Recommended for all projects (as designated in the instructions)	Attachment J
Additional Attachments Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.	Attachment K



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:  Date: 5-27-15
Name: Matthew E. Hawkesworth Phone: 626-569-2107
Title: Public Works Director e-mail: mhawkesworth@cityofrosemead.org

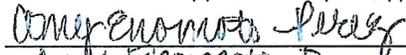
For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board
(For use only when appropriate)

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

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:  Date: 6-1-15
Name: Amy Enomoto-Perez Phone: 626-312-2900
Title: Superintendent e-mail: aeperez@rosemead.k12.ca.us

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>

Genaro Alarcón, Garvey School District
Genaro Alarcón 6/1/15
Asst. Supt. H.R.

ATP PROJECT PROGRAMMING REQUEST

Date: 5/26/2015

Project Information:					
Project Title: Rosemead Safe Routes to School Project					
District	County	Route	EA	Project ID	PPNO
7	Los Angeles	Various			

Funding Information:								
DO NOT FILL IN ANY SHADED AREAS								
Proposed Total Project Cost (\$1,000s)								Notes:
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON				842				842
TOTAL				842				842

ATP Funds	Infrastructure Cycle 2	Proposed Funding Allocation (\$1,000s)							Program Code
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W									
CON				702				702	
TOTAL				702				702	

ATP Funds	Non-infrastructure Cycle 2	Proposed Funding Allocation (\$1,000s)							Program Code
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W									
CON									
TOTAL									

ATP Funds	Plan Cycle 2	Proposed Funding Allocation (\$1,000s)							Program Code
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W									
CON									
TOTAL									

ATP Funds	Previous Cycle	Proposed Funding Allocation (\$1,000s)							Program Code
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W									
CON									
TOTAL									

ATP Funds	Future Cycles	Proposed Funding Allocation (\$1,000s)							Program Code
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W									
CON									
TOTAL									

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
ATP PROJECT PROGRAMMING REQUEST

Date: 5/26/2015

Project Information:					
Project Title: Rosemead Safe Routes to School Project					
District	County	Route	EA	Project ID	PPNO
7	Los Angeles	Various			

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	Funding Agency	
E&P (PA&ED)									City of Rosemead	
PS&E									Notes:	
R/W										
CON				140				140		
TOTAL				140				140		
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	Funding Agency	
E&P (PA&ED)										
PS&E									Notes:	
R/W										
CON										
TOTAL										
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	Funding Agency	
E&P (PA&ED)										
PS&E									Notes:	
R/W										
CON										
TOTAL										
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	Funding Agency	
E&P (PA&ED)										
PS&E									Notes:	
R/W										
CON										
TOTAL										
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	Funding Agency	
E&P (PA&ED)										
PS&E									Notes:	
R/W										
CON										
TOTAL										
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	Funding Agency	
E&P (PA&ED)										
PS&E									Notes:	
R/W										
CON										
TOTAL										

ATP Engineer’s Checklist for Infrastructure Projects

Required for “Infrastructure” applications ONLY

This application checklist is to be used by the engineer in “responsible charge” of the preparation of this ATP application to ensure all of the primary elements of the application are included as necessary to meet the CTC’s requirements for a PSR-Equivalent document (per CTC’s ATP Guidelines and CTC’s Adoption of PSR Guidelines - Resolution G-99-33) and to ensure the application is free of critical errors and omissions; allowing the application to be accurately ranked in the statewide ATP selection process.

Special Considerations for Engineers before they Sign and Stamp this document attesting to the accuracy of the application:

Chapter 7; Article 3; Section 6735 of the Professional Engineer’s Act of the State of California requires engineering calculation(s) or report(s) be either prepared by or under the responsible charge of a licensed civil engineer. Since the corresponding ATP Infrastructure-application defines the scope of work of a future civil construction project and requires complex engineering principles and calculations which are based on the best data available at the time of the application, the application must be signed and stamped by a licensed civil engineer.

By signing and stamping this document, the engineer is attesting to this application’s technical information and engineering data upon which local agency’s recommendations, conclusions, and decisions are made. This action is governed by the Professional Engineer’s Act and the corresponding Code of Professional Conduct, under Sections 6775 and 6735.

The following checklist is to be completed by the engineer in “responsible charge” of defining the projects Scope, Cost and Schedule per the expectations of the CTC’s PSR Equivalent. The checklist is expected to be used during the preparation of the documents, but not initialed and stamped until the final application and application attachments are complete and ready for submission to Caltrans.

1. Vicinity map /Location map

Engineer’s Initials:

- a. The project limits must be clearly depicted in relationship to the overall agency boundary

2. Project layout-plan/map showing existing and proposed conditions must:

Engineer’s Initials:

- a. Be to a scale which allows the visual verification of the overall project “construction” limits and limits of each primary element of the project
- b. Show the full scope of the proposed project, including any non-participating construction items
- c. Show all changes to existing motorized/non-motorized lane and shoulder widths. Label the proposed widths
- d. Show agency’s right of way (ROW) lines when permanent or temporary ROW impacts are possible. (As appropriate, also show Caltrans’, Railroad, and all other government agencies ROW lines)

3. Typical cross-section(s) showing existing and proposed conditions.

Engineer’s Initials:

(Include cross-section for each controlling configuration that varies significantly from the typical)

- a. Show and dimension: changes in lane widths, ROW lines, side slopes, etc.

4. Detailed Engineer’s Estimate

Engineer’s Initials:

- a. Estimate is reasonable and complete.
- b. Each of the main project elements are broken out into separate construction items. The costs for each item are based on calculated quantities and appropriate corresponding unit costs
- c. All non-participating costs in relation to the ATP funding are clearly identified and accounted for separately from the eligible costs.
- d. All project elements the applicant intends to utilize the CCC (or a certified community conservation corps) on need to be clearly identified and accounted for
- e. All project development costs to be funded by the ATP need to be accounted for in the total project cost

5. **Crash/Safety Data, Collision maps and Countermeasures:**

Engineer's Initials: *JS*

- a. Confirmation that crash data shown occurred within influence area of proposed improvements.

6. **Project Schedule and Requested programming of ATP funding**

Engineer's Initials: *JS*

- a. All applicants must anticipate receiving federal ATP funding for the project and therefore the project schedules and programming included in the application must account for all applicable requirements and timeframes.
- b. "Completed Dates" for project Milestone Dates shown in the application have been reviewed and verified
- c. "Expected Dates" for project Milestone Dates shown in the application account for all reasonable project timetables, including: Interagency MOUs, Caltrans agreements, CTC allocations, FHWA authorizations, federal environmental studies and approvals, federal right-of-way acquisitions, federal consultant selections, project permits, etc.
- d. The fiscal year and funding amounts shown in the PPR must be consistent with the values shown in the project cost estimate(s), expected project milestone dates and expected matching funds.

7. **Warrant studies/guidance (Check if not applicable)**

Engineer's Initials: *JS*

N/A

- a. For new Signals – Warrant 4, 5 or 7 must be met (CA MUTCD): Signal warrants must be documented as having been met based on the CA MUTCD

8. **Additional narration and documentation:**

Engineer's Initials: *JS*

- a. The text in the "Narrative Questions" in the application is consistent with and supports the engineering logic and calculations used in the development of the plans/maps and estimate
- b. When needed to clarify non-standard ATP project elements (i.e. vehicular roadway widening necessary for the construction of the primary ATP elements); appropriate documentation is attached to the application to document the engineering decisions and calculations requiring the inclusion of these non-standard elements.

Licensed Engineer:

Name (Last, First): *CERVANTES, JOAQUIN*

Title: *PRESIDENT*

Engineer License Number *C70635*

Signature: *[Handwritten Signature]*

Date: *5/27/15*

Email: *JCERVANTES@CEJ-ENG.COM*

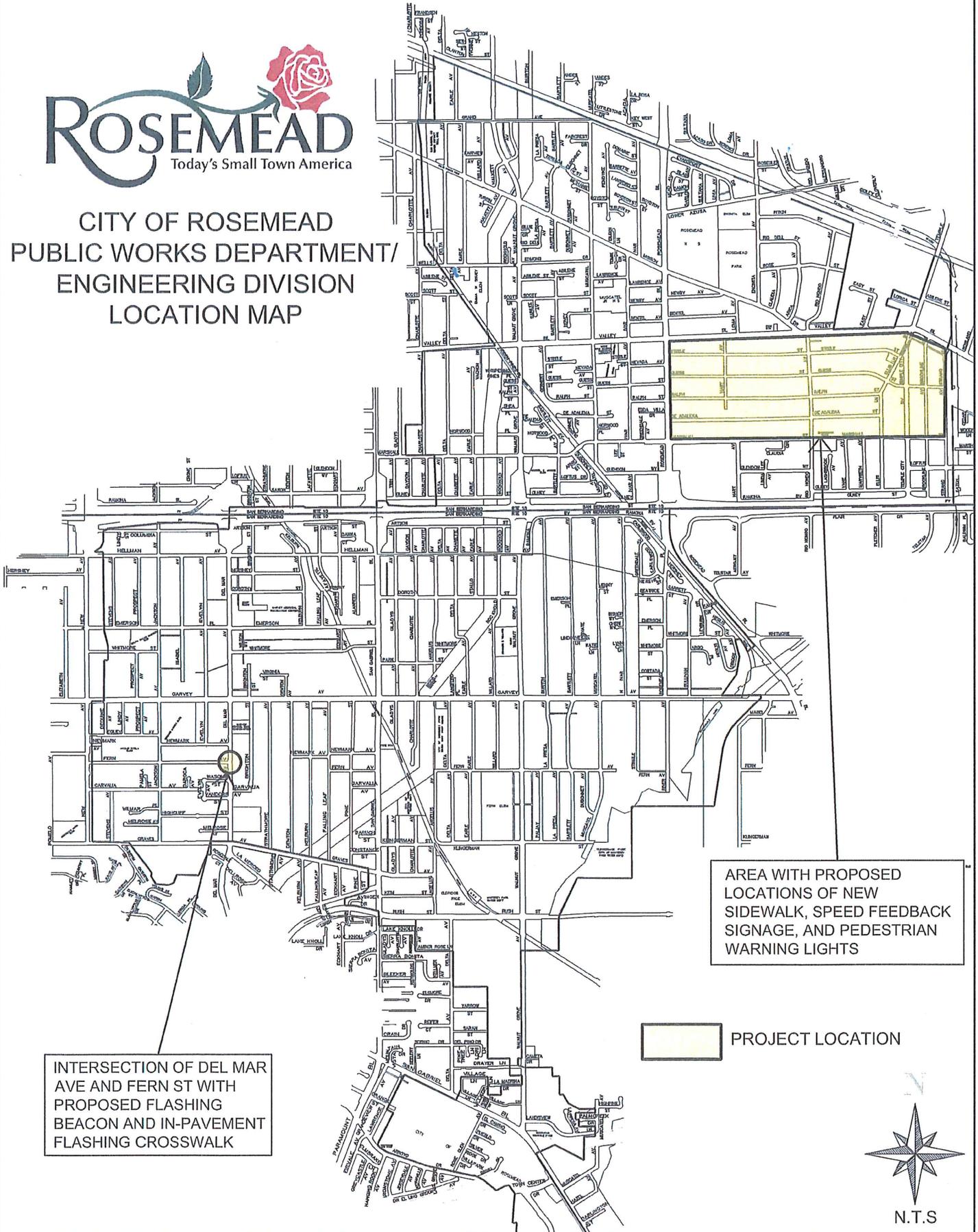
Phone: *626-893-9266*

Engineer's Stamp:





CITY OF ROSEMEAD
PUBLIC WORKS DEPARTMENT/
ENGINEERING DIVISION
LOCATION MAP



INTERSECTION OF DEL MAR
AVE AND FERN ST WITH
PROPOSED FLASHING
BEACON AND IN-PAVEMENT
FLASHING CROSSWALK

AREA WITH PROPOSED
LOCATIONS OF NEW
SIDEWALK, SPEED FEEDBACK
SIGNAGE, AND PEDESTRIAN
WARNING LIGHTS

PROJECT LOCATION



N.T.S

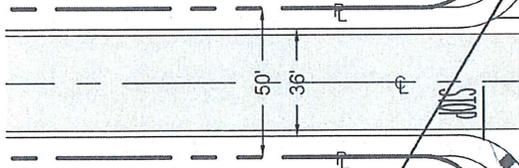


**CITY OF ROSEMEAD
PUBLIC WORKS DEPARTMENT/
ENGINEERING DIVISION**

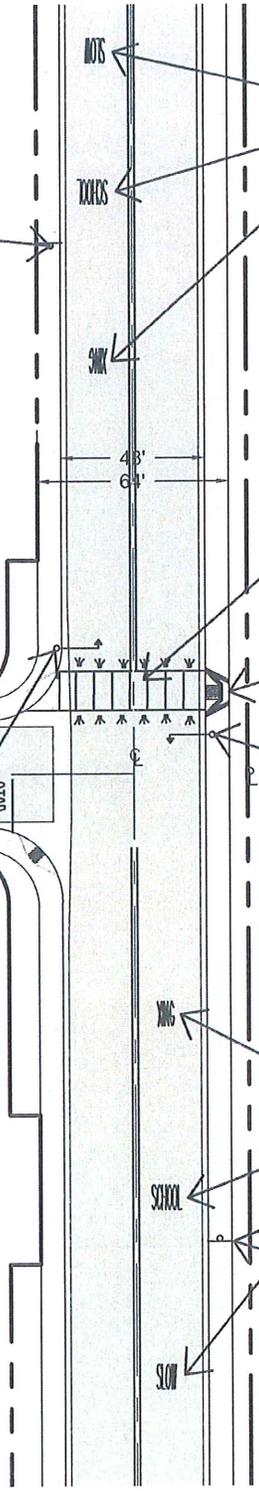
ADVANCE WARNING



FERN AVE



FLASHING BEACON



DEL MAR AVE

NEW PAVEMENT MARKINGS

INTERSECTION OF DEL MAR AVE AND FERN ST WITH PROPOSED FLASHING BEACON AND IN-PAVEMENT FLASHING CROSSWALK

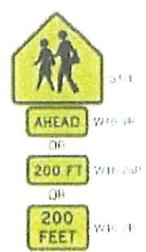
NEW CURB RAMP

FLASHING BEACON



NEW PAVEMENT MARKINGS

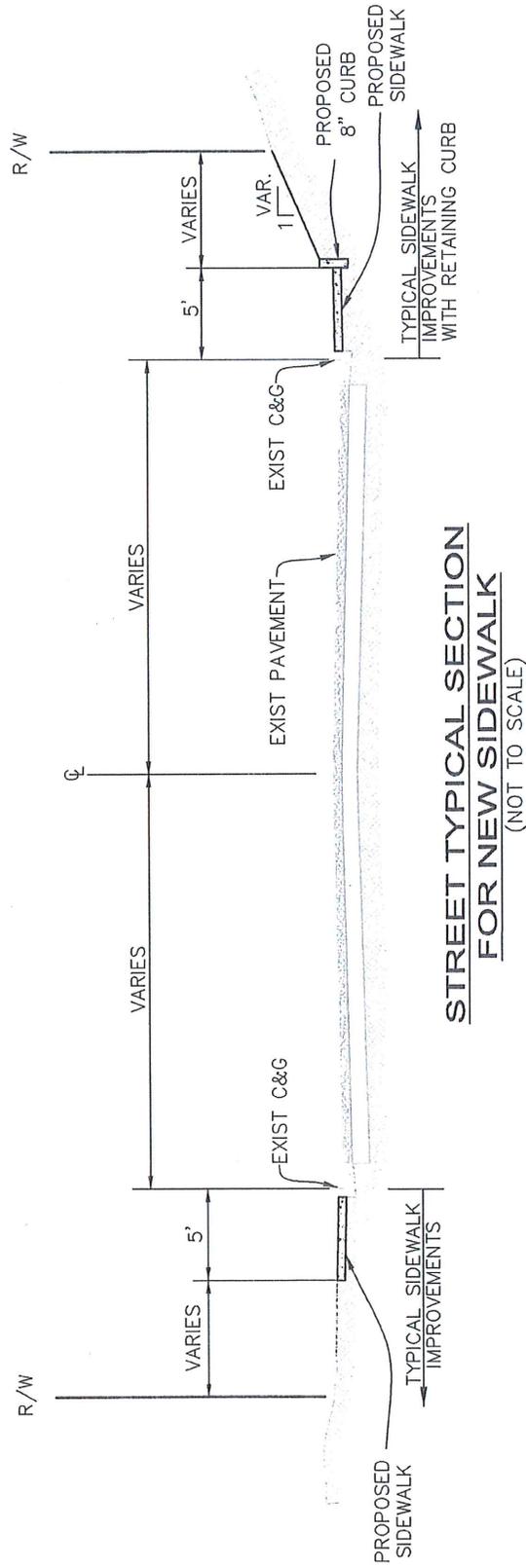
ADVANCE WARNING



SCALE: 1"=60'



CITY OF ROSEMEAD
PUBLIC WORKS DEPARTMENT/
ENGINEERING DIVISION
TYPICAL SECTION



Attachment F – Photos of Existing Conditions –Rosemead



Intersection of Del Mar and Fern



Crossing Guard at Del Mar and Fern



Proposed project area near Savannah Elementary for sidewalk installation



Proposed project area near Savannah Elementary for sidewalk installation



Proposed project at Savannah Elementary for sidewalk installation

Detailed Engineer's Estimate and Total Project Cost

Important: Read the Instructions in the other sheet (tab) before entering data. Do not enter in shaded fields (with formulas).

Project Information:

Agency:	Rosemead		
Application ID:	07-Rosemead-1	Prepared by:	Joaquin Cervantes
		Date:	5/26/2015
Project Description:	The project will replace crumbling infrastructure with adequate sidewalks, signs and crossings for one school. There will also be a new pedestrian crossing and other safety feat		
Project Location:	Savannah Elementary located on North Rio Hondro Ave at De Adalena St needs new sidewalk, signs, vehicle speed feedback signs, and street markings. There is also a fully ap		

Engineer's Estimate and Cost Breakdown:

Engineer's Estimate (for Construction Items Only)						Cost Breakdown							
						Note: Cost can apply to more than one category. Therefore may be over 100%.							
						ATP Eligible Items		Landscaping		Non-Participating Items		To be Constructed by Corps/CCC	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$	%	\$
1	Clearing & Grubbing	1	LS	\$60,000.00	\$60,000	100%	\$600						
2	Disposal of Waste Materials	1	LS	\$10,000.00	\$10,000	100%	\$100						
3	Construction of 4" Sidewalk	50000	SF	\$7.00	\$350,000	100%	\$3,500						
4	Construction of 8"-12" Retaining Curb	1000	LF	\$50.00	\$50,000	100%	\$500						
5	In Pavement Lighting System	1	LS	\$65,000.00	\$65,000	100%	\$650						
6	Flashing Beacon System	1	LS	\$50,000.00	\$50,000	100%	\$500						
7	Signage	1	LS	\$20,000.00	\$20,000	100%	\$200						
8	Speed Feedback Signs	2	EA	\$16,000.00	\$32,000	100%	\$320						
9	Striping	1	LS	\$25,000.00	\$25,000	100%	\$250					100%	\$250
10	Driveway Repair/Reconfiguration	4000	SF	\$10.00	\$40,000	100%	\$400						
11													
12													
13													
14													
15													
16													
Subtotal of Construction Items:					\$702,000		\$7,020						\$250
Construction Item Contingencies (% of Construction Items):				20.00%	\$140,400								
Enter in the cell to the right													
Total (Construction Items & Contingencies) cost:					\$842,400								

Project Cost Estimate:

Type of Project Delivery Cost	Cost \$
Preliminary Engineering (PE)	
Environmental Studies and Permits(PA&ED):	S -
Plans, Specifications and Estimates (PS&E):	S -
Total PE:	\$ - 25% Max
Right of Way (RW)	
Right of Way Engineering:	S -
Acquisitions and Utilities:	S -
Total RW:	\$ -
Construction (CON)	
Construction Engineering (CE):	S - 15% Max
Total Construction Items & Contingencies:	\$842,400
Total CON:	\$ 842,400
Total Project Cost Estimate:	\$ 842,400

Attachment I – A – School List

School Name & Address		
Savannah Elementary, 3720 Rio Honda Avenue, Rosemead, CA 91770		
School District Name & Address		
Rosemead Elementary School District, 3907 Rosemead Blvd., Rosemead, CA 91770		
County-District-School Code (CDS)	29. Total Student Enrollment	30. Percentage of students eligible for free or reduced meal programs**
19-64931-6022206	522	85.6%
31. Percentage of students that currently walk or bike to school	32. Approximate # of students living along school route proposed for improvement.	33. Project distance from primary or middle school.
25%	522	<1000'

School Name & Address		
Bitely (Arlene) Elementary, 7501 E. Fern Avenue, Rosemead, CA 91770		
School District Name & Address		
Garvey Elementary School District, 2730 N. Del Mar Avenue, Rosemead, CA 91770		
County-District-School Code (CDS)	29. Total Student Enrollment	30. Percentage of students eligible for free or reduced meal programs**
19-64550-6105886	531	89.6%
31. Percentage of students that currently walk or bike to school	32. Approximate # of students living along school route proposed for improvement.	33. Project distance from primary or middle school.
80%	426	<500'

Rosemead, California

Safe Routes to School Project Areas and School Enrollment Areas



SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

Bitely (Arlene) Elementary

7501 East Fern Ave. | Rosemead | Los Angeles County | CDS: 19645506105886

Types of Collisions:	Bicycle	Pedestrian		
Collision Severity:	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain
Years :	2010 - 2012			



Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<1/4 mi.	0	0	1	1	2	0	2
1/4 - 1/2 mi.	0	1	6	20	14	13	27
Total	0	1	7	21	16	13	29



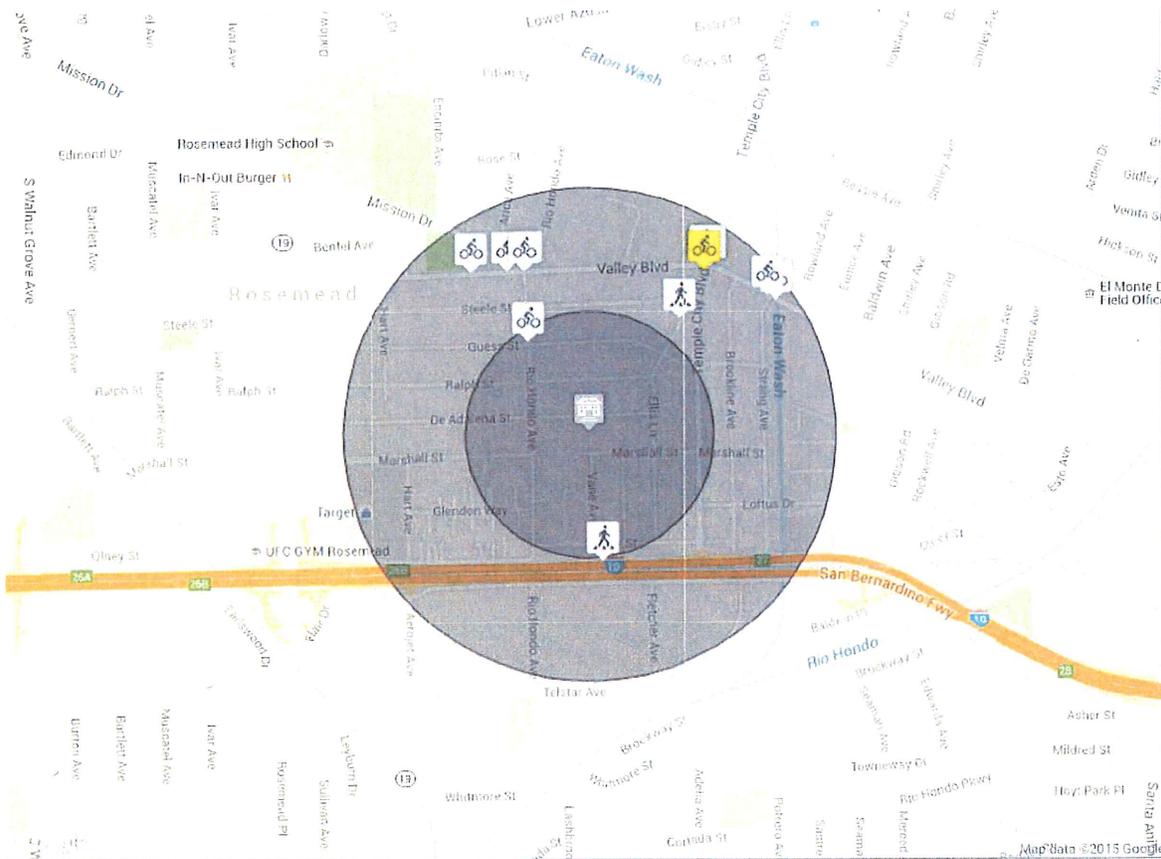
SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

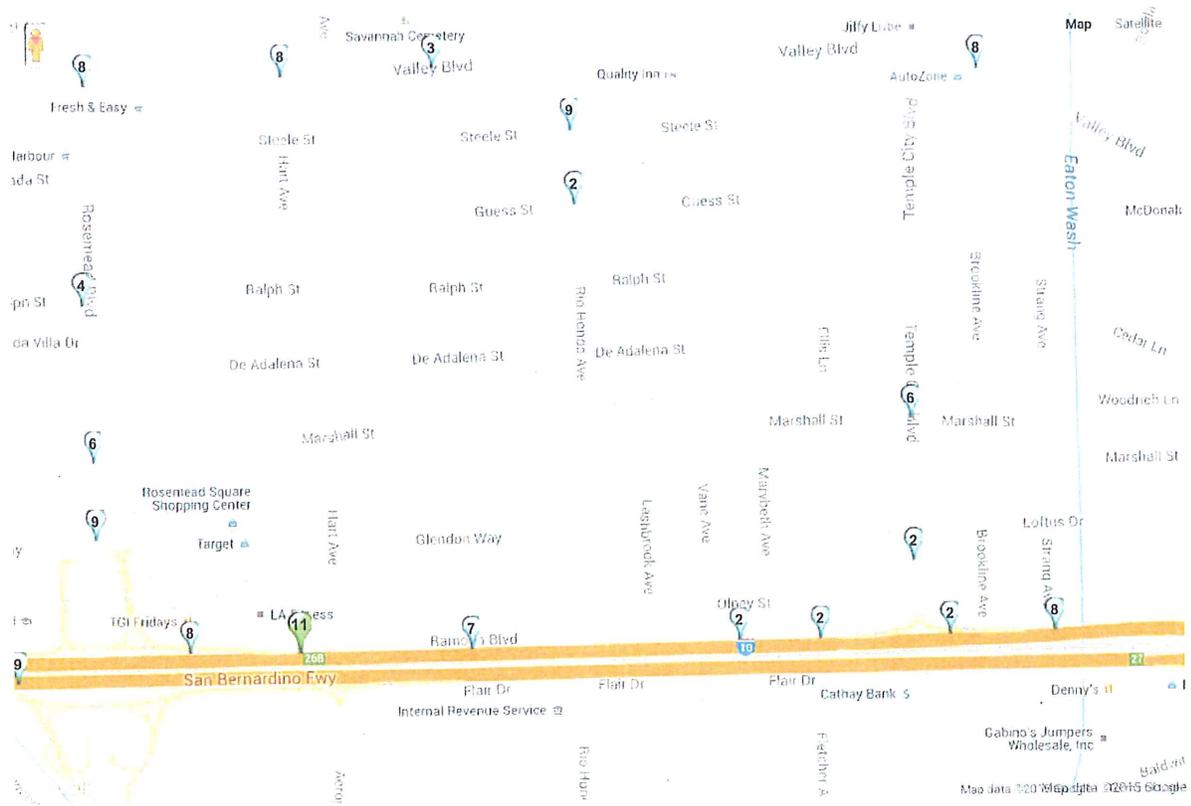
Savannah Elementary

3720 North Rio Hondo Ave. | Rosemead | Los Angeles County | CDS: 19649316022206

Types of Collisions:	Bicycle	Pedestrian		
Collision Severity:	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain
Years :	2010 - 2012			



Summary Statistics							
Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
< 1/4 mi.	0	0	0	1	0	1	1
1/4 - 1/2 mi.	0	0	1	12	5	8	13
Total	0	0	1	13	5	9	14





Ashley R <amramsey.mit@gmail.com>

ATP Application Information - Rosemead

Active Transportation Program <inquiry@atpcommunitycorps.org>

Mon, Jun 1, 2015 at 10:30 AM

To: Ashley R <amramsey.mit@gmail.com>

Cc: "atp@ccc.ca.gov" <atp@ccc.ca.gov>, Danielle Sotelo <sotelo@californiaconsulting.org>

Hi,

Bo Savage of the Los Angeles Conservation Corps has responded that they are able to partner on this project. Specifically:

LACC crews can assist on:

- Clearing and grubbing
- Disposal of waste
- PCC sidewalk
- PCC curb
- Driveway repair/ reconfiguration

Please include this email as proof that you reached out to the Local Corps. Feel free to contact Bo (bsavage@lacorps.org) directly if your project receives funding.

Thank you!

On Wed, May 27, 2015 at 8:20 AM, Ashley R <amramsey.mit@gmail.com> wrote:

[Quoted text hidden]

--

Monica Davalos | Legislative Policy Intern
Active Transportation Program
California Association of Local Conservation Corps
1121 L Street, Suite 400
Sacramento, CA 95814
[916.426.9170](tel:916.426.9170) | inquiry@atpcommunitycorps.org



GARVEY SCHOOL DISTRICT

2730 North Del Mar Avenue, Rosemead, CA 91770
Phone: (626) 307-3486 Fax: (626) 307-3492
Genaro Alarcón, Assistant Superintendent Human Resources

BOARD OF EDUCATION

Bob Bruesch
M. Janet Chin
Maureen Chin
Henry Lo
Ronald Trabanino

SUPERINTENDENT

Anita Chu

GSD Vision: "Providing a premier education in a 21st century learning environment to develop tomorrow's responsible leaders."

June 1, 2015

Sean Sullivan
Acting Public Works Manager
City of Rosemead
8838 E. Valley Boulevard
Rosemead, CA 91770

RE: Support for the Active Transportation Program Proposal

Dear Mr. Sullivan:

The Garvey School District wishes to support the Active Transportation Program (ATP) grant application proposed by the City of Rosemead for Bitely Elementary and Garvey Intermediate Schools in our District. We are confident that the proposed traffic improvements, especially the pedestrian crossing improvements on Del Mar Avenue, will create a safer environment for those children who walk to the previously mentioned schools.

The City of Rosemead has been a great partner in developing previous grant funded projects to improve the safety around other schools within the Garvey School District. Based on the success of the previous projects, we are happy to again support this application for an additional project.

This project will provide a great benefit to the children of Bitely Elementary and Garvey Intermediate Schools as improved safety measures will keep them safe as they cross Del Mar Avenue on the way to school. Also, additional traffic signage and striping will help create a safer vehicle environment around the school.

For the above reasons, I am pleased to support the Active Transportation Program to increase the safety and health of our children.

Sincerely,

Genaro Alarcón, Assistant Superintendent
Human Resources

3907 Rosemead Blvd.
Rosemead, CA 91770
Phone: 626-312-2900
Fax: 626-312-2906

AMY ENOMOTO-PEREZ, Ed.D., Superintendent



BOARD OF TRUSTEES:
Randall Cantrell
Ronald Esquivel
Rhonda Harmon
John Quintanilla
Dennis McDonald

June 1, 2015

Sean Sullivan
Acting Public Works Manager
City of Rosemead
8838 E. Valley Boulevard
Rosemead, CA 91770

RE: Support for the Active Transportation Program Proposal

Dear Mr. Sullivan,

The Rosemead School District wishes to support the Active Transportation Program (ATP) grant application proposed by the City of Rosemead for Savannah Elementary School in our District. We are confident that the proposed traffic improvements, especially with the construction of new sidewalks, around the schools will increase the safety of our students. The health and well-being of our students is critical and I am confident that this program will produce cleaner air and a reduction in traffic.

The City of Rosemead has been a great partner in developing previous grant funded projects to improve the safety around the other schools within the Rosemead School District. Based on the success of the previous projects, we are happy to again support this application for an additional project.

This project will provide a great benefit to the children of Savannah School as they will have the ability to walk to school safely, without having to walk in the streets due to incomplete sidewalks. Also, additional traffic signage and striping will help create a safer vehicle environment around the school.

For the above reasons, I am pleased to support the Active Transportation Program to increase the safety and health of our children.

Yours truly,

A handwritten signature in blue ink that reads "Amy Enomoto-Perez".

Dr. Amy Enomoto-Perez
Superintendent – Rosemead School District

AEP/cb

Fax Numbers

Business Office: 626-312-2907 • Child Development: 626-312-2918 • Personnel: 626-312-2914
Educational Services/Pupil Personnel: 626-312-3814 • Special Education: 626-312-2913
Food Services: 626-307-6178 • Pavroll: 626-312-2916 • Purchasing: 626-312-2915

MAYOR:
MARGARET CLARK

MAYOR PRO TEM:
SANDRA ARMENTA

COUNCIL MEMBERS:
WILLIAM ALARCON
STEVEN LY
POLLY LOW



City of Rosemead

8838 E. VALLEY BOULEVARD P.O BOX 399
ROSEMEAD, CALIFORNIA 91770
TELEPHONE (626) 569-2100
FAX (626) 307-9218

June 1, 2015

Kirk Cessna
Office Chief
Office of Local Assistance
California Department of Transportation, District 7
100 South Main Street, #12-420
Los Angeles, CA 90012

RE: Support for the City of Rosemead's Active Transportation Program Grant Application

Dear Mr. Cessna:

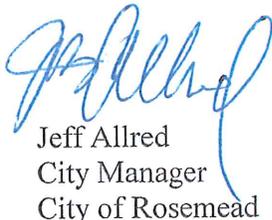
The City of Rosemead is concerned about the safety of children in our City and wishes to support the proposed Active Transportation Program project in our City.

It is understood that the Active Transportation Program (ATP) will require a team of individuals to perform many necessary tasks including assessment of conditions and needs, designing our City's ATP program, implementing educational and promotional events for our children and parents, and assessing the outcome of our efforts. I am willing to dedicate City resources, including staff hours, to the ATP team and will support the team's efforts.

I look forward to assisting in the Active Transportation Program to increase the safety of our school children, improve the physical and mental health of our children, and to potentially reduce traffic congestion near our schools.

I am pleased to support the Active Transportation Program in the City of Rosemead and am respectfully requesting grant funding for this proposed project.

Sincerely,



Jeff Allred
City Manager
City of Rosemead