

PART A

GENERAL PROJECT INFORMATION





ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Application Form for Part A

Parts B & C must be completed using a separate document

PROJECT unique APPLICATION NO.:

05-Santa Cruz-2

Auto populated

Total ATP Funds Requested:

\$ 1,404

(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:

Santa Cruz

IMPLEMENTING AGENCY'S ADDRESS

CITY

ZIP CODE

809 Center St

Santa Cruz

CA

95060

IMPLEMENTING AGENCY'S CONTACT PERSON:

James Burr

CONTACT PERSON'S TITLE:

Transportation Manager

CONTACT PERSON'S PHONE NUMBER:

831-420-5426

CONTACT PERSON'S EMAIL ADDRESS :

jburr@cityofsantacruz.com



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:

Ecology Action (EA)/ Santa Cruz County Health Services Agency (HSA)

PROJECT PARTNERING AGENCY'S ADDRESS

CITY

ZIP CODE

877 Cedar, Suite 240 (EA)/1070 Emeline Ave, Bldg G (HSA)

Santa Cruz

CA

95060

PROJECT PARTNERING AGENCY'S CONTACT PERSON:

Jeanna LePage (EA)/Lynn Lauridsen, MPH (HSA)

CONTACT PERSON'S TITLE:

Sr Program Specialist (EA)/Sr Health Ed. (HSA)

CONTACT PERSON'S PHONE NUMBER:

(831)515-1344 (EA) / (831) 454-5477 (HSA)

CONTACT PERSON'S EMAIL ADDRESS :

jlepage@ecoact.com, lynn.lauridsen@santacruzcount

MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans?

Yes No

Implementing Agency's Federal Caltrans MS number

05-5025R

Implementing Agency's State Caltrans MS number

00244S

* 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)

Santa Cruz Citywide Safe Routes to School Crossing Improvement Program

Application Number: out of Applications

PROJECT DESCRIPTION: (Max of 250 Characters)

Combination infrastructure/noninfrastructure SRTS project to install infrastructure improvements at intersections surrounding Santa Cruz City Schools and support related non-infrastructure education and encouragement programming.

PROJECT LOCATION: (Max of 250 Characters)

Various locations near schools in the City of Santa Cruz.



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. 36.964451 /long. -122.030143

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 _____ Bicyclists _____

One Year Projection: Pedestrians _____ Bicyclists _____

Five Year Projection: Pedestrians _____ Bicyclists _____

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

Bicycle: Class I Class II Class III Other Green lanes, speed feedback, lighting

Pedestrian: Sidewalk Crossing Other Speed feedback, lighting, RRFB

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 40.0 % (ped + bike must = 100%)
- Pedestrian Transportation** % of Project 60.0 %
- Safe Routes to School** *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

How many schools does the project impact/serve: 8

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- See Attachment
 School address: Multiple Schools- See Attachment
 District name: Santa Cruz City Schools
 District address: 405 Old San Jose Road, Soquel CA 95073
 Co.-Dist.-School Code: Multiple Schools- See Attachm

School type (K-8 or 9-12 or Both) Both Project improvements maximum distance from school 0.5 mile

Total student enrollment: 5,374
 % of students that currently walk or bike to school% 32.0 %
 Approx. # of students living along route proposed for improvement: 2,730
 Percentage of students eligible for free or reduced meal programs ** 41.0 %

**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: | _____ | | 7/1/16 |
| * CEQA Environmental Clearance: | _____ | | 10/1/16 |
| * NEPA Environmental Clearance: | _____ | | 10/1/16 |
| CTC - PS&E Allocation: | _____ | | 7/1/16 |
| CTC - Right of Way Allocation: | _____ | | 7/1/16 |
| * Right of Way Clearance & Permits: | _____ | | 7/1/16 |
| Final/Stamped PS&E package: | _____ | | 3/1/17 |
| * CTC - Construction Allocation: | _____ | | 7/1/16 |
| * Construction Complete: | _____ | | 9/1/17 |
| * Submittal of "Final Report" | _____ | | 1/1/18 |

**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: | \$10 | |
| ATP funds for PS&E: | \$80 | |
| ATP funds for Right of Way: | \$1 | |
| ATP funds for Construction: | \$1,088 | |
| ATP funds for Non-Infrastructure: | \$225 | <i>(All NI funding is allocated in a project's Construction Phase)</i> |
| Total ATP funds being requested for this application/project: | \$1,404 | |

Local funds leveraging or matching the ATP funds: \$0

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: \$1,404

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.

PART B

NARRATIVE QUESTIONS





ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Part B: Narrative Questions

(Application Screening/Scoring)

Project unique application No.: 01- Santa Cruz - 2

Implementing Agency's Name: Santa Cruz

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:

The City of Santa Cruz has no local funding available to implement the infrastructure components of this application. Ecology Action and Santa Cruz County Health Services Agency rely on grant funding to implement their non-infrastructure programs. Without this funding, none of the programming or improvements will be implemented.

In February 2015, the City of Santa Cruz and Ecology Action completed a two-year community based planning effort which culminated in the Caltrans' funded Santa Cruz City Schools Complete Streets Master Plan (SCCSCSMP). The recommendations of this plan form the core of this application. Without the award of this Active Transportation Program Grant, there is no local funding identified to implement the SCCSCSMP.

This project is not an environmental mitigation resulting from a development capital improvement project.

2. Consistency with Regional Plan.

This application for the Santa Cruz Citywide Safe Routes to School (SRTS) Crossing Improvement Program is consistent with the Santa Cruz County Regional Transportation Commissions 2014 Regional Transportation Plan. Projects VAR-P35, VAR-019, and CO 50 document the consistency with the Regional Plan.



- School Complete Streets projects, listed as VAR-P35, “Implement ped/bike programs and facilities near schools”
- School Safety Programs, listed as VAR-019, Bicycle and walking safety education and encouragement programs targeting K-12 schools in Santa Cruz County including Ecology Action's SRTS and Bike Smart programs. Provide classroom and on the bike safety training in an age appropriate method. Provide a variety of bicycle, walking, busing and carpooling encouragement projects ranging from bike to school events, to incentive driven tracking, and educational support activities.”
- County Health Services Agency project CO 50 “Ongoing education program to decrease the risk and severity of collisions. Includes bicycle and pedestrian programs: Community Traffic Safety Coalition, South County coalition, and Ride n' Stride Bicycle/Pedestrian Education Program.

The related pages of the RTP Project List are included in **Attachment I-1.**



**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.)

Project Description:

The *Santa Cruz Citywide Safe Routes to School (SRTS) Crossing Improvement Program* request will provide needed comprehensive improvements and programming to eight schools within the Santa Cruz City School District (SCCSD). This funding request follows the two-year Caltrans funded planning effort, *the Santa Cruz City Schools Complete Streets Master Plan (SCCSCSMP)* which identified and ranked improvements for City Schools. The SCCSCSMP (adopted by City Council March 2015) recognizes 160 recommended infrastructure projects with a total cost of over \$18,000,000. The plan additionally recommended non-infrastructure (NIN) programming. Many of those NIN recommendations are included in this proposal. This funding request builds on that document and brings all of the vital SRTS elements (Engineering, Education, Encouragement, Enforcement, and Evaluation) together to successfully increase student biking and walking rates within the City of Santa Cruz. The overarching purpose of this application is to increase the number of children using active transportation modes to school through the “Five E’s” of SRTS. The partnership between the City of Santa Cruz, Santa Cruz County Health Services Agency, and non-profit Ecology Action allows for each



of the “Five E’s” to be implemented and have the maximum affect on student active transportation expansion within the City of Santa Cruz.

This project will construct infrastructure improvements and provide non-infrastructure programming at and on route to eight Santa Cruz City Schools campuses: Bay View Elementary, DeLaveaga Elementary, Gault Elementary, Westlake Elementary, Branciforte Middle, Mission Hill Middle, Harbor High and Santa Cruz High. This request includes:

- **Engineering** improvements including rectangular rapid flashing beacons (RRFB), high-visibility crosswalks, curb ramps, signage, green bicycle lanes in conflict zones, and speed feedback signs.
- **Education** programs include both pedestrian and bike classroom presentations and on the blacktop/street walking and on the bike safety trainings.
- **Encouragement** programs include monthly and biannual incentive, outreach activities and parent engagement activities.
- **Enforcement** activities that focus on student education and training.
- **Evaluation** component includes conducting parent surveys and mode surveys at all the school sites before and after program implementation.

Current Users: There are a total of 5,374 K-12 grade students at the 8 cited schools. Currently an estimated 1,709 students bike and walk to school or 32% of the total student population from the 8 targeted schools. Below is a chart of all schools included in this proposal and their current student transportation rates.



| | Students who live within a mile of school (District) | All Students who use Active Transportation (2014 SRTS Mode Surveys) | Students who live within a mile and DO NOT use Active Transportation (2014 SRTS Mode Surveys) |
|-----------------------|--|---|---|
| Bay View Elementary | 73% | 38% | 35% |
| De Laveaga Elementary | 38% | 21% | 17% |
| Gault Elementary | 89% | 36% | 53% |
| Westlake Elementary | 64% | 25% | 39% |
| Branciforte Middle | 59% | 40% | 19% |
| Mission Hill Middle | 49% | 45% | 4% |
| Harbor High | 31% | 24% | 7% |
| Santa Cruz High | 41% | 34% | 7% |

A version of above chart appears in the SCCSCSMP. Data was collected at the district level to determine student addresses at school sites so “Students Who Live Within a Mile of School” is actual data and not an estimate. This student residency data demonstrate that there is still a large percentage of students that could use active transportation (distance is not a barrier) but do not currently do so. Heat maps showing student address concentrations are shown for each school in **Attachment I-1A**.

Projected Users: We project an additional 10% increase in active transportation or 171 additional students traveling to school actively. National SRTS Parent surveys conducted in 2014 at the 8 schools indicated the following barriers to increased student active transportation (note that multiple factors could be selected so numbers do not round up to 100%):

1. “Distance” (58%)
2. “Safety of Intersections and Crossings” (56%)
3. “Amount of Traffic Along Route” (49%)
4. “Violence or Crime” (46%)
5. “Speed of Traffic Along Route (45%)

The level of concern that “Safety of Intersections and Crossings” elicited in parent surveys



guided our development of this request. We are focusing engineering projects at key crossings and offering safety education to better prepare students to safely bike and walk to school. **Through these engineering improvements and variety of incentives, outreach and education we will strive to increase active transportation trips at the eight schools by 10%.** Through the implementation of our in-depth school community engagement we anticipate a total of 1,880 students (35%) using active transportation at the eight school sites.

How will mode shift occur? Mode shift will occur when the infrastructure projects are completed and both students and parents feel safer having students walk and bike to school. The improvements (installation of RRFBs, speed feedback signs, other bicycle and pedestrian improvements) will create safer conditions and slow motor vehicle traffic near school zones. Mode shift will occur when students receive regular in-depth pedestrian and bicycle education and parents know that their students are adequately prepared to navigate safely on the streets and sidewalks. Mode shift will occur as the entire school community receives regular reminders and incentives to bike and walk to school. Staff will regularly interface with school communities at PTA meetings, all-school events and at the Bike/Walk to School Monthly encouragement events. Students mode shift will occur when it is perceived to be safer and actually is safer through engineering improvements and safety education.



Data to Support Mode Shift. Research shows that **SRTS programs focused on education and encouragement increase biking to school by 5 percent each year.**



When the program also incorporates infrastructure improvements, like the crossing improvements proposed in this application, the rate of bicycling and walking to school improves between 5 and 20 percent.¹ Additional research documents that children of parents who report “Speed of Traffic” as a barrier to allowing their child to walk/bike to school were 58% less likely to walk/bike to school than parents who did not identify speed as a significant factor.² (45% of Santa Cruz City parents indicated speed as a barrier). Vehicle speed feedback signs are an important feature of this application and are proven to reduce speed and to maintain speed reduction over time³. Traffic speed reduction will increase parents’ willingness to allow their children to walk/bike to school.

Data collected through the proposed Bike Smart! Youth Bicycle Safety trainings show this safety education program makes a marked difference. In 2014, Bike Smart! served 1,781 students in 46 classes in 15 schools countywide. **Students that took the pre/post-tests show a 13% increase in knowledge of bicycle safety and proper helmet use.** Out of 805 students surveyed who participated in a bike rodeo, **79% said they will ‘bike more safely’ as a result of the safety trainings and 63% said they would bike more frequently.** We will build on this successful education effort to improve the correlation between bike and pedestrian safety and increased active transportation. Data collected through the proposed Monthly Bike/Walk to School Day shows that 28% (252) of the children who participate (1092 overall) in this program normally are driven to school. This data supports the conservative projected 10% increase in active transportation users in this application.

Plan for Documenting Mode Shift. This proposal will document mode shift several ways through the course of the project. We will implement the nationally recognized Student Hand Tally and Parent Survey tools at all the schools both before and after program implementation. We will conduct bike counts at all the schools during the data collection

¹ Noreen C. McDonald a, n, Yizhao Yang b, Steve M. Abbott b, Allison N. Bullock (2013). Impact of the Safe Routes to School program on walking and biking: Eugene, Oregon study. *Transport Policy* 29 (2013) 243–248, 29, 243-248

² Gustat, J., Richards, K., Rice, J., Andersen, L., Parker-Karst, K., Cole, S. (2015). Youth Walking and Biking Rates Vary by Environments Around 5 Louisiana Schools. *Journal of School Health*, 85 (1), 36-42.

³ Veneziano et. Al (2010). Effective Deployment of Radar Speed Signs.

http://www.acrpc.info/transportation/traffic_calming/RadarSignsWarrants_COATS_Final_20110407.pdf



week. We will conduct pedestrian and bike counts throughout the city. Finally, we will conduct program assessment through Bike Smart!, Walk Smart!, the Monthly Bike/Walk to School Day and the Biannual Bike/Walk to School events. By compiling all of these data points, we will be able to accurately assess student mode shift.

B. (1) 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 overarching focus of this request is to safely link student residence with neighborhood schools. All student residence data was collected for the SCCSCSMP and common student routes were noted. A project list was generated as a result of that thorough community planning effort.

Engineering: The City of Santa Cruz Public Works Department will create operational and physical improvements to infrastructure surrounding schools that reduce speeds and potential conflicts between non-motorized users and motor vehicle traffic, remove built environment barriers to active transportation, and establish safer crossings and bikeways.



We propose to improve **24** crossings surrounding **8** Santa Cruz City School campuses. All of these improvements were identified within the SCCSCSMP as important improvements to increase the safety and comfort levels of active transportation users. Installation of these improvements will result in **improved safety, reduced vehicle speed, easier access, and enhanced visibility**. Many of these improvements have Crash Reduction Factors (CRF) documented by the CMF Clearinghouse. These improvements include:

Bay View Elementary

1. California and Dufour: Convert to high-visibility crosswalk, add new curb ramps. Install Rectangular Rapid Flashing Beacon (RRFB), signage, striping.
2. Seaside and Dufour: Install striping.
3. Bay and Seaside: New curb ramps. Install RRFB, signage, striping.
4. Bay and Toledo: Install speed feedback sign.

De Laveaga Elementary

5. Morrissey between Park Way and Heather Ct: Install speed feedback sign.

Gault Elementary

6. Broadway Corridor from Campbell to Frederick: All East-West minor crossings will have striped crosswalk installed.
7. Pedestrian Path on Darwin and Hanover: Add crosswalk, curb ramp. Add signage, striping.
8. Seabright and Effey: Install Add advance yield markings (“sharks teeth”) on Seabright in advance of the pedestrian crosswalks in both directions. Install RRFP serving both Seabright crosswalks at Effey. Upgrade pedestrian crosswalks across Seabright to high-visibility pattern.
9. Sumner and Broadway: Add high visibility crosswalk, new curb ramps, RRFB, signage, striping.
10. Broadway between Cayuga and Seabright: Install speed feedback sign.





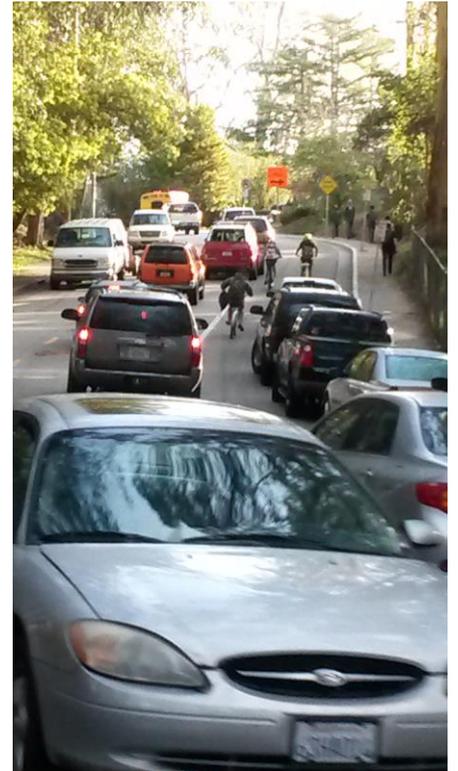
11. Seabright between Windsor and Broadway: Install speed feedback sign.

Westlake Elementary

12. High between Bay and Cardiff: Install speed feedback sign.
13. Escalona and Bay: Install RRFB, signage, striping.

Branciforte Middle School

14. Hammond at Morrissey: Install bi-directional RRFB. New curb ramps.
15. North Branciforte at Berkeley/Dahlia.: Removal of up to two parking spaces to add new high visibility crosswalk. New curb ramps. Install RRFB, signage, striping.
16. School Entrance on Poplar at Hammond: New high visibility crosswalk and yield lines. New signage to prohibit parking in loading zone in front of school entrance. Removal of up to two parking spaces.
17. Water at Poplar: Install bulb-out and new curb ramps. Install RRFB, signage, striping.
18. Fairmont at Dellview: Install new curbs ramps, striping.
19. Water at Seabright: New curb ramp. Install RRFB, signage, striping



Mission Hill Middle School

20. King at Kirby: Install crosswalks and advance yield bars
21. King at Walnut: Install crosswalks

Harbor High School

22. La Fonda at Park Way Path: Install RRFB, signage, striping.

Santa Cruz High School

23. Walnut at California: Signage and striping, ramps, and lighting
24. Walnut and Lincoln: Install high visibility crosswalk. Install green bicycle lane in conflict zone. Add striping, curb ramps, lighting.



NonInfrastructure: The education and encouragement components of this application focus on student active transportation trips from home to school. Barriers cited in the parent surveys (aside from distance) primarily focus on traffic safety concerns. All programming is designed to confront these barriers, provide quality safety education, identify the safest bike and walk routes and incentivize transportation behavior change. The education components (Walk Smart!, Bike Smart! and Bike Smart Middle/High School Assembly) are individually crafted to teach age appropriate skills to different audiences (2nd grade, 5th grade, 6th grade and 9th grade). Data collected from previous Bike Smart! efforts (see Question 2A) demonstrates improved safe biking behavior as a result of this program. **The Bike/Walk to School Monthly and Biannual events specifically incentivize the home to school trip and help to create a culture of active transportation acceptance and celebration.** We will add a parent pledge component to the Monthly sites, asking parents to pledge to have their student walk and bike more frequently. Additionally, the 2009 National Household Travel Survey shows that California students who walked to school made twice as many walking trips for other purposes than students who do not walk to school. Therefore we expect to see increased walking to school as well as other destinations.

All of these efforts combined: Creating more regular activities through monthly encouragement programs, diversifying and refining our safety education, creating more opportunities for parent involvement and mentoring, and increasing our bilingual staff presence will lead to **increased student active transportation.** Students and parents will have better tools encouragement and education so that more students can safely bike and walk to school.

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.)



As noted, the projects included in this proposal are the culmination of two years of data collection, engineering analysis and public participation examining the barriers to increased student biking and walking to our City Schools. During this public process many factors were considered and a final recommendation list was developed within the SCCSCSMP. The list of infrastructure improvements were included in a matrix and ranked by seven factors; the result was that each improvement has a specific overall score. The projects included in this request are prioritized by Proximity to School, Crash History, Feasibility, and Number of Schools Served. The City of Santa Cruz adopted the plan in March 2015. In adopting the Plan, the Council acknowledged the importance of the projects included in the project list and the desire to implement as many of the plan-recommended projects as possible.

Although there are always important unfunded transportation projects in the City, the fact that this ranked project list has been vetted publicly and will so clearly benefit our school community is compelling. The City Council prioritized this project and its accompanying project list as having a universal cost benefit to the entire population of Santa Cruz.



**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.)

The California Office of Traffic Safety ranked the City of Santa Cruz as the worst city in the state for bicyclist injury and fatalities- 1st out of 102 similar sized cities in 2008, 2009, and 2012. It ranked Santa Cruz 4th/103 in 2010 and 3rd/101 in 2011. According to SWTRS data from 2008 -2012 the City of Santa Cruz had 1,231 reported Motor Vehicle Related (MVR) injuries. 40% (496) of these MVR injuries involved pedestrians and bicyclists --during this same period the statewide rate was only 12%. Of the 7 MVR fatalities that occurred in the city in the same time period 86% (6) involved pedestrians and bicyclists -- the statewide rate was only 23%. Clearly the City has a challenge in creating a safer environment for both bicyclists and pedestrians. Additionally, we know from internal police records that in December, 2014 the City suffered two additional fatalities – one a pedestrian and one a bicyclist.

TIMS SRTS Collision Maps for 2008-2012 document a total of 131 pedestrian and 387 bicycle collisions within ½ mile of the eight schools proposed for infrastructure improvements. Of these collisions, six were fatal and 41 were severe. Data is below:



| School | Fatal Crash | Severe Injury Crash | Visible Injury Crash | Complaint of Pain Crash | Pedestrian | Bicycle |
|-----------------------|-------------|---------------------|----------------------|-------------------------|------------|------------|
| Bay View Elementary | 3 | 7 | 63 | 33 | 19 | 87 |
| De Laveaga Elementary | 0 | 4 | 11 | 10 | 9 | 16 |
| Gault Elementary | 0 | 2 | 43 | 18 | 15 | 49 |
| Westlake Elementary | 0 | 0 | 12 | 3 | 2 | 13 |
| Harbor High | 1 | 7 | 21 | 18 | 14 | 33 |
| Santa Cruz High | 1 | 10 | 57 | 49 | 35 | 83 |
| Branciforte Middle | 0 | 4 | 46 | 28 | 23 | 56 |
| Mission Hill Middle | 1 | 7 | 31 | 25 | 14 | 50 |
| Total: | 6 | 41 | 284 | 184 | 131 | 387 |

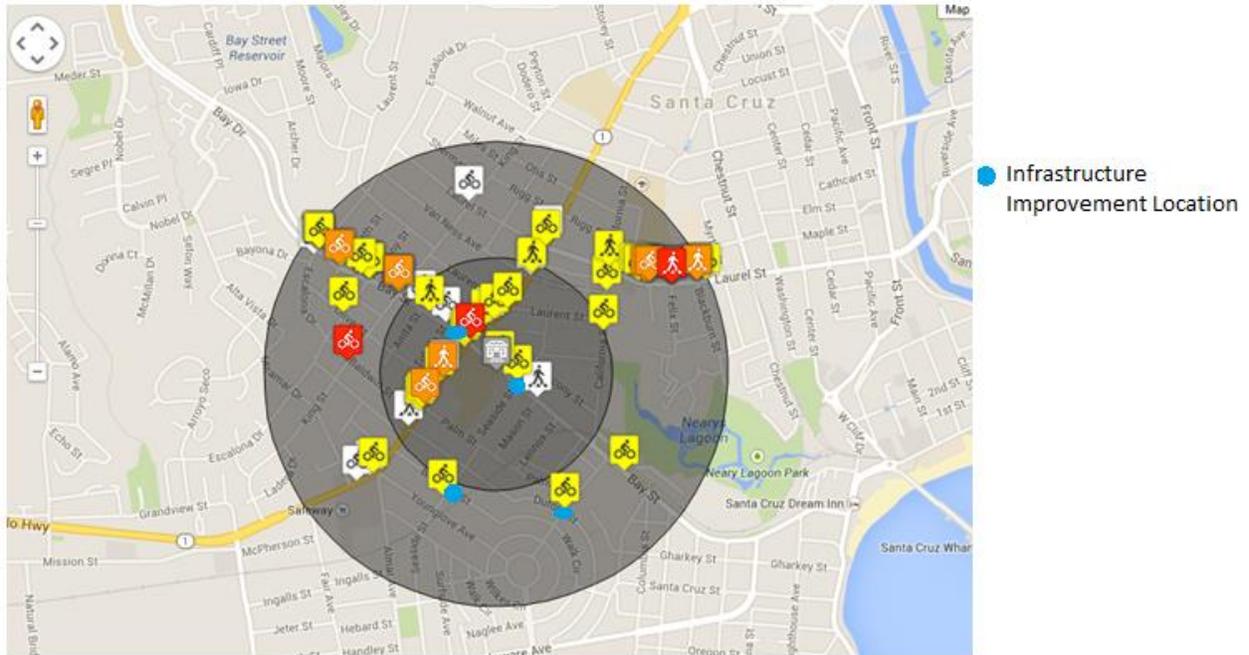
Although most of these crashes do not involve school age children they certainly affect parents' attitudes on the perceived safety of children walking and biking to school in the City. When parents were surveyed at the 8 schools, they were asked what the biggest barriers to having their child bike or walk to school -- traffic safety concerns were among the top barriers.

TIMS SRTS maps are shown below with proposed infrastructure improvement locations noted with blue icons. The key below shows how to interpret the different symbols:

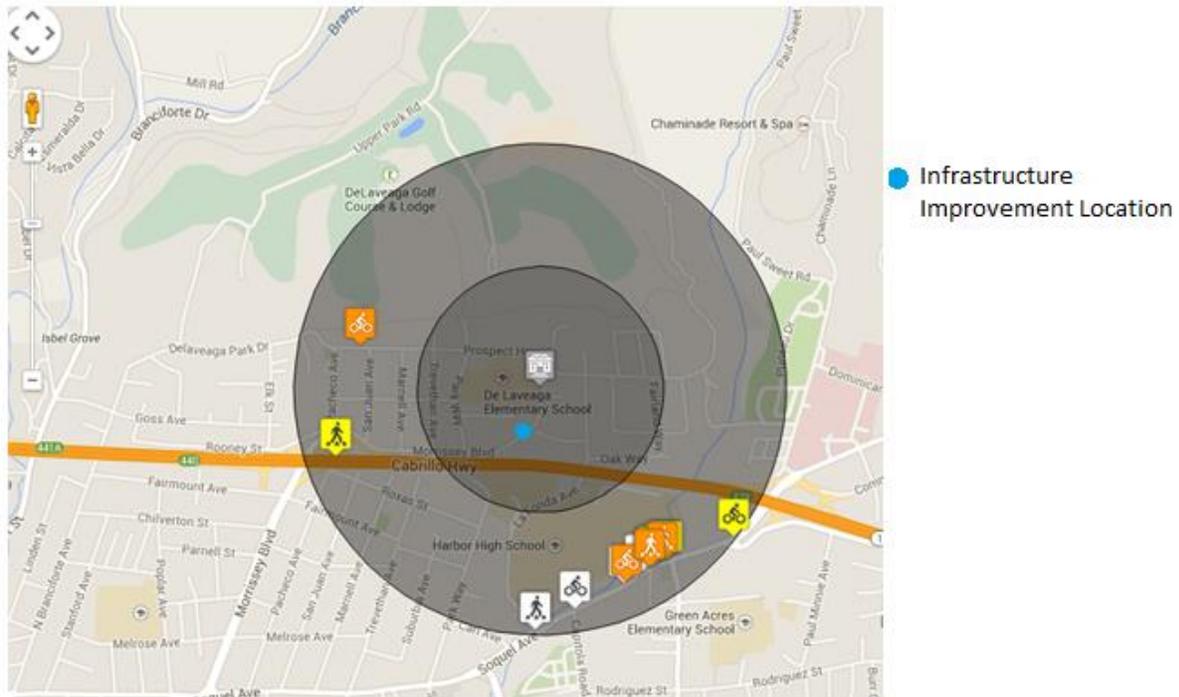
| Collision Severity | Involvement | | |
|----------------------------|-------------|-----|------|
| | Bike | Ped | Both |
| Fatal | | | |
| Injury (Severe) | | | |
| Injury (Other Visible) | | | |
| Injury (Complaint of Pain) | | | |



Bay View Elementary: Total Collisions: 106 (19 Pedestrian; 87 Bicycle. 3 fatalities, 7 severe injuries)

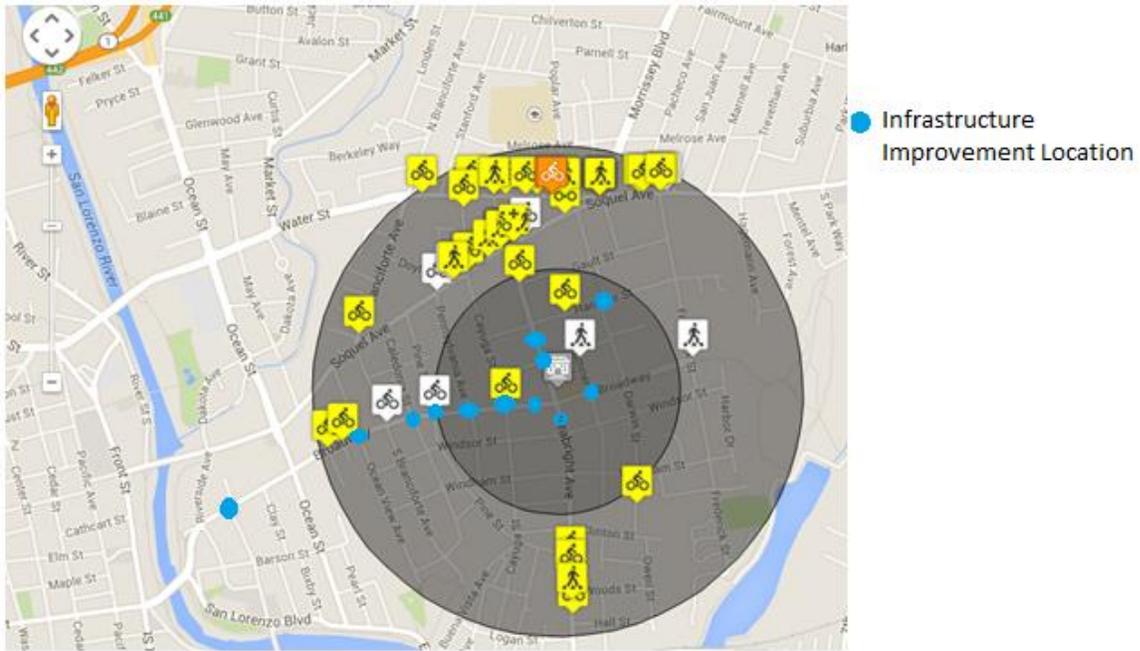


DeLaveaga Elementary: Total Collision: 25 (9 Pedestrian; 16 Bicycle. 0 fatalities, 4 severe injuries)

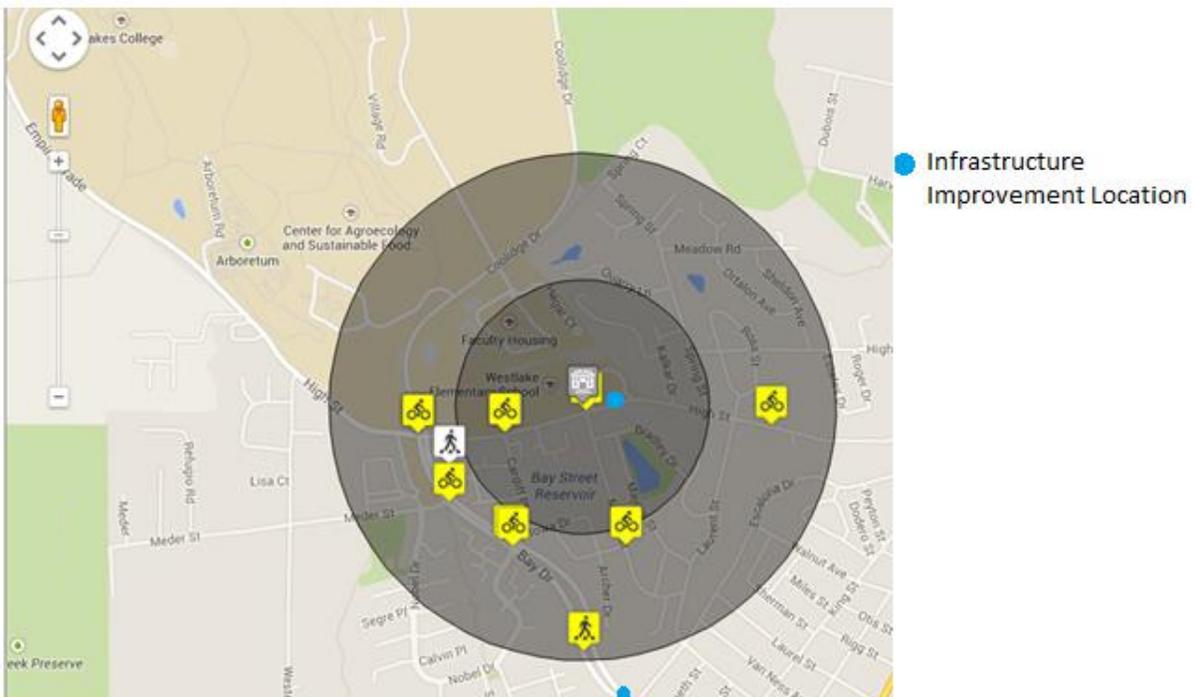




Gault Elementary: Total Collision: 63 (15 Pedestrian; 49 Bicycle. 0 fatalities, 2 severe injuries)

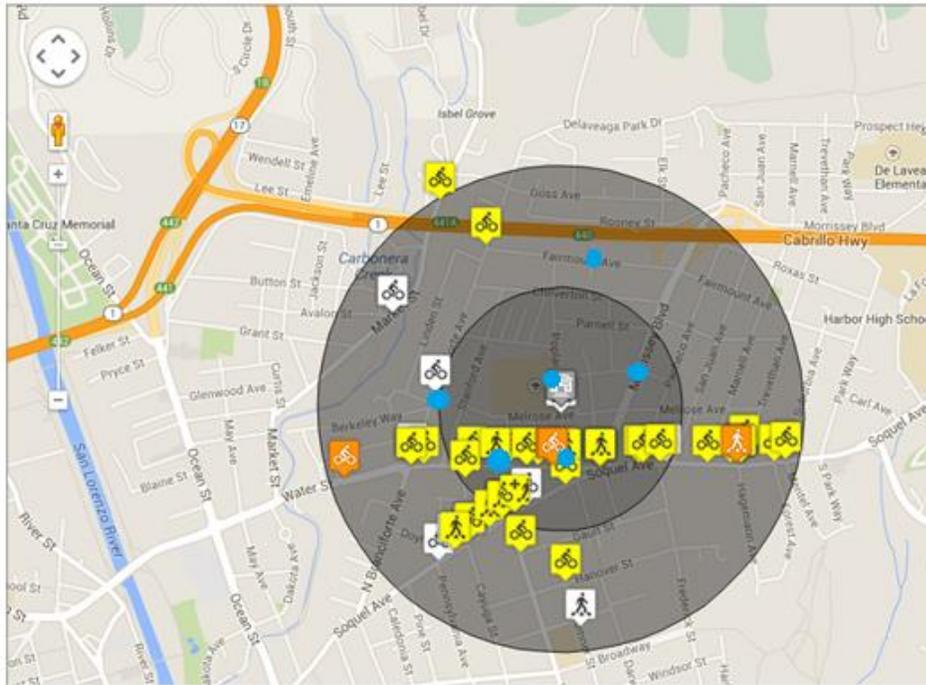


Westlake Elementary: Total Collisions: 15 (2 Pedestrian; 13 Bicycle. 0 fatalities, 0 severe injuries)



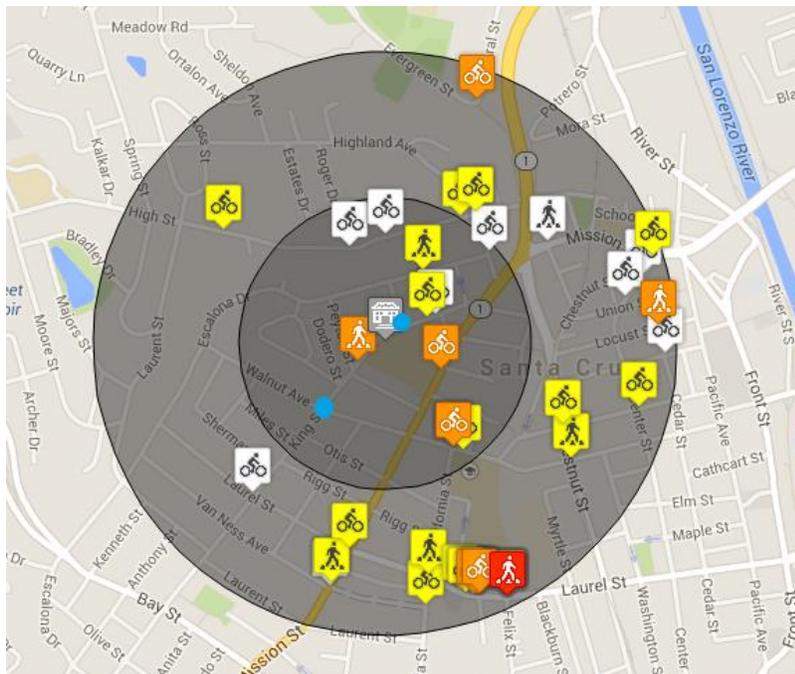


Branciforte Middle: Total Collision: 78 (23 Pedestrian; 56 Bicycle. 0 fatalities, 4 severe injuries)



● Infrastructure Improvement Location

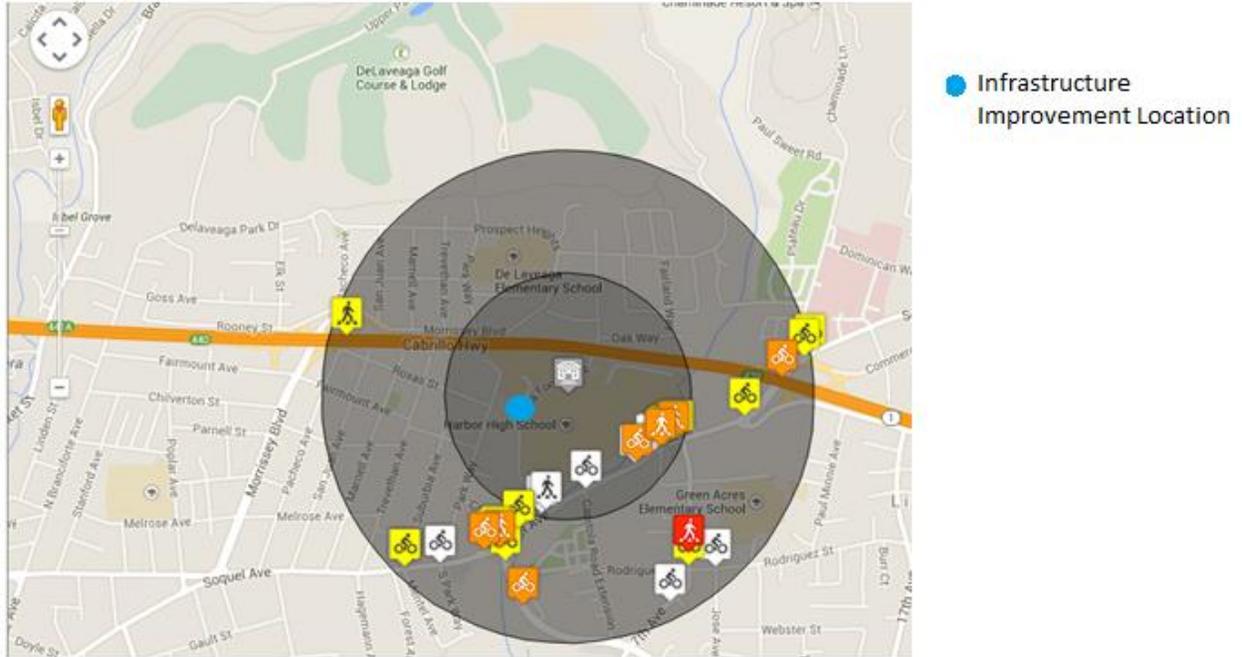
Mission Hill Middle: Total Collision: 64 (14 Pedestrian; 50 Bicycle. 1 fatalities, 7 severe injuries)



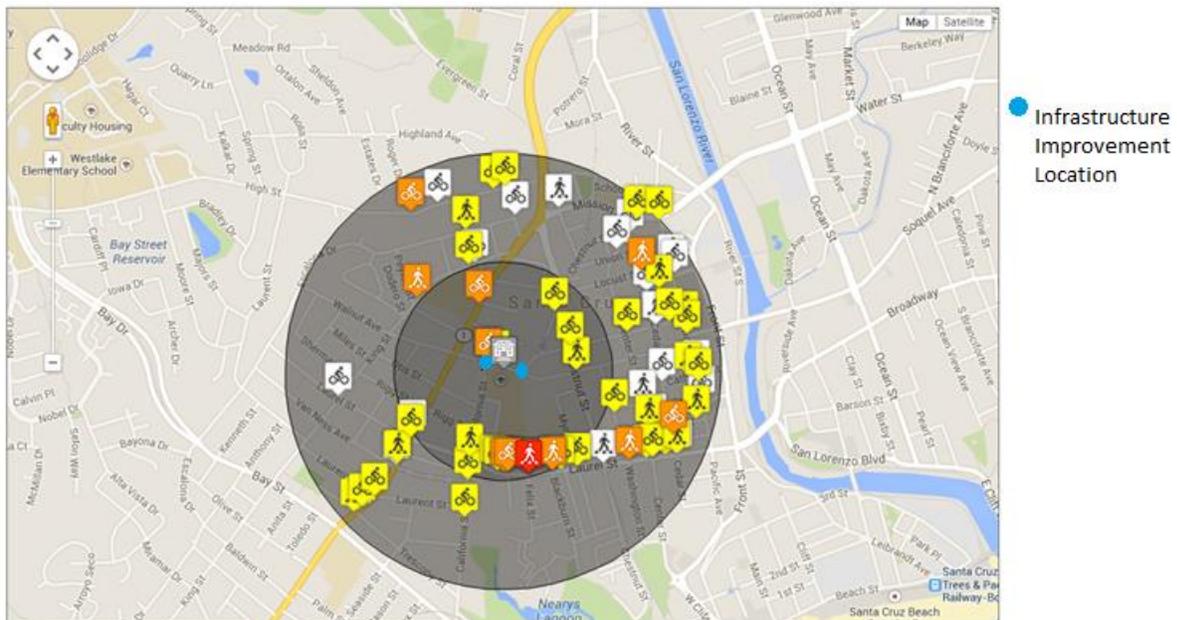
● Infrastructure Improvement Location



Harbor High: Total Collisions: 47 (14 Pedestrian; 33 Bicycle. 1 fatalities, 7 severe injuries)



Santa Cruz High: Total Collisions: 117 (35 Pedestrian; 83 Bicycle. 1 fatalities, 10 severe injuries)





Attachment I-2A shows each school influence zone with crash details.

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.

Infrastructure:

Infrastructure improvements in the Santa Cruz Citywide SRTS Crossing Improvement Program will **reduce speed of motor vehicles, improve visibility between motorized and non-motorized users, and reduce conflict points**. These infrastructure improvements encourage increased walking and bicycling among students by increasing safety for pedestrians and bicyclists. According to the Caltrans Local Roadway Safety Manual, “**nearly one third of all pedestrian related crashes occur at or within 50 feet of an intersection.**” Implementing the infrastructure improvements in this application will have a direct benefit to improve the safety of pedestrians and reduce future crashes.



The *Santa Cruz Citywide SRTS Crossing Improvement Program* uses countermeasures identified in the Caltrans Local Roadway Safety Manual and the CMF Clearinghouse. Countermeasures include:

| Caltrans Local Roadway Safety Manual and CMF Clearinghouse Sources | Crash Reduction Factor range |
|--|------------------------------|
| Install high-visibility crosswalk | 19-40% |
| Install crosswalk on one minor approach | 65% |
| Install pedestrian crossing at uncontrolled locations with enhanced safety features (rectangular rapid flashing beacons, curb extensions, other) | 37% |
| Install advanced stop bar before crosswalk | 35% |
| Install stop bars in advance of crosswalk | 19-47% |
| Prohibit on-street parking | 8-40% |
| Install pedestrian signing | 4-15% |
| Install bicycle lanes | 5.60% |
| Install sidewalk | 65-89% |
| Add intersection lighting | 25-50 % |

Non-Infrastructure Project Components

Education. Our safety education includes three distinct and targeted traffic safety programs; **Bike Smart!** bike safety presentation and on-bike training for older elementary students (4 schools; 5th graders); Bike Smart Middle/High **“All Things Biking” Fall Assembly** (3 schools; 6th graders and 9th graders) and **Walk Smart!** a new feet-on-the-ground pedestrian training for younger elementary students (4 schools; 2nd graders). These three programs are coordinated to deliver age appropriate traffic safety knowledge and skills.

Bike Smart! (in existence since 2004) will educate students about safety hazards for bicycling and Walk Smart! will educate students about safety hazards for pedestrians. Both programs focus on how to avoid collisions through multi-media, interactive classroom



presentations, and on-road/sidewalk skills training. Presentation topics include common collision factors, how to be visible and predictable, communicating with other road users, and using proper safety gear and clothing. Parents will receive similar information in bilingual classroom and special event sessions and be provided with additional resources on such topics such as safe behavior for school drop-off and pick-up, neighborhood traffic calming, and the dangers of distracted driving. In 2014 Bike Smart! served 1,781 students in 46 classes in 15 schools. Pre/post-tests results show a 13% increase in knowledge of bicycle safety and proper helmet use. Out of 805 students surveyed who participated in a bike rodeo, **79% said they will 'bike more safely' as a result of the safety trainings.**

To better support these efforts we will **Develop Curriculum** to support these lessons in the classroom. The goal of this component is to provide tools to better support teachers efforts to use curriculum within the classroom. In 2010, California adopted the Common Core State Standards for English and math; by incorporating Core Standards into our lessons we will ensure that lesson plans meet these new standards. Educational packets will contain a variety of tasks and assignments that when given to students will reinforce the important messages conveyed during Bike Smart! and Walk Smart presentations and activities. The educational packets can be used as a stand-alone resource and utilized by school classrooms after the completion of the proposed project.

The Middle/High "All Things Bike" presentation will be delivered in a fast-paced assembly featuring multiple speakers and a stunt rider. It is both safety and encouragement focused. Assemblies will be presented to first year students at the Middle and High level and share route information, collision avoidance techniques, cool cycling gear advice, and other safety tips disguised in an attraction-grabbing style appropriate for these easily distracted age groups.



Encouragement. Our two encouragement programs, **Monthly Bike/Walk to School Program** (6 schools) and the Biannual Bike/Walk to School, will incorporate safety advice and resources into the ongoing outreach and promotion as part of these school wide efforts. These safety messages will be delivered in an age appropriate manner and will also reach parents who can reinforce and model collision avoiding bike and walk behavior.

Enforcement. Through the Walk Smart! and Bike Smart! Programs, law enforcement and fire agencies will be invited to attend and co-lead segments of the presentation. This effort helps to integrate enforcement into education. The City's ultimate goal is to blend all of these efforts together to create a consistent, comprehensive package to serve all the schools for years to come.





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 two-year community based SCCSCSMP process laid the groundwork for this proposal. Community input for the Plan was solicited from **a wide diversity of stakeholders including school children, parents, students, neighbors, staff, and district officials;** community members,



elected officials, public health representatives, Santa Cruz Police, bike and pedestrian advocates and educators, a transportation planning consultant, the school district “Green Schools Committee” and City Public Works staff.



There were well over 500 individuals and 20 organizations who either filled out surveys, attended meetings, provide online comments, participated in bike and walk audits at school sites or filled out parent surveys. Letters of Support (**Attachment J**) demonstrate the depth of community participation as well.

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

Community Forums

Stakeholders were involved in each step of the School Master Plan process including two introductory public forums that were held, October 23rd & 24th 2013, to introduce the project and solicit public comment. The first forum was held at Santa Cruz High and the second was held at Harbor High. Alta Planning and Design presented the project goals and timeline at the forums. Large format maps of the 8 city schools and surrounding





neighborhoods were displayed for community members to share their insights and comments on. These meetings focused on interactive and detailed identification and mapping of bike and pedestrian safe routes to school barriers. A live Spanish interpreter was present at both forums. Forums were promoted through the Ecology Action website, school newsletters, online forums and local newspaper advertisements. All forum public comments were captured on the maps.

School Site Walking/Biking Audits

A walking/biking audit was conducted at every school site. Parents, students, principals, community members, Ecology Action and City Staff met at the school site and walked the perimeter during the busy morning student drop-off times. Audit members evaluated infrastructure, circulation, and behavior of pedestrians, bicyclists and drivers. After the field work, participants came together to log observations – these became the basis for plan recommendations



Parent Survey and Student Travel Mode Survey

A 2-page Spanish/English National SRTS Parent Survey was circulated to the entire parent population of all 8 schools. Parent narrative comments were collected and sorted to find common themes. Student mode surveys were conducted at all of the schools using the



National SRTS Tally Survey. This survey asks students to indicate by a show of hands how they got to and from school during a 2-day period. All survey results were tabulated by the National SRTS Data Collection center.

Online Outreach and Input

A website was created to explain the public process, notify the public of upcoming meetings and audits and to solicit public comments. This site was helpful in collecting information and input from parents and others who couldn't attend the public meetings or other events.

PTA/School Meetings

At the completion of the field audits, Ecology Action and City Public Works staff met with parents and staff at all the schools to share audit findings and solicit input for revisions.

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)

Feedback varied from school site to school site. Comments from all sources noted specific intersections where safety issues were a concern, specific crashes or 'close calls' were noted. There was a general perception that **given current conditions many parents do not feel comfortable having their children bike or walk to school**. Comments were submitted regarding unsafe crossings, fast moving traffic and students being ill-prepared to safely navigate busy roads. There was a pervasive and general call for increased safety education. Specific parent survey responses are in documented in Question 1-A, above. **The extensive public feedback provided vital information on barriers, suggestions for specific improvements and solicited deep collaboration citywide.** The planning



effort has fostered relationships between City Public Works, Parents, the School Administrators and important Community Stakeholders.

Priorities were identified by first noting all audit comments and comments submitted online. The transportation planning consultant developed a list of engineering recommendations for each school site. This list was shared at school meetings to garner feedback from the school community and ensure that no important safety concerns were left un-addressed. Each of these recommendations was entered into a matrix with 7 variables. Each variable was assigned a relative value in relation to the project. Individual recommendations were ranked by the following criteria: Proximity to the school, Cost of Project, Crash History, Number of Public Comments, Traffic Counts near the location, Number of Schools Served, Feasibility. A final score was given to each of the 160 recommendations. Additional non-infrastructure recommendations were made both citywide and for each school site. Those recommendations make up the majority of both the infrastructure and non-infrastructure items within this request.

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

The SCCSCSM plan is on the City website and available to the public. If we are awarded this grant, we will publicize the award and continue to dialogue with the school community and public. Stakeholders will be engaged through the encouragement and education portions of this effort. **We will be working with the Schools, Parents and local Stakeholders to deliver the programs and promote the important Engineering components occurring at each school site.**

This project will be formally accepted at the City Council, an additional opportunity for stakeholder engagement.



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

Response prepared by Lynn Lauridsen, MPH, Senior Health Educator, Santa Cruz County Health Services Agency.

Obesity. Decreasing physical activity over the past 40 years has contributed to an obesity epidemic: according to the 2009–2010 National Health and Nutrition Examination Survey, about one-third of children and adolescents ages 6 to 19 are considered to be overweight or obese, more than triple the number 40 years ago. **Obesity/overweight rates among the City's 5th, 7th and 9th graders was 31% in 2010 (www.kidsdata.org).** The California Department of Education Physical Fitness Test report states that **only 31.5% of Santa Cruz City 5th graders, 29% of 7th graders and 37.7% of 9th graders met all physical fitness standards in 2014.**

Bike and Pedestrian Injury. The California Office of Traffic Safety ranked the City of Santa Cruz as the worst city in the state for bicyclist injury and fatalities- 1st out of 102 similar sized cities in 2008, 2009, and 2012. For bicyclists under 15 years old, the City ranked 40th. For pedestrian involved collisions, the City ranks 32/102 and 65/102 when the pedestrian involved is under age 15. Injury data from the California Department of Public Health (<http://epicenter.cdph.ca.gov/>) show that **Santa Cruz County has a higher rate of unintentional bike and pedestrian injuries, among 5-19 year olds than the State rate as documented in hospital visits.** In Santa Cruz County the rate of hospitalizations and



emergency department visits in this category was 0.4% in the County as compared to 0.3% for the State.

A major and well documented factor in MVR injuries is that cyclists, pedestrians and motorists do not always adhere to traffic laws. Public Health staff conducts an annual Santa Cruz City bike safety observation study. In 2014, 1,643 cyclists were observed within the City. 68% of the time, children, 12 and under wore helmets. The observation survey also assessed other behaviors and found that 68% of children ride with traffic and 88% of children and only 68% of teens stopped at stop lights and stop signs. The 2014 pedestrian safety observation survey included a sample size of 849 pedestrians within the City. Results reveal that only 50% of children younger than 13 and 58% of teens demonstrated due care when crossing the street. Pedestrians of all ages, but particularly youth, were observed engaging in potentially dangerous distracted behaviors, including talking on cell phones, texting, and using other electronic devices.

Asthma. According to the Child and Teen Health Profiles for 2011-2012 by the UCLA Center for Health Policy Research, 9.1% of children ages zero to 17 years old had asthma in Santa Cruz County. Efforts to limit direct exposure to exhaust from traffic congestion in a neighborhood or school zone will impact this health issue especially for children already diagnosed with asthma.

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

Promoting active transportation through infrastructure improvements in combination with culturally appropriate education and encouragement will have public health benefits for the entire City and set a standard for the county to follow. The programs outlined in this proposal are all “best practices”, identified as effective SRTS programming (http://guide.saferoutesinfo.org/introduction/elements_of_safe_routes_to_school_programs.cfm). **This funding will enhance the safety of crossings near schools and the**



pedestrian and bicycle safety education will teach children how to safely navigate City streets. The result of these efforts in concert with the encouragement efforts will increase time students use active transportation.

Increasing the amount of time children are engaged in physical activity is one important strategy to help fight obesity and improve the overall health of children. **A California study showed that schools making SRTS infrastructure improvements resulted in increased walking and bicycling rates between 20 and 200 percent.**⁴ Additionally, schools supporting walking and bicycling have measurably better air quality.⁵

Along with increasing the time youth spend walking and biking, we want to ensure that they do it safely. This includes using bicycle helmets and following safe cycling and walking procedures, therefore reducing the risk of injury. **A safety analysis by the California Department of Transportation estimated that the safety benefit of the SRTS program was up to a 49% decrease in childhood bicycle and pedestrian collision rates.**⁶

The multifaceted approach of this project will encourage students to safely use active modes of transportation to and from school and to additional destinations. Safer crossing along routes to schools, the education of young pedestrians and cyclists, the chance to practice what's learned in the classroom, ongoing encouragement, and strategies to sustain critical educational messaging and programs will contribute to a healthier community overall.

⁴ Marla R. Orenstein, Nicolas Gutierrez, Thomas M. Rice, Jill F. Cooper, and David R. Ragland, "Safe Routes to School Safety and Mobility Analysis" (April 1, 2007). *UC Berkeley Traffic Safety Center*. Paper UCB-TSC-RR-2007-1. <http://repositories.cdlib.org/its/tsc/UCB-TSC-RR-2007-1>

⁵ US EPA. Travel and Environmental Implications of School Siting, October 2003. Available at www.smartgrowth.umd.edu/pdf/SchoolLocationReport.pdf.

⁶ Marla R. Orenstein, Nicolas Gutierrez, Thomas M. Rice, Jill F. Cooper, and David R. Ragland, "Safe Routes to School Safety and Mobility Analysis" (April 1, 2007). *UC Berkeley Traffic Safety Center*. Paper UCB-TSC-RR-2007-1. <http://repositories.cdlib.org/its/tsc/UCB-TSC-RR-2007-1>



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: **City of Santa: \$61,600**

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



Median Household Income and Cal EnviroScreen 2.0 Data:

According to the American Community Survey 2008-2013 5-year estimates, the median household income in California is \$61,094 and in Santa Cruz is \$61,600. By comparison **the median income in census tracts 1007 and 1010 are \$42,643 and \$34,975 -- falling well below 80% of the statewide median household income.** Both proposed projects benefitting Santa Cruz High School are located within Census Tracts 1007 and 1010.

| Census Tract | Median Household Income | Population | Cal EnviroScreen 2.0 Score |
|--------------|-------------------------|------------|----------------------------|
| 1010 | \$34,975 | 8,314 | 11.13 |
| 1007 | \$42,643 | 1,689 | 9.4 |
| 1008 | \$53,581 | 7,834 | 13.01 |
| 1214.02 | \$54,038 | 4,408 | 17 |
| 1004 | \$54,669 | 7,865 | 6.67 |
| 1214.01 | \$55,547 | 2,542 | 14.96 |
| 1009 | \$55,714 | 4,154 | 6.06 |
| 1002 | \$60,109 | 7,292 | 15.32 |
| 1214.03 | \$61,774 | 3,455 | 8.17 |
| 1011 | \$67,917 | 5,555 | 4.41 |
| 1012 | \$72,067 | 3,027 | 9.16 |
| 1006 | \$72,992 | 3,612 | 10.73 |
| 1213 | \$73,409 | 5,808 | 12.84 |
| 1202 | \$84,960 | 4,276 | 14.18 |
| 1003 | \$87,417 | 3,151 | 12.23 |
| 1005 | \$90,260 | 5,851 | 8.76 |
| 1001 | \$103,795 | 2,196 | 6.2 |



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

_____ No _____

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

Option 3: Percentage of students eligible for the Free or Reduced Price Meals Programs: _____ 41.05 %

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

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



Alternative Criteria: Low wages combined with a high cost of living – caused primarily by high rents – pushes 22% of county residents below the poverty line, according to the California Poverty Measure from the Stanford Center on Poverty and Inequality. There are deep zones of low income residents in the two census tracts cited above where a large percentage of migrant families reside. Many of these families are English Language Learners and their children attend the schools featured in this grant. 38% of North Santa Cruz County residents queried in an oversampling of the Community Assessment Report (2013) reported accepting public assistance in some form in the past 12 months. **When looking at the entire population of students served by this grant, 41% qualify for Free and Reduced Meals and 16%**

are English Language Learners. (See Figure 1, below) Drilling deeper, the District recognizes Gault Elementary School's student population as a Disadvantaged Community due to local socioeconomics, English language proficiency, family and cultural structure, and demographic factors. According to the Gault Elementary School Accountability Report Card (SARC)⁷:



- **71.5% of Gault Elementary students are socioeconomically disadvantaged**
- **52.9% are English Learners**
- **Only 14% met 6 of 6 fitness standards**

⁷http://www.sccs.santacruz.k12.ca.us/images/1314SARC/2014_School_Accountability_Report_Card_Gault_Elementary_School_20150211.pdf



- **66.6% are Hispanic or Latino**

Gault Elementary School qualifies for the National School Lunch Program (NSLP) Provision 2 and provides universal breakfast and lunch to all students free of charge. Santa Cruz City Schools District selected Gault Elementary to utilize this Provision to ensure that all children were fed and prepared to be successful scholars. Although Branciforte Middle School (51.8%), Bay View Elementary School (51.5%), and Harbor High School (58.7%) also qualify for the NSLP Provision 2, Santa Cruz City Schools determined that Gault Elementary School had a need that was much greater than the other school campuses.

| Academic Year | School Code | District Name | School Name | Enrollment (K-12) | Percent (%) Eligible FRPM (K-12) | Number Eligible FRPM (K-12) |
|---------------|-------------|----------------------------|-----------------------|-------------------|----------------------------------|-----------------------------|
| 2013-14 | 6049860 | Santa Cruz City Elementary | Bay View Elementary | 546 | 50.5% | 276 |
| 2013-14 | 6049886 | Santa Cruz City Elementary | De Laveaga Elementary | 666 | 40.8% | 272 |
| 2013-14 | 6049894 | Santa Cruz City Elementary | Gault Elementary | 410 | 70.5% | 289 |
| 2013-14 | 6049928 | Santa Cruz City Elementary | Westlake Elementary | 637 | 18.5% | 118 |
| 2013-14 | 4432340 | Santa Cruz City High | Harbor High | 1,019 | 56.1% | 572 |
| 2013-14 | 4437109 | Santa Cruz City High | Santa Cruz High | 1,007 | 23.3% | 235 |
| 2013-2014 | 6060156 | Santa Cruz City High | Mission Hill Middle | 651 | 33.5% | 218 |
| 2013-14 | 6060149 | Santa Cruz City High | Branciforte Middle | 438 | 51.6% | 226 |
| | | | <i>Total</i> | 5,374 | 41.05% | 2206 |

Figure 1: Percentage of Students Eligible for Free or Reduced Price Lunch by School

While Gault Elementary School is not itself located in a low-income area, a large population of Gault students live in the low-income Beach Flats and Lower Ocean areas, shown in the heat map below (Figure 2) and in **Attachment I-5**. These students use Broadway to walk and bike to Gault, which was the route utilized for the Gault Elementary School Walking School Bus, shown beneath the heat map below (Figure 3) and in **Attachment I-5A-1**. This is also the route identified in the City’s SRTS Program map, which was developed through



an iterative process between the City, Gault Elementary School, and the community (**Attachment I-5A-2**).

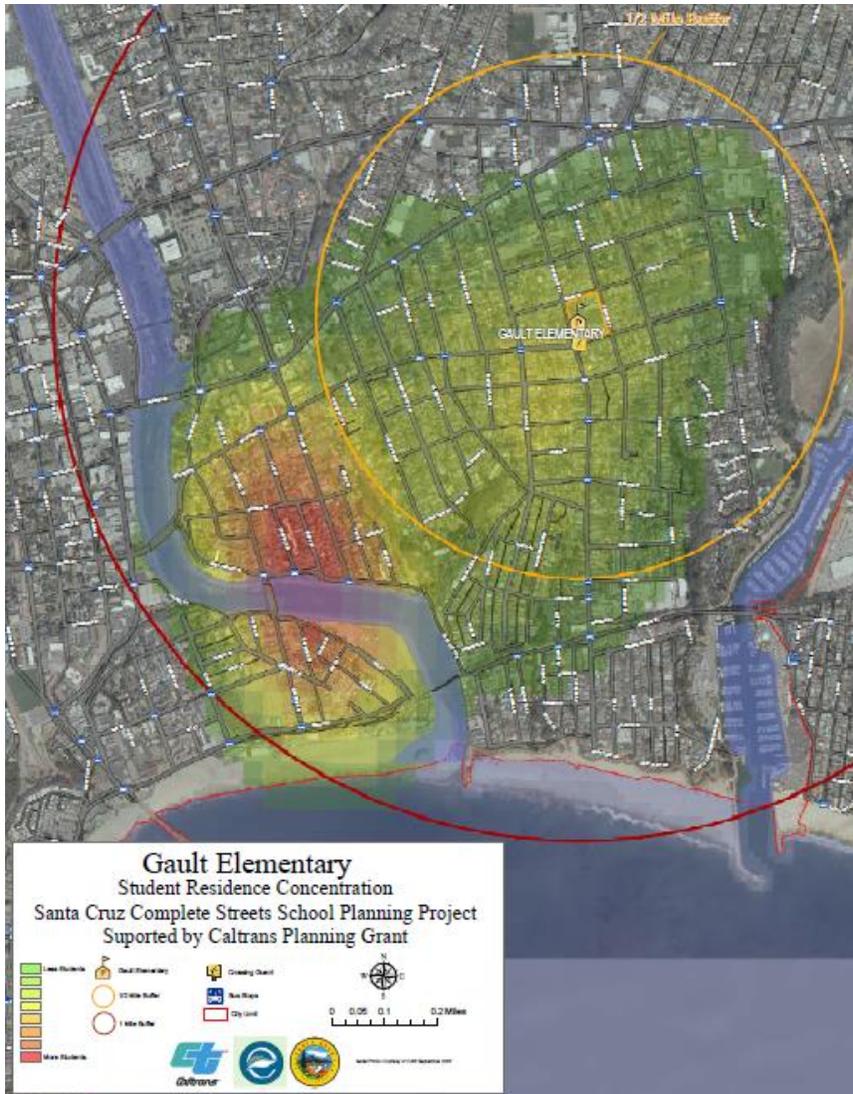


Figure 2: Gault Elementary School Student Population Residence Heat Map



Santa Cruz Citywide Safe Routes to School Crossing Improvement Program:
Gault Elementary School Walking School Bus Map

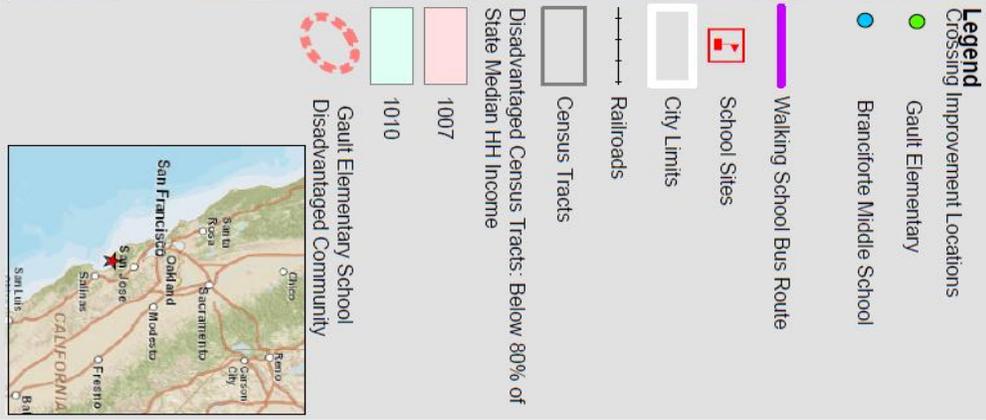
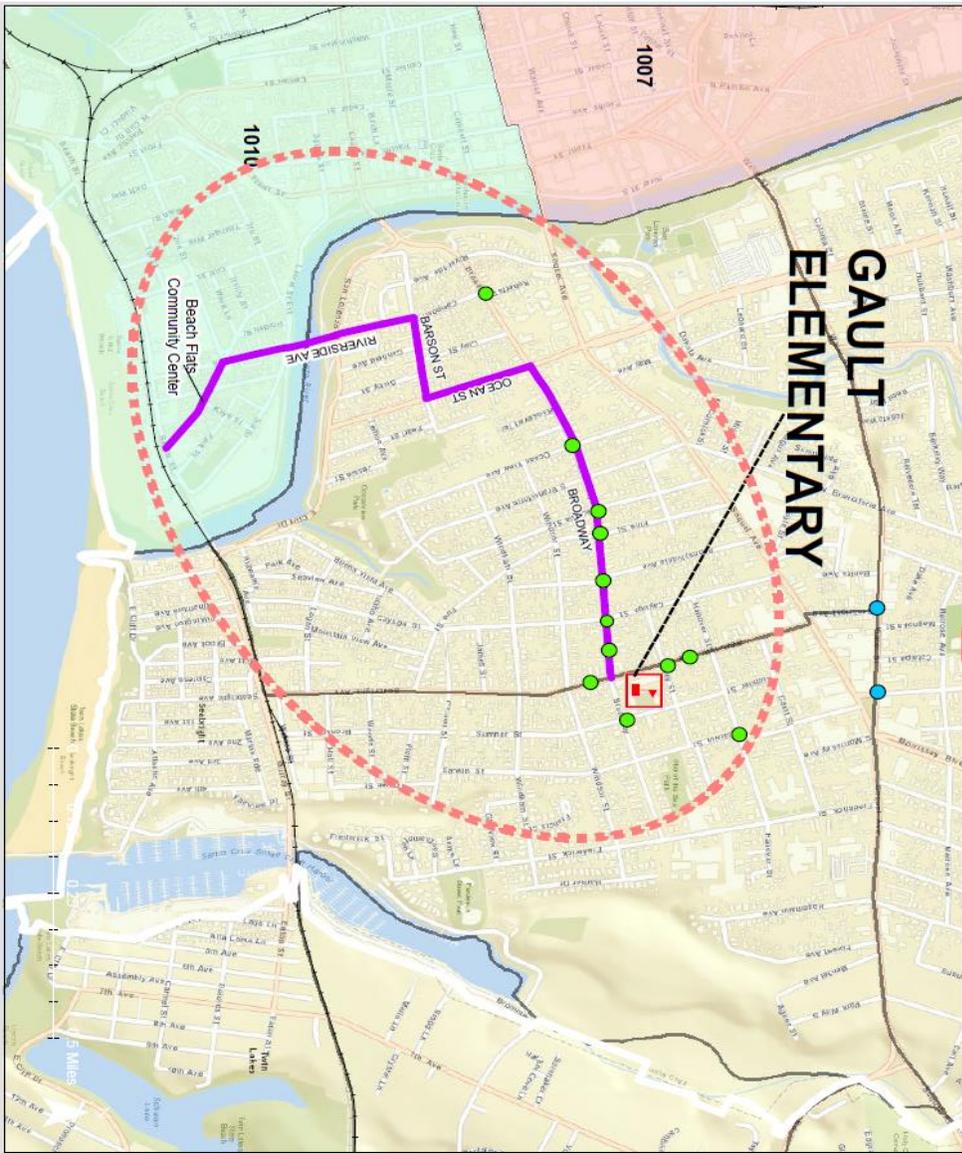


Figure 3: Gault Elementary School Walking School Bus Route



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

What percent of the funds requested will be expended in the disadvantaged community? 23.2 % Explain how this percent was calculated.

Gault Elementary School Infrastructure and Non-Infrastructure Improvements:

| <u>Gault Elementary:</u> | |
|---|-------------------|
| <i>Infrastructure:</i> | |
| Broadway Minor Streets Crosswalk Stripe | \$ 10,500 |
| Hanover @ Darwin (eastside) Crossing | \$ 25,700 |
| Seabright @ Effey | \$ 81,950 |
| Broadway @ Sumner | \$ 54,450 |
| Broadway btwn Cayuga/Seabright Radar Feedback Sign | \$ 13,800 |
| Seabright btwn Windsor/Broadway Radar Feedback Sign | \$ 13,800 |
| <i>Noninfrastructure:</i> | |
| WalkSmart! | \$ 9,750 |
| BikeSmart!! | \$ 9,750 |
| Monthly Bike/Walk to School | \$ 14,000 |
| Gault Total | \$ 233,700 |



Santa Cruz High Infrastructure and Non-Infrastructure Improvements:

| | |
|----------------------------------|-----------|
| Santa Cruz High: | |
| <i>Infrastructure:</i> | |
| Walnut @ California | \$ 60,300 |
| Walnut @ Lincoln | \$ 38,850 |
| <i>Noninfrastructure:</i> | |
| Assembly | \$ 5,000 |
| BiAnnual Bike/Walk to School | \$ 2,000 |

**\$
Santa Cruz High Total 106,150**

Total Disadvantaged Communities:

\$233,700 (Gault) + \$106,150 (Santa Cruz High) = **\$339,850**

Total Funding Request: : **\$1,463,900**

Gault Elementary and Santa Cruz High improvements represent 23.2% of the total funding request.

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.



According to the SCCSCSMP, 89% of Gault Elementary School students live within 1 mile of campus and 35.5% of students use active transportation to get to school. As previously described, many Gault students walk and bike along the Broadway corridor – an important connector between Census Tract 1010 and Gault Elementary School. This project will improve all east-west crossings along this route. The installation of RRFB, speed feedback signs, and crossing improvements will improve safety for students by slowing traffic, removing barriers to crossing, and making students more visible.

Improvements identified for Santa Cruz High are directly adjacent to the school campus. Not only will these improvements benefit students residing in the low-income census tracts in that area (see Heat Map in Figure 2, above) but improvements will benefit the entire student population.

**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 combined infrastructure/non-infrastructure project has a higher cost effectiveness ratio than a stand-alone infrastructure project because it uses proven metrics to address each of the Five E's of SRTS to get more students to bike and walk to school and do so more safely. Not only will physical infrastructure be improved to make walking and bicycling to school safer, but students and parents will participate in education and encouragement programs that will support safer and more frequent active transportation trips.

The City of Santa Cruz considered implementing an infrastructure only project for this application. The City used the projects identified in the SCCSCSMP to identify locations for implementing infrastructure improvements that would promote active transportation based on the history of crashes, deliverability of project, connectivity to existing infrastructure, and community support.

Locations that included installing pedestrian crossings with enhanced safety features, reducing speeds, and rectangular rapid flashing beacons (RRFB) had the highest safety benefit for the lowest cost. Projects that would have a high cost and a low impact on safety and connectivity were removed from the list.



The project was competitive as a standalone infrastructure project, but past experience and a survey of existing literature demonstrates that SRTS infrastructure improvements have a larger impact when coupled with non-infrastructure programs to target each of the Five E's. In partnering with Santa Cruz County Health Services Agency and Ecology Action to include non-infrastructure programming, we calculated that the education and encouragement would facilitate quicker active transportation adoption and behavior change. Non-infrastructure programs were chosen based on past usage, program sustainability, program evaluation data, school choice, and program cost. Greatest impact for the lowest price drove this proposal.

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.)

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

Choice 1. The infrastructure-only option had a cost of \$1,238,900 with a B/C Ratio of **121.65**. This analysis used countermeasures for pedestrian crossing at signalized intersections, pedestrian crossing at unsignalized intersection, and pedestrian crossing on roadways. Results below:



| 20 Year Invest Summary Analysis | |
|--|------------------|
| Total Costs | \$1,238,900.00 |
| Net Present Cost | \$1,191,250.00 |
| Total Benefits | \$218,809,263.77 |
| Net Present Benefit | \$144,912,893.09 |
| Benefit-Cost Ratio | 121.65 |

| <i>20 Year Itemized Savings</i> | |
|---------------------------------|------------------|
| Mobility | \$3,950,688.71 |
| Health | \$246,431.86 |
| Recreational | \$0.00 |
| Gas & Emissions | \$110,929.25 |
| Safety | \$214,501,213.95 |

| | |
|-------------------------------------|----------------|
| Funds Requested | \$1,238,900.00 |
| Net Present Cost of Funds Requested | \$1,191,250.00 |
| Benefit Cost Ratio | 121.65 |

Choice 2. The Infrastructure/Non-infrastructure program option came to \$1,463,900 with a B/C Ratio of **121.57**, almost identical to the B/C ratio of the infrastructure-only project. This analysis used countermeasures for pedestrian crossing at signalized intersections, pedestrian crossing at unsignalized intersection, and pedestrian crossing on roadways. Results below:



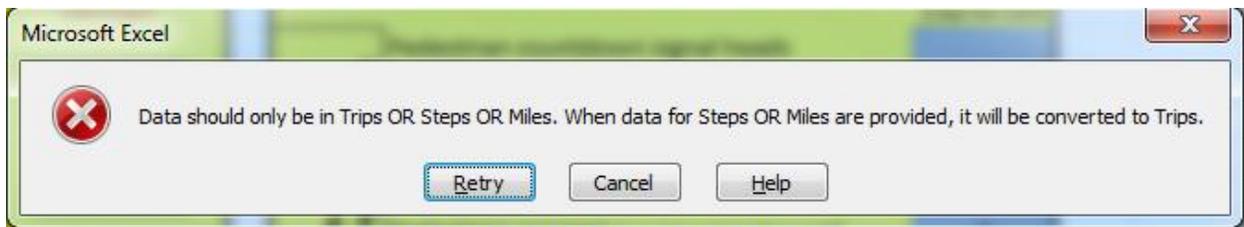
| 20 Year Invest Summary Analysis | |
|--|------------------|
| Total Costs | \$1,463,900.00 |
| Net Present Cost | \$1,407,596.15 |
| Total Benefits | \$248,294,314.71 |
| Net Present Benefit | \$171,124,600.75 |
| Benefit-Cost Ratio | 121.57 |

| <i>20 Year Itemized Savings</i> | |
|---------------------------------|------------------|
| Mobility | \$3,950,688.71 |
| Health | \$748,820.11 |
| Recreational | \$0.00 |
| Gas & Emissions | \$765,823.31 |
| Safety | \$242,828,982.58 |

| | |
|-------------------------------------|----------------|
| Funds Requested | \$1,463,900.00 |
| Net Present Cost of Funds Requested | \$1,407,596.15 |
| Benefit Cost Ratio | 121.57 |

Feedback:

We could not use the “existing step counts” or “existing miles walked”; the message below would pop up.





This project serves multiple ages. Having to choose a single age range did not fully capture the benefits that this project will reap.

This proposal has bike and ped inputs, many countermeasures, and a variety of non infrastructure components that make quantifying the benefits difficult.



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 Santa Cruz has no local funding available to allocate to this project. The City will devote a substantial amount of staff time to project implementation and oversight.



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:
representative:

Name: Wei Hsieh

Email: atp@ccc.ca.gov

inquiry@atpcommunitycorps.org

Phone: (916) 341-3154

Community Conservation Corps

Name: Danielle Lynch

Email:

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)

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.

The City of Santa Cruz contacted both the California Conservation Corps and the Community Conservation Corps representatives via email on Thursday, May 21, 2015.



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 of Santa Cruz has a spotless record with Caltrans Local Assistance administered programs and has successfully completed SRTS, BTA, CBTP, and HSIP projects.

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

PART C

APPLICATION ATTACHMENTS





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

Attachment I

Required for all applications

Label attachments separately with “I-#” based on the # of the Narrative Question

- Attachment I-1_ RTP Project List
- Attachment I-2A_School Influence Zone Crash Details
- Attachment I-5A-1_Gault Elementary School Walking School Bus Map
- Attachment I-5A-2_Safe Routes to School Program Map
- Attachment I-5_School Residence Heat Maps
- Attachment I-8_California Conservation Corps Response Declining Participation
- Attachment I-8-1_Local Conservation Corps Response Declining Participation

Letters of Support

Attachment J

Required or Recommended for all projects (as designated in the instructions)

- MPO: Association of Monterey Bay Area Governments (AMBAG)
- RTPA: Santa Cruz County Regional Transportation Commission (SCCRTC)
- Santa Cruz City Schools: a letter from the District Office and each benefitting school
 - District Office
 - Bay View Elementary School
 - DeLaveaga Elementary School
 - Gault Elementary School
 - Westlake Elementary School
 - Branciforte Middle School
 - Mission Hill Middle School
 - Harbor High School
 - Santa Cruz High School
- Bike Santa Cruz County: Local bike advocacy organization
- Mission: Pedestrian: Local pedestrian advocacy group
- Ecology Action: Letter of Commitment and Support from a project partner



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.

ATTACHMENT A

APPLICATION SIGNATURE PAGE





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: 5/26/15
Name: CHRISTOPHER SCHNEWTER Phone: 931-420-5422
Title: ASSISTANT DIRECTOR PW e-mail: C.SCHNEWTER@CITYOFSANTACRUZ.COM

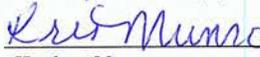
For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board
(For use only when appropriate)

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: May 22, 2015
Name: Kris Munro Phone: 831-429-3410 x220
Title: Superintendent e-mail: kmunro@sccs.net

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>

ATTACHMENT B

ATP PROJECT PROGRAMMING REQUEST (ATP-PPR)



ATP PROJECT PROGRAMMING REQUEST

Date: 5/22/2015

| Project Information: | | | | | |
|---|------------|-------|----|------------|------|
| Project Title: Citywide Safe Routes to School Crossing Improvement Program | | | | | |
| District | County | Route | EA | Project ID | PPNO |
| 5 | Santa Cruz | VAR | | | |

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) | | | | 10 | | | | 10 | |
| PS&E | | | | 80 | | | | 80 | |
| R/W | | | | 1 | | | | 1 | |
| CON | | | | 1,200 | 113 | | | 1,313 | |
| TOTAL | | | | 1,291 | 113 | | | 1,404 | |

| 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 | Funding Agency |
| E&P (PA&ED) | | | | 10 | | | | 10 | |
| PS&E | | | | 80 | | | | 80 | Notes: |
| R/W | | | | 1 | | | | 1 | |
| CON | | | | 1,088 | | | | 1,088 | |
| TOTAL | | | | 1,179 | | | | 1,179 | |

| 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 | Funding Agency |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | | | Notes: |
| R/W | | | | | | | | | |
| CON | | | | 112 | 113 | | | 225 | |
| TOTAL | | | | 112 | 113 | | | 225 | |

| 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 | Funding Agency |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | | | Notes: |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | | | | | | | | | |

| 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 | Funding Agency |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | | | Notes: |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | | | | | | | | | |

| 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 | Funding Agency |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | | | Notes: |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | | | | | | | | | |

ATP PROJECT PROGRAMMING REQUEST

Date: 5/22/2015

| Project Information: | | | | | |
|---|---------------|--------------|-----------|-------------------|-------------|
| Project Title: Citywide Safe Routes to School Crossing Improvement Program | | | | | |
| District | County | Route | EA | Project ID | PPNO |
| 5 | Santa Cruz | VAR | | | |

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) | | | | | | | | | |
| PS&E | | | | | | | | | Notes: |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | | | | | | | | | |

| Fund No. 3: | | 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) | | | | | | | | | |
| PS&E | | | | | | | | | Notes: |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | | | | | | | | | |

| Fund No. 4: | | 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) | | | | | | | | | |
| PS&E | | | | | | | | | Notes: |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | | | | | | | | | |

| Fund No. 5: | | 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) | | | | | | | | | |
| PS&E | | | | | | | | | Notes: |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | | | | | | | | | |

| Fund No. 6: | | 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) | | | | | | | | | |
| PS&E | | | | | | | | | Notes: |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | | | | | | | | | |

| Fund No. 7: | | 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) | | | | | | | | | |
| PS&E | | | | | | | | | Notes: |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | | | | | | | | | |

ATTACHMENT C

ENGINEERS CHECKLIST



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: JB

- 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: JB

- 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: JB

(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: JB

- 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: JB

- 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: JB

- 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: JB



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: JB

- 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): Burr, James

Title: Transportation Manager

Engineer License Number C 58336

Signature:

Date: 5-22-15

Email: jburr@cityofsantacruz.com

Phone: 831 420 5426

Engineer's Stamp:



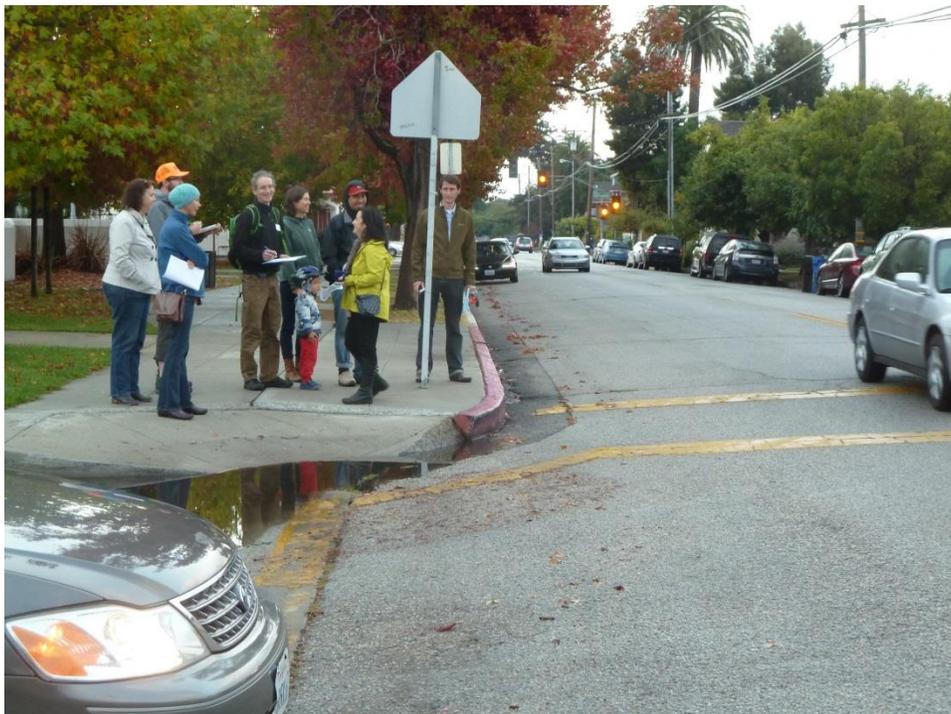
ATTACHMENT D

PROJECT LOCATION MAP

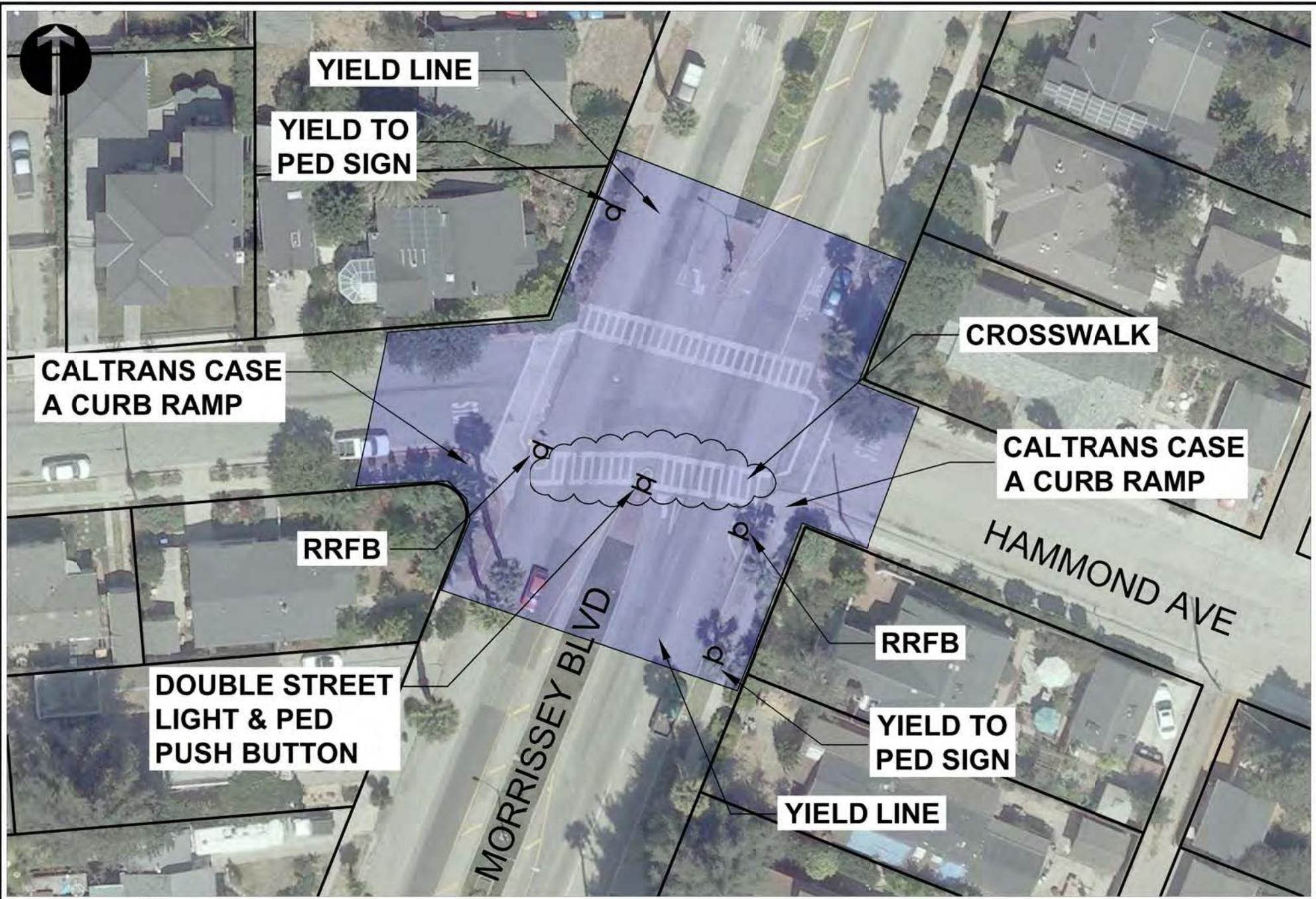


ATTACHMENT E

PROJECT MAP/PLANS SHOWING EXISTING AND PROPOSED CONDITIONS



Layout Tab Name: Layout1, Images: 106816.JPG; 109812.JPG; 109814.JPG; 109816.JPG; 112810.JPG; 112814.JPG; 112815.JPG; 118814.JPG; 118816.JPG; 118818.JPG; 118820.JPG; 121814.JPG; P:\Public\Fung\RRFB ATP Grant application\AutoCAD\RRFB layout plan.dwg, Plotted By: pfung, Plotted: May 26, 2015 - 10:34am

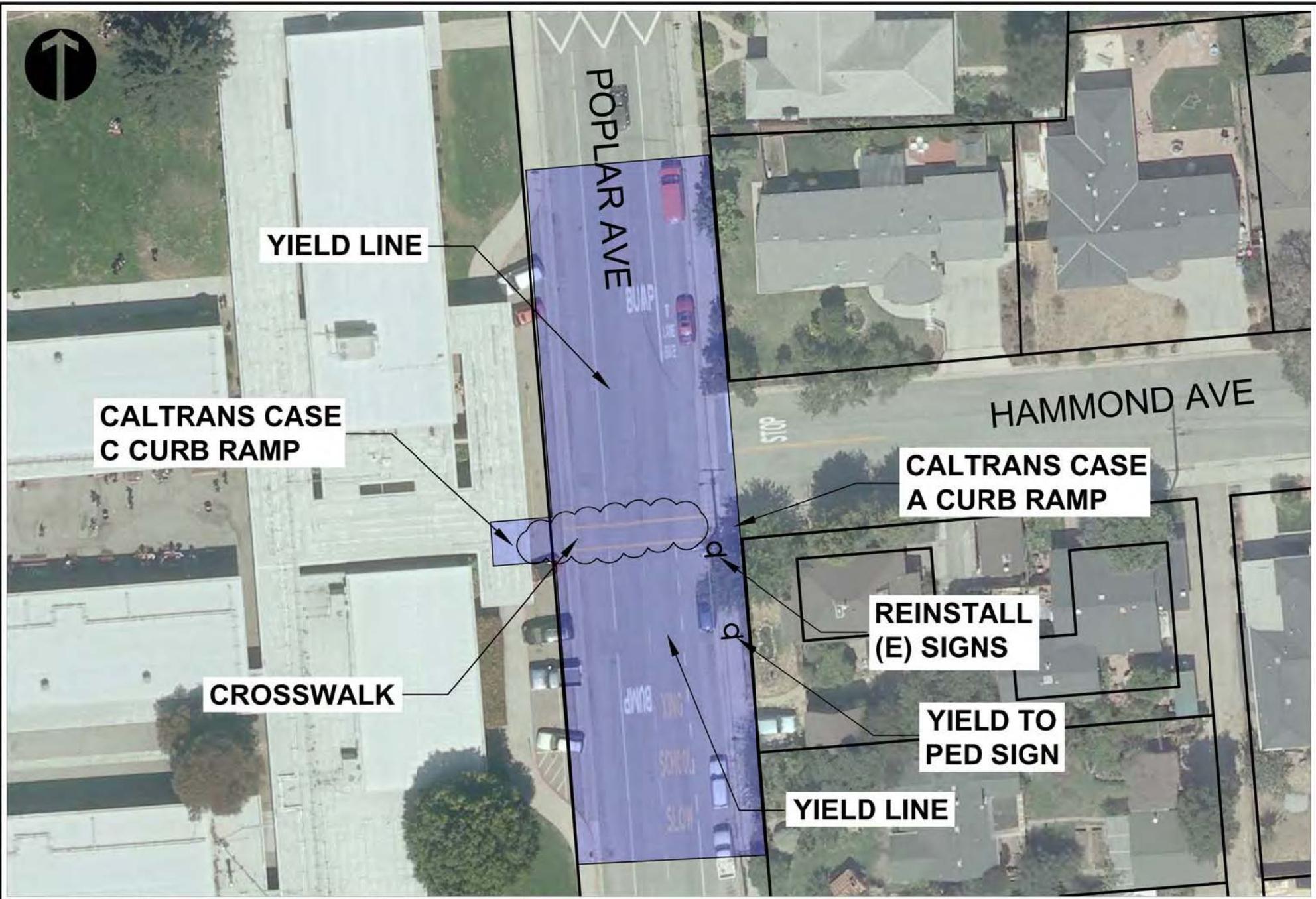


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 Santa Cruz, CA 95060

CROSSWALK IMPROVEMENTS
 MORRISSEY BLVD & HAMMOND AVE

| | | | |
|---------|-------------|-----------|----------|
| DATE | 4/27/2015 | SCALE | 1" = 40' |
| DRAWN | ENGR. TECH. | SHEET | 1 OF 24 |
| DESIGN | STAFF | VAULT NO. | # |
| CHECKED | SUPV. | | |

Layout Tab Name: Layout3, Images: 106816.JPG; 109812.JPG; 109814.JPG; 109816.JPG; 112810.JPG; 112814.JPG; 112816.JPG; 118814.JPG; 118816.JPG; 118818.JPG; 118820.JPG; 121814.JPG; P:\Public\Fung\RRFB ATP Grant application\AutoCAD\RRFB layout plan.dwg, Plotted By: pfung, Plotted: May 26, 2015 - 10:36am

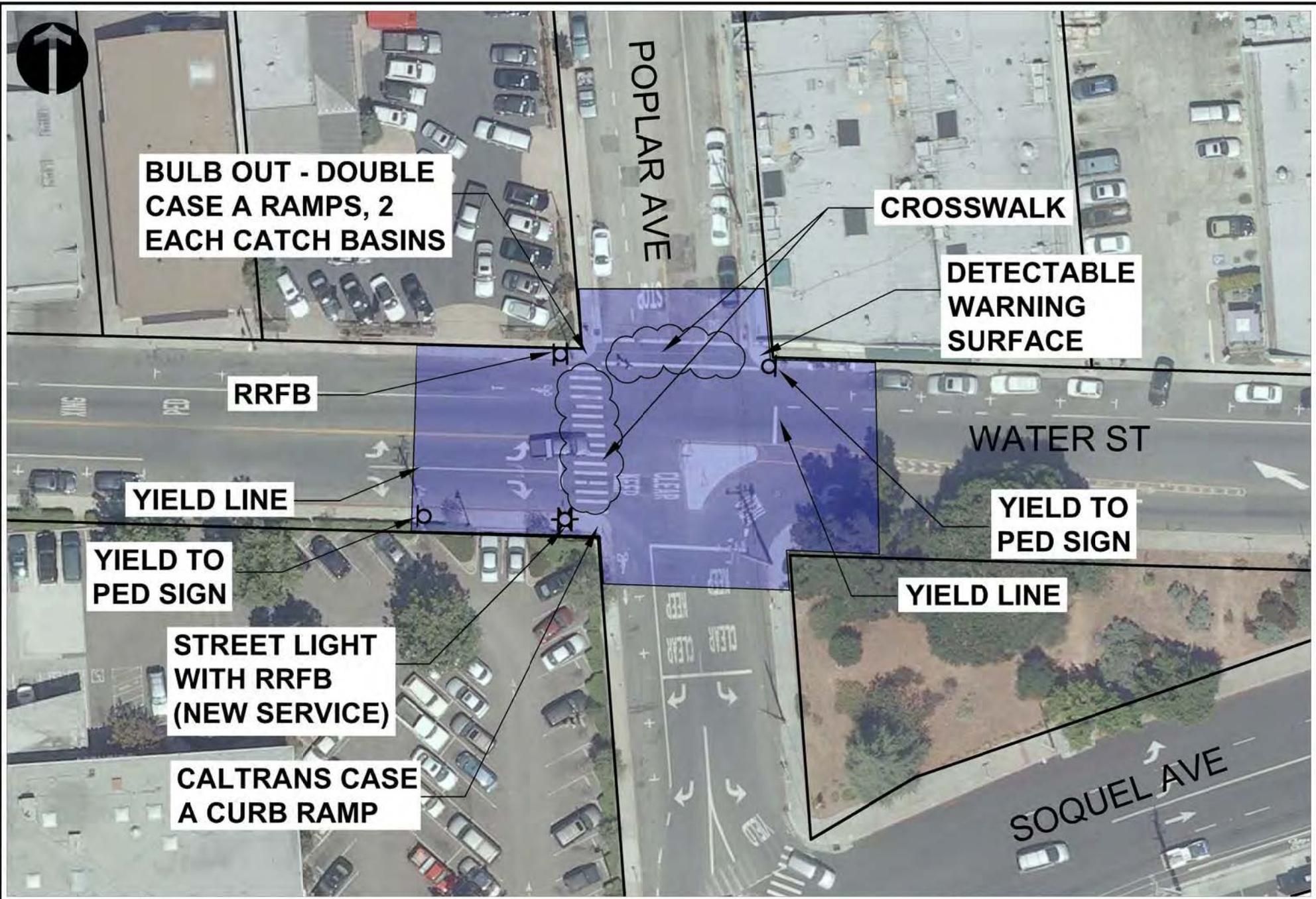


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CROSSWALK IMPROVEMENTS
 POPLAR AVE & HAMMOND AVE

| | | | |
|---------|-------------|-----------|---------|
| DATE | 4/27/2015 | SCALE | 1"=40' |
| DRAWN | ENGR. TECH. | SHEET | 3 OF 24 |
| DESIGN | STAFF | VAULT NO. | |
| CHECKED | SUPV. | | # |

Layout Tab Name: Layout4, Images: 106816.JPG; 109812.JPG; 109814.JPG; 109816.JPG; 112810.JPG; 112814.JPG; 118816.JPG; 118818.JPG; 118820.JPG; 121814.JPG; P:\Public\PFung\RRFB ATP Grant application\AutoCAD\RRFB layout plan.dwg, Plotted By: pfung, Plotted: May 26, 2015 - 10:36am

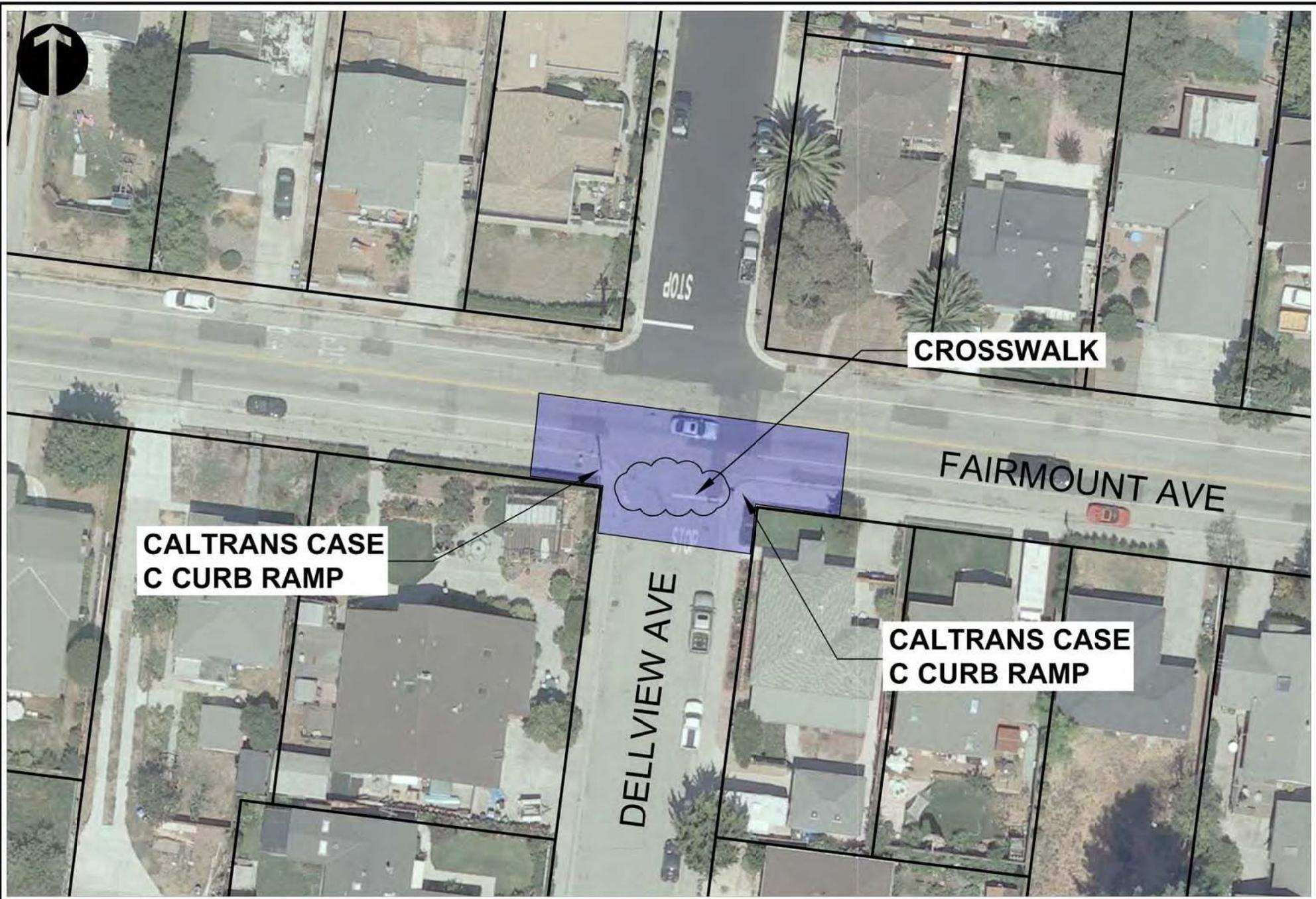


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CROSSWALK IMPROVEMENTS
WATER ST & POPLAR AVE

| | | | |
|---------|-------------|-----------|---------|
| DATE | 4/27/2015 | SCALE | 1"=40' |
| DRAWN | ENGR. TECH. | SHEET | 4 OF 24 |
| DESIGN | STAFF | VAULT NO. | # |
| CHECKED | SUPV. | | |

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**CALTRANS CASE
C CURB RAMP**

CROSSWALK

FAIRMOUNT AVE

DELLVIEW AVE

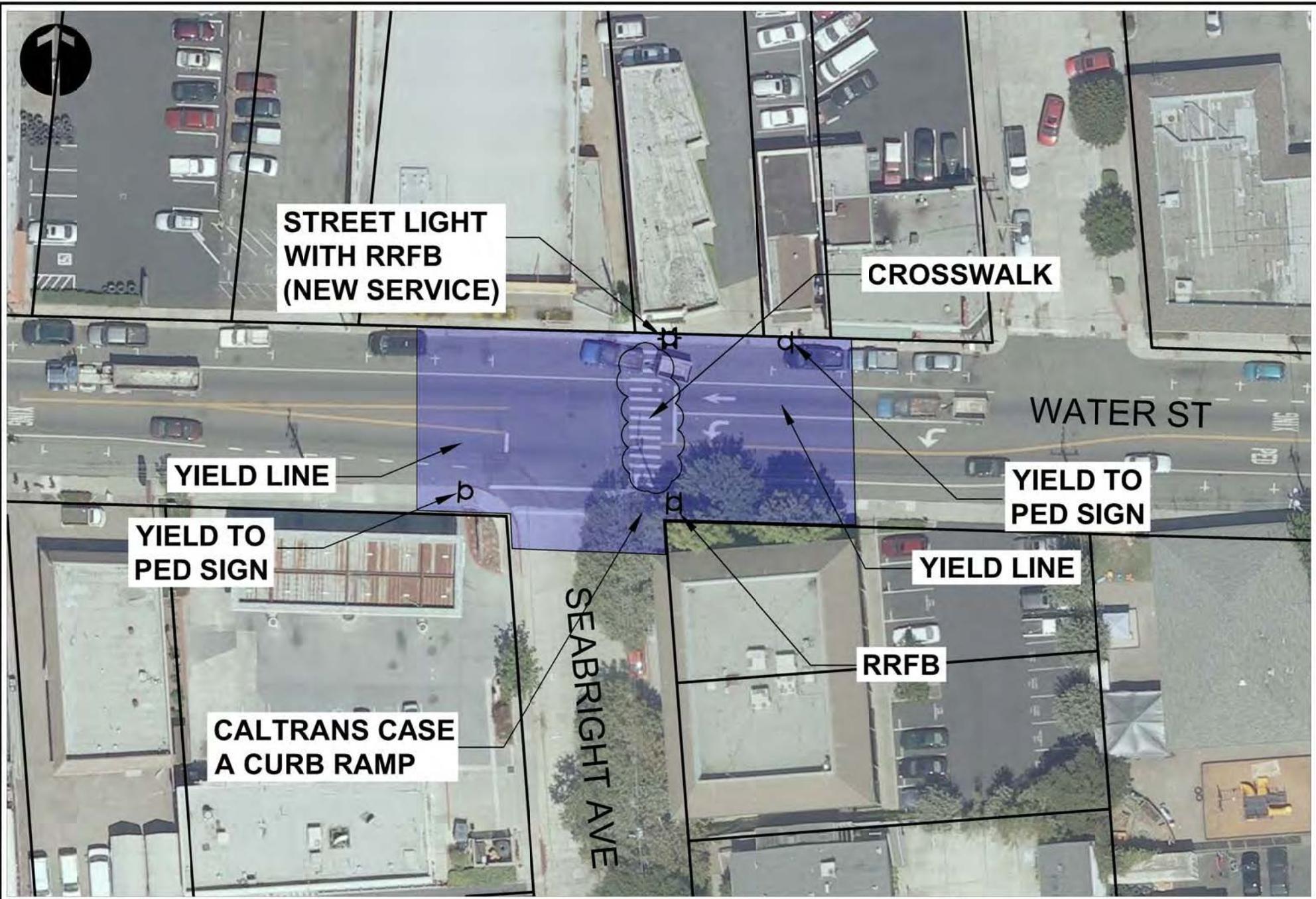
**CALTRANS CASE
C CURB RAMP**

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CROSSWALK IMPROVEMENTS
FAIRMOUNT AVE & DELLVIEW

| | | | |
|---------|-------------|-----------|---------|
| DATE | 4/27/2015 | SCALE | 1"=40' |
| DRAWN | ENGR. TECH. | SHEET | 5 OF 24 |
| DESIGN | STAFF | VAULT NO. | # |
| CHECKED | SUPV. | | |

Layout Tab Name: Layout6, Images: 106816.JPG; 109812.JPG; 109810.JPG; 109814.JPG; 109816.JPG; 112814.JPG; 112815.JPG; 118814.JPG; 118816.JPG; 118818.JPG; 118820.JPG; 121814.JPG; P:\Public\Fung\RRFB ATP Grant application\AutoCAD\RRFB layout plan.dwg, Plotted By: pfung, Plotted: May 26, 2015 - 10:39am

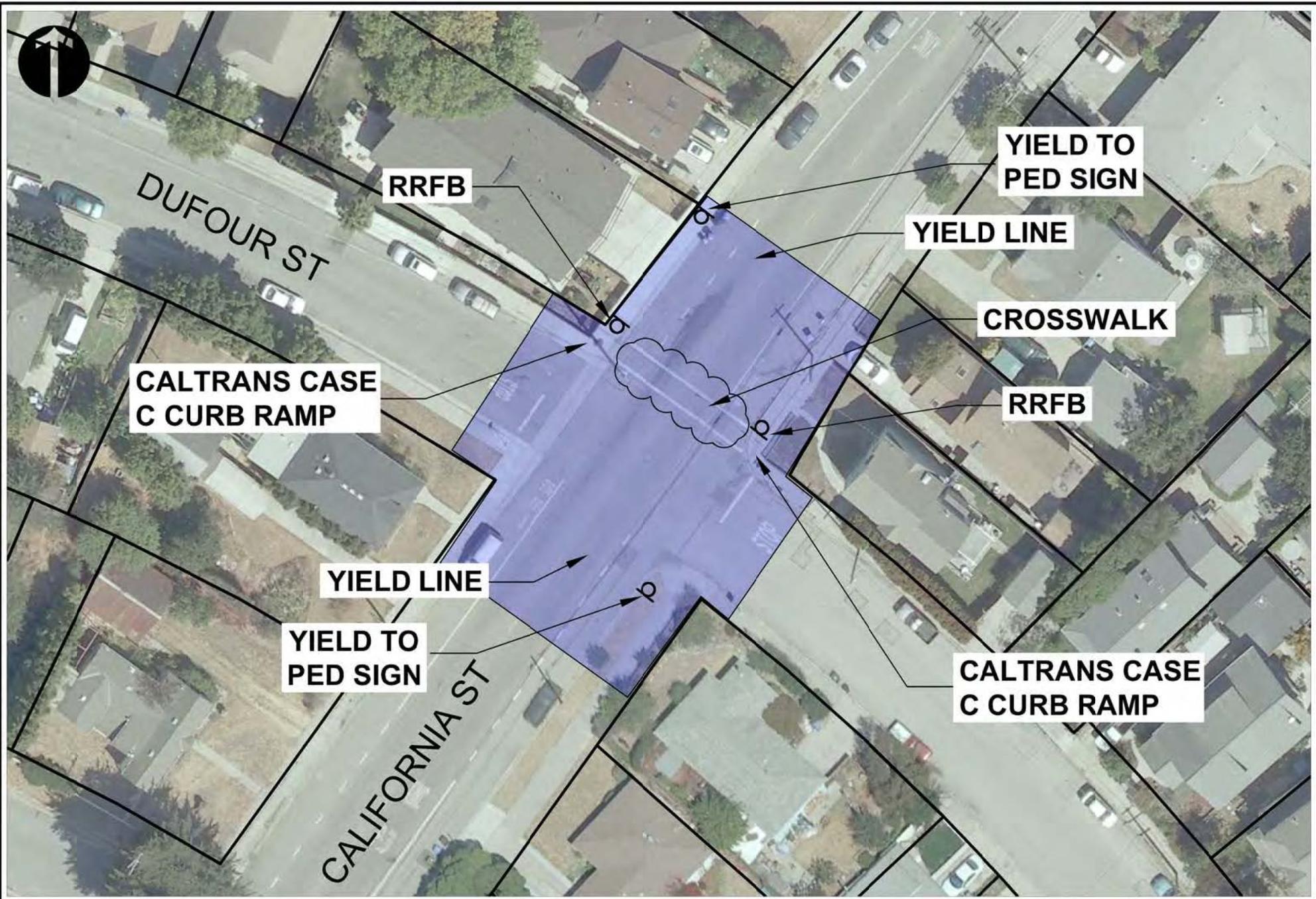


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CROSSWALK IMPROVEMENTS
WATER ST & SEABRIGHT AVE

| | | | |
|---------|-------------|-----------|---------|
| DATE | 4/27/2015 | SCALE | 1"=40' |
| DRAWN | ENGR. TECH. | SHEET | 6 OF 24 |
| DESIGN | STAFF | VAULT NO. | |
| CHECKED | SUPV. | | # |

Layout Tab Name: Layout7, Images: 106816.JPG; 109812.JPG; 109814.JPG; 109816.JPG; 109818.JPG; 112810.JPG; 112814.JPG; 112815.JPG; 118814.JPG; 118816.JPG; 118818.JPG; 118820.JPG; 121814.JPG; P:\Public\PFung\RRFB ATP Grant application\AutoCAD\RRFB layout plan.dwg, Plotted By: pfung, Plotted: May 26, 2015 - 10:40am

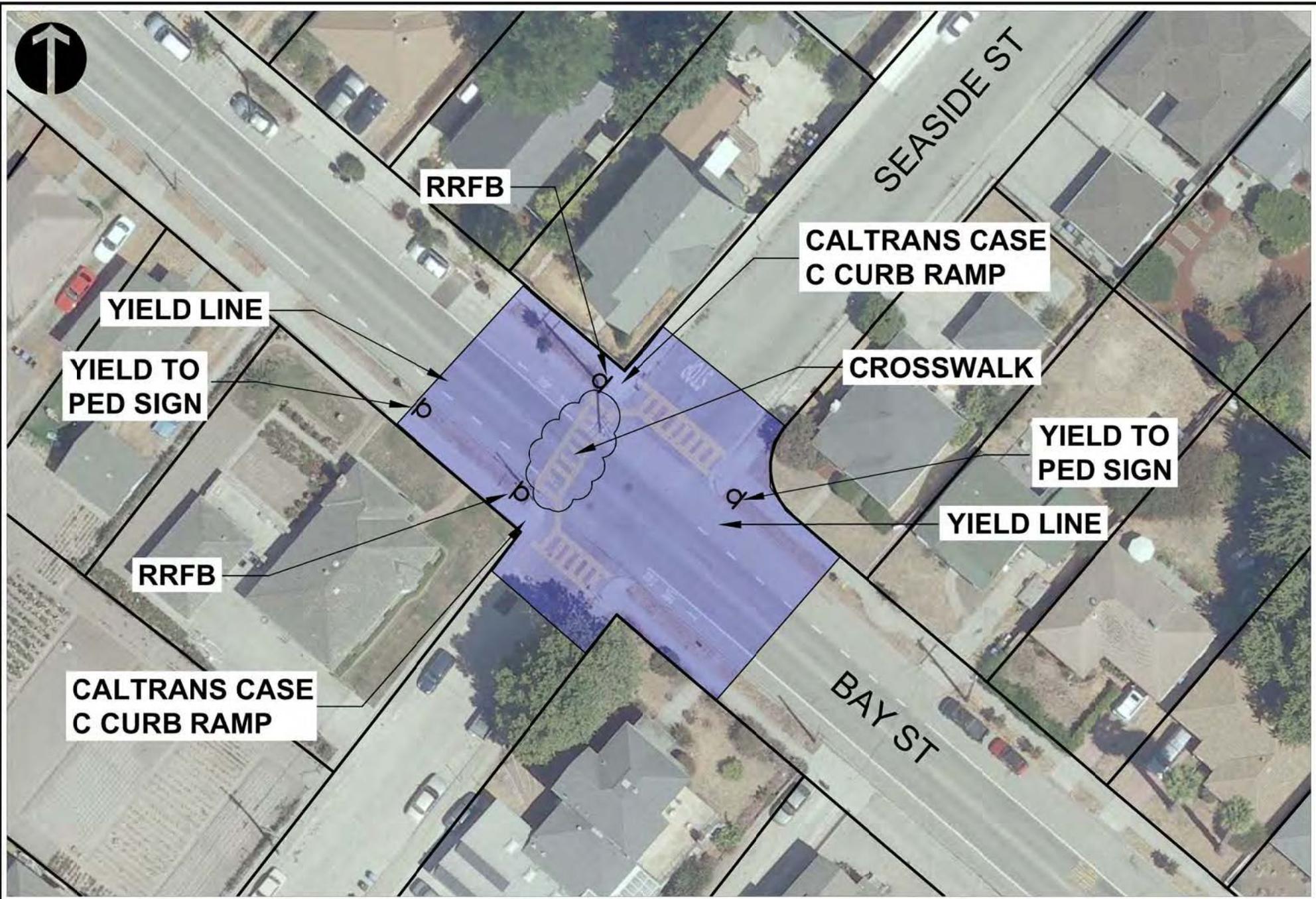


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CROSSWALK IMPROVEMENTS
 CALIFORNIA & DUFOUR ST

| | | | |
|---------|-------------|-----------|---------|
| DATE | 4/27/2015 | SCALE | 1"=40' |
| DRAWN | ENGR. TECH. | SHEET | 7 OF 24 |
| DESIGN | STAFF | VAULT NO. | # |
| CHECKED | SUPV. | | |

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CROSSWALK IMPROVEMENTS
 BAY ST & SEASIDE ST

| | | | |
|---------|-------------|-----------|---------|
| DATE | 4/27/2015 | SCALE | 1"=40' |
| DRAWN | ENGR. TECH. | SHEET | 8 OF 24 |
| DESIGN | STAFF | VAULT NO. | # |
| CHECKED | SUPV. | | |

Layout Tab Name: Layout9, Images: 106816.JPG; 109812.JPG; 109814.JPG; 109816.JPG; 109818.JPG; 112810.JPG; 112814.JPG; 112816.JPG; 118814.JPG; 118816.JPG; 118818.JPG; 118820.JPG; 121814.JPG; P:\Public\PFung\RRFB ATP Grant application\AutoCAD\RRFB layout plan.dwg, Plotted By: pfung, Plotted: May 26, 2015 - 10:40am



CROSSWALKS

**DETECTABLE
WARNING
SURFACE**

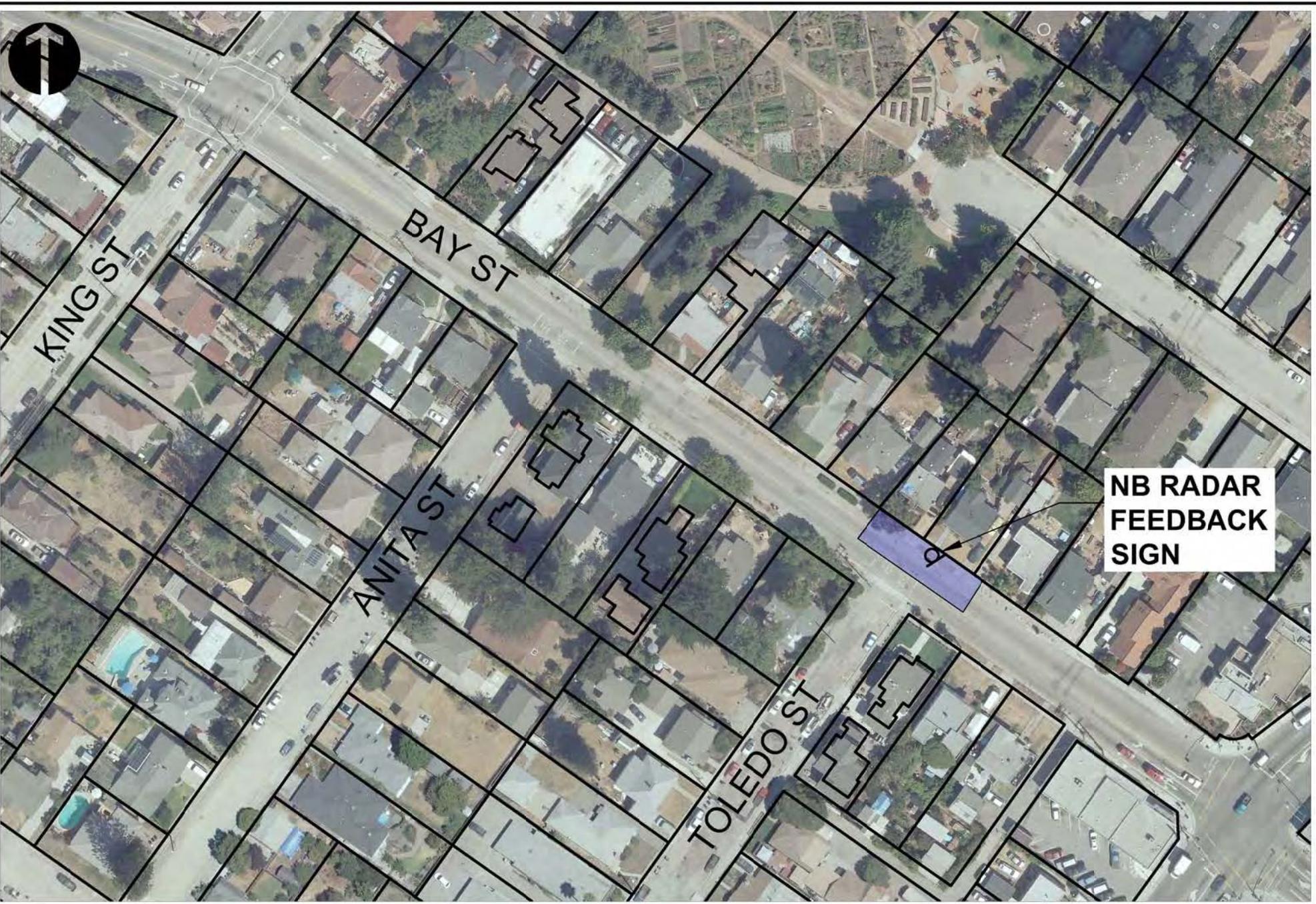
**DETECTABLE
WARNING
SURFACE**

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CROSSWALK IMPROVEMENTS
SEASIDE ST & DUFOUR ST

| | | | |
|---------|-------------|-----------|---------|
| DATE | 4/27/2015 | SCALE | 1"=40' |
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| DESIGN | STAFF | VAULT NO. | # |
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RADAR FEEDBACK SIGN
 BAY ST & TOLEDO ST

| | | | |
|---------|-------------|-----------|----------|
| DATE | 4/27/2015 | SCALE | 1"=100' |
| DRAWN | ENGR. TECH. | SHEET | 10 OF 24 |
| DESIGN | STAFF | VAULT NO. | # |
| CHECKED | SUPV. | | |

Layout Tab Name: Layout11, Images: 106816.JPG; 109810.JPG; 109812.JPG; 109814.JPG; 109816.JPG; 112810.JPG; 112814.JPG; 112816.JPG; 118814.JPG; 118816.JPG; 118818.JPG; 118820.JPG; 121814.JPG; P:\Public\PFung\RRFB ATP Grant application\AutoCAD\RRFB layout plan.dwg, Plotted By: pfung, Plotted: May 26, 2015 - 10:41am



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RADAR FEEDBACK SIGN
MORRISSEY BLVD
 BETWEEN PARK WAY & HEATHER

| | | | |
|---------|-------------|-----------|----------|
| DATE | 4/27/2015 | SCALE | 1"=100' |
| DRAWN | ENGR. TECH. | SHEET | 11 OF 24 |
| DESIGN | STAFF | VAULT NO. | # |
| CHECKED | SUPV. | | |

Layout Tab Name: Layout12, Images: 106816.JPG; 109810.JPG; 109812.JPG; 109814.JPG; 109816.JPG; 112810.JPG; 112814.JPG; 112816.JPG; 118814.JPG; 118816.JPG; 118818.JPG; 118820.JPG; 121814.JPG; P:\Public\PFung\RRFB ATP Grant application\AutoCAD\RRFB layout plan.dwg, Plotted By: pfung, Plotted: May 26, 2015 - 10:42am

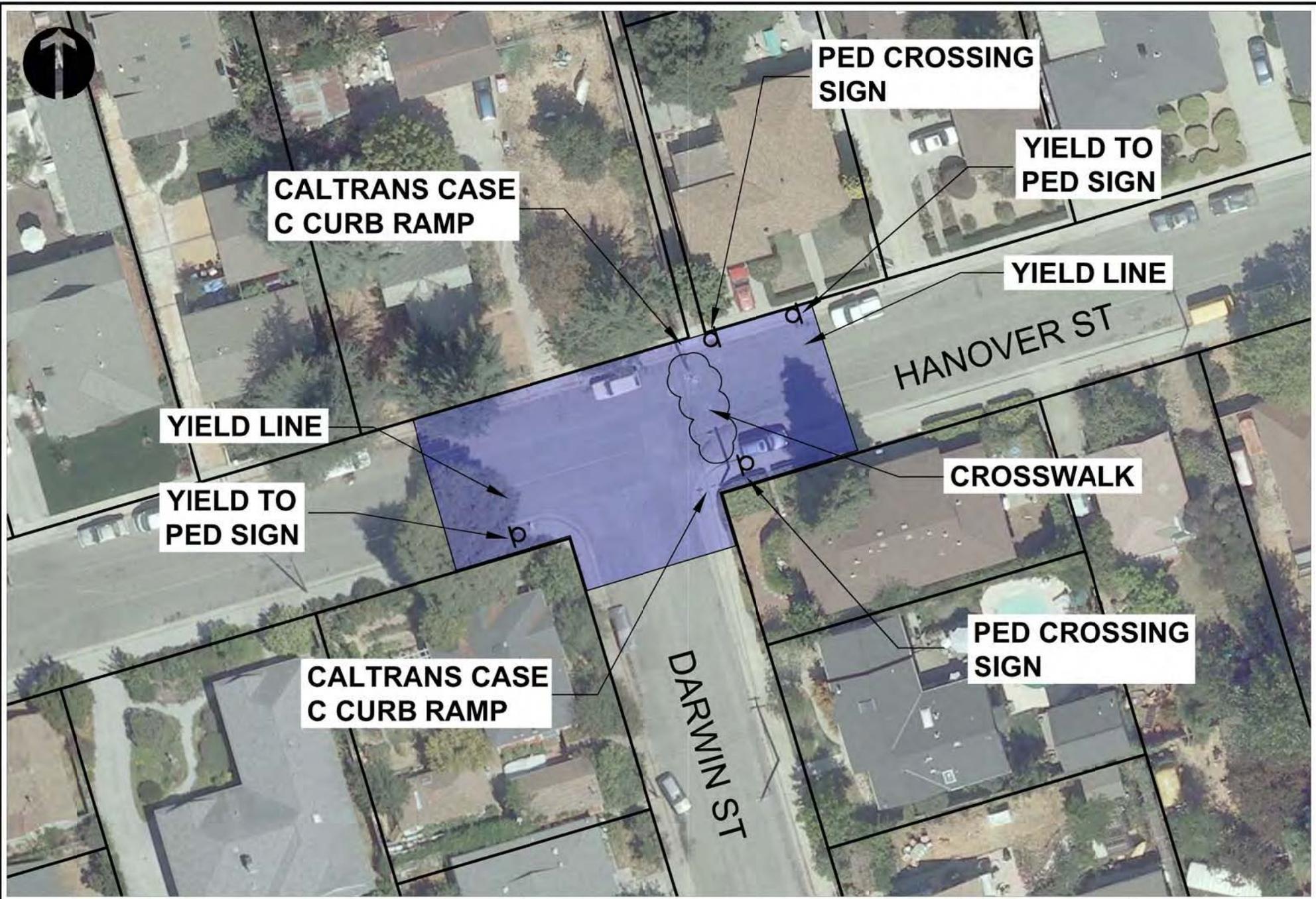


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CROSSWALK IMPROVEMENTS
 BROADWAY & MINOR STREETS

| | | | |
|---------|-------------|-----------|----------|
| DATE | 4/27/2015 | SCALE | 1"=200' |
| DRAWN | ENGR. TECH. | SHEET | 12 OF 24 |
| DESIGN | STAFF | VAULT NO. | # |
| CHECKED | SUPV. | | |

Layout Tab Name: Layout13, Images: 106816.JPG; 109810.JPG; 109812.JPG; 109814.JPG; 109816.JPG; 112810.JPG; 112814.JPG; 112816.JPG; 118814.JPG; 118816.JPG; 118820.JPG; 121814.JPG; P:\Public\Fung\RRFB ATP Grant application\AutoCAD\RRFB layout plan.dwg, Plotted By: pfung, Plotted: May 26, 2015 - 10:43am



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CROSSWALK IMPROVEMENTS
 DARWIN ST & HANOVER ST

| | | | |
|---------|-------------|-----------|----------|
| DATE | 4/27/2015 | SCALE | 1"=40' |
| DRAWN | ENGR. TECH. | SHEET | 13 OF 24 |
| DESIGN | STAFF | VAULT NO. | # |
| CHECKED | SUPV. | | |

Layout Tab Name: Layout14, Images: 106816.JPG; 109810.JPG; 109812.JPG; 109814.JPG; 109816.JPG; 112810.JPG; 112814.JPG; 112816.JPG; 118818.JPG; 118820.JPG; 121814.JPG; P:\Public\Fung\RRFB ATP Grant application\AutoCAD\RRFB layout plan.dwg, Plotted By: pfung, Plotted: May 26, 2015 - 10:43am

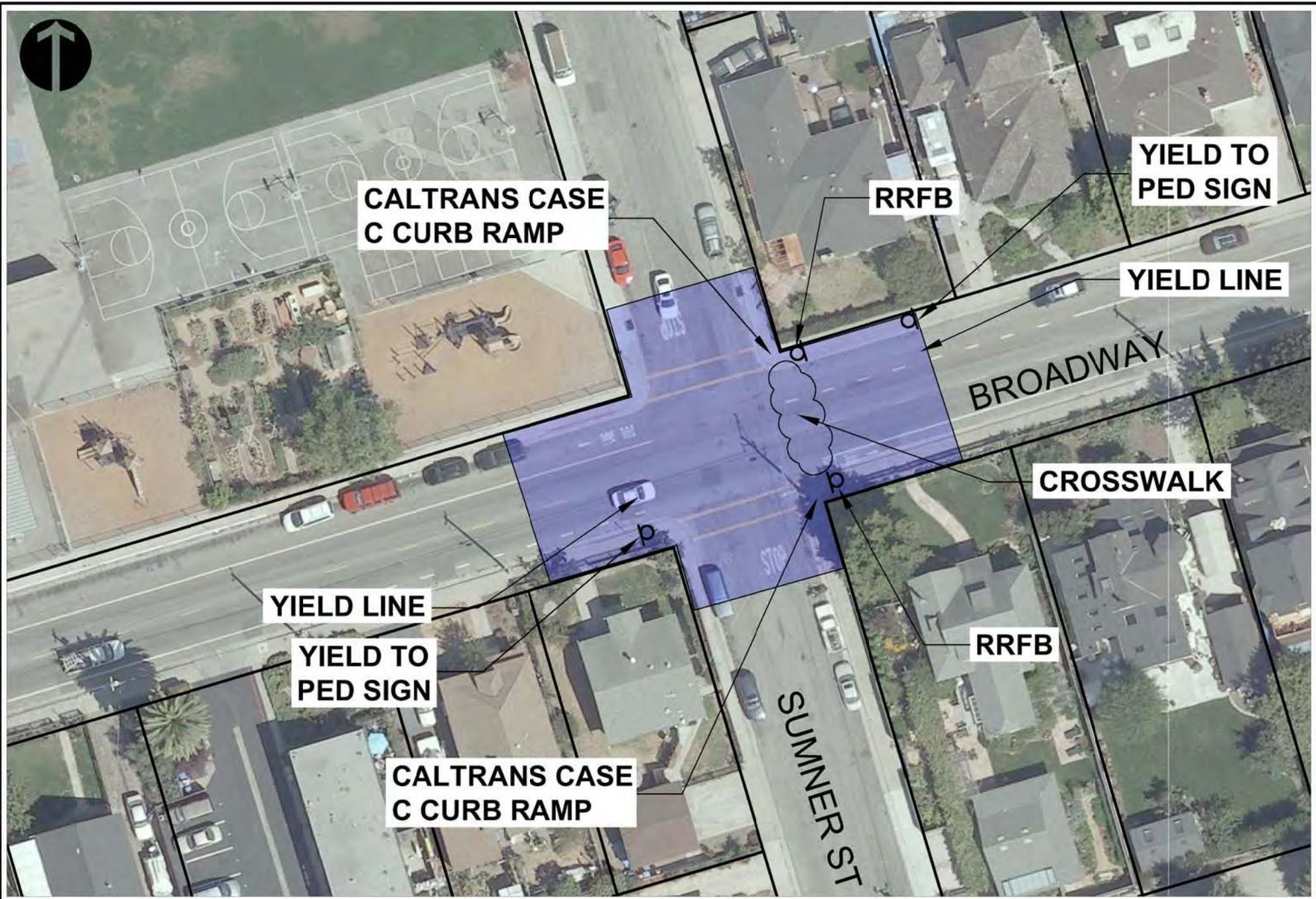


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CROSSWALK IMPROVEMENTS
 SEABRIGHT AVE & EFFEY ST

| | | | |
|---------|-------------|-----------|----------|
| DATE | 4/27/2015 | SCALE | 1"=40' |
| DRAWN | ENGR. TECH. | SHEET | 14 OF 24 |
| DESIGN | STAFF | VAULT NO. | # |
| CHECKED | SUPV. | | |

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CROSSWALK IMPROVEMENTS
 BROADWAY & SUMNER ST

| | | | |
|---------|-------------|-----------|----------|
| DATE | 4/27/2015 | SCALE | 1"=40' |
| DRAWN | ENGR. TECH. | SHEET | 15 OF 24 |
| DESIGN | STAFF | VAULT NO. | # |
| CHECKED | SUPV. | | |

Layout Tab Name: Layout16, Images: 106816.JPG; 109810.JPG; 109812.JPG; 109814.JPG; 109816.JPG; 112810.JPG; 112814.JPG; 112816.JPG; 118814.JPG; 118816.JPG; 118820.JPG; 121814.JPG; P:\Public\PFung\RRFB ATP Grant application\AutoCAD\RRFB layout plan.dwg, Plotted By: pfung, Plotted: May 26, 2015 - 10:44am



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RADAR FEEDBACK SIGN
BROADWAY
 BETWEEN CAYUGA & SEABRIGHT AVE

| | | | |
|---------|-------------|-----------|----------|
| DATE | 4/27/2015 | SCALE | 1"=100' |
| DRAWN | ENGR. TECH. | SHEET | 16 OF 24 |
| DESIGN | STAFF | VAULT NO. | # |
| CHECKED | SUPV. | | |

Layout Tab Name: Layout17, Images: 106816.JPG; 109810.JPG; 109812.JPG; 109814.JPG; 109816.JPG; 112810.JPG; 112814.JPG; 112816.JPG; 118814.JPG; 118816.JPG; 118818.JPG; 118820.JPG; 121814.JPG; P:\Public\PFung\RRFB ATP Grant application\AutoCAD\RRFB layout plan.dwg, Plotted By: pfung, Plotted: May 26, 2015 - 10:45am

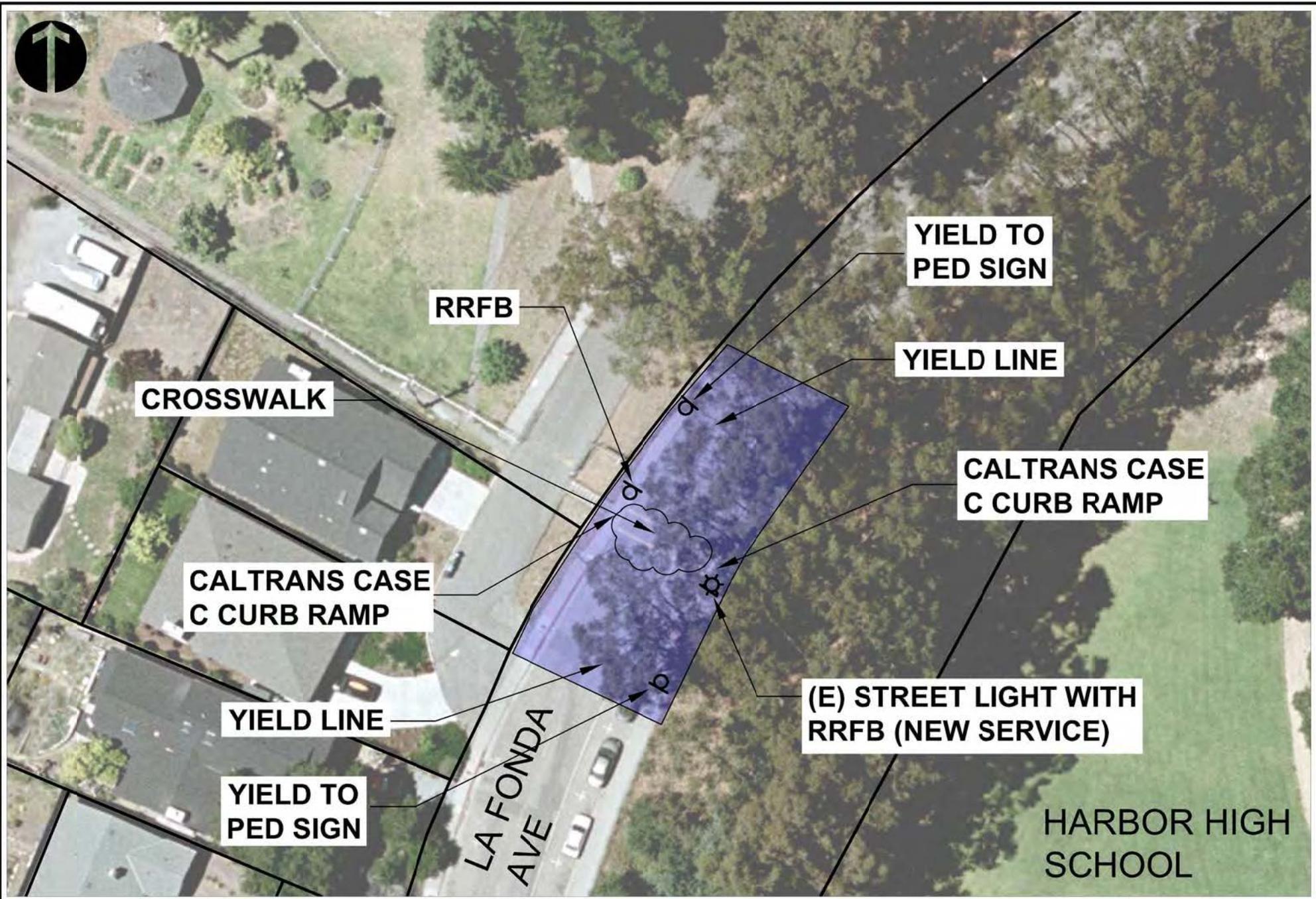


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RADAR FEEDBACK SIGN
SEABRIGHT AVE
BETWEEN BROADWAY & WINDSOR ST

| | | | |
|---------|-------------|-----------|----------|
| DATE | 4/27/2015 | SCALE | 1"=150' |
| DRAWN | ENGR. TECH. | SHEET | 17 OF 24 |
| DESIGN | STAFF | VAULT NO. | # |
| CHECKED | SUPV. | | |

Layout Tab Name: Layout18, Images: 106816.JPG; 109810.JPG; 109812.JPG; 109814.JPG; 109816.JPG; 109816.JPG; 112810.JPG; 112814.JPG; 112816.JPG; 118814.JPG; 118816.JPG; 118818.JPG; 118820.JPG; 121814.JPG; P:\Public\PFung\RRFB ATP Grant application\AutoCAD\RRFB layout plan.dwg, Plotted By: pfung, Plotted: May 26, 2015 - 10:45am

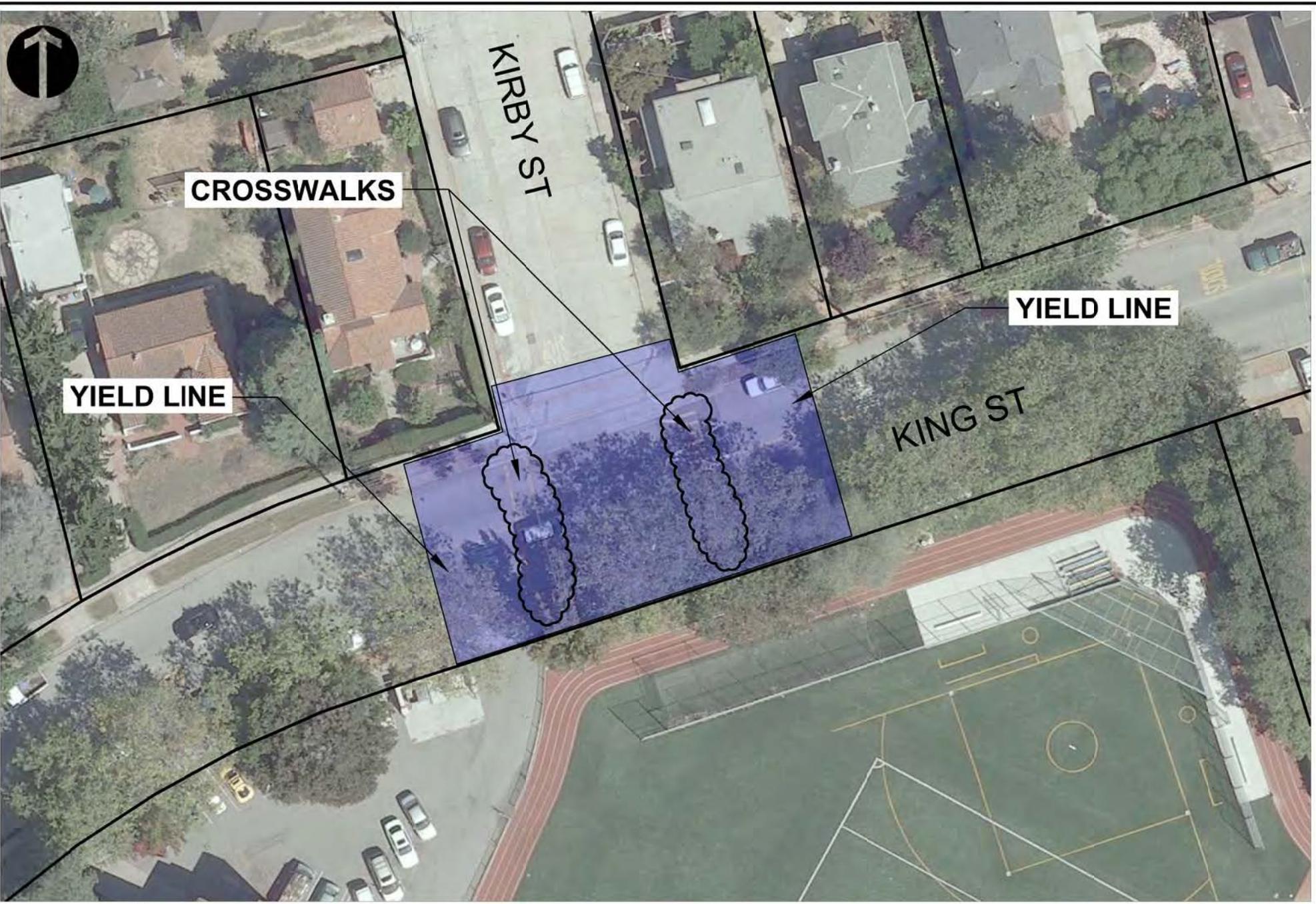


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CROSSWALK IMPROVEMENTS
 LA FONDA AVE & PARK WAY PATH

| | | | |
|---------|-------------|-----------|----------|
| DATE | 4/27/2015 | SCALE | 1"=40' |
| DRAWN | ENGR. TECH. | SHEET | 18 OF 24 |
| DESIGN | STAFF | VAULT NO. | # |
| CHECKED | SUPV. | | |

Layout Tab Name: Layout19, Images: 106816.JPG; 109810.JPG; 109814.JPG; 109816.JPG; 109816.JPG; 112810.JPG; 112814.JPG; 112816.JPG; 118814.JPG; 118816.JPG; 118820.JPG; 121814.JPG; P:\Public\PFung\RRFB ATP Grant application\AutoCAD\RRFB layout plan.dwg, Plotted By: pfung, Plotted: May 26, 2015 - 10:45am



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CROSSWALK IMPROVEMENTS
 KING ST & KIRBY ST

| | | | |
|---------|-------------|-----------|----------|
| DATE | 4/27/2015 | SCALE | 1"=40' |
| DRAWN | ENGR. TECH. | SHEET | 19 OF 24 |
| DESIGN | STAFF | VAULT NO. | # |
| CHECKED | SUPV. | | |

Layout Tab Name: Layout20, Images: 106816.JPG; 109810.JPG; 109812.JPG; 109814.JPG; 109815.JPG; 109816.JPG; 112810.JPG; 112814.JPG; 112816.JPG; 118814.JPG; 118816.JPG; 118818.JPG; 118820.JPG; 121814.JPG; P:\Public\Fung\RRFB ATP Grant application\AutoCAD\RRFB layout plan.dwg, Plotted By: pfung, Plotted: May 26, 2015 - 10:47am



**GRIND & STRIPE
NEW CROSSWALKS**

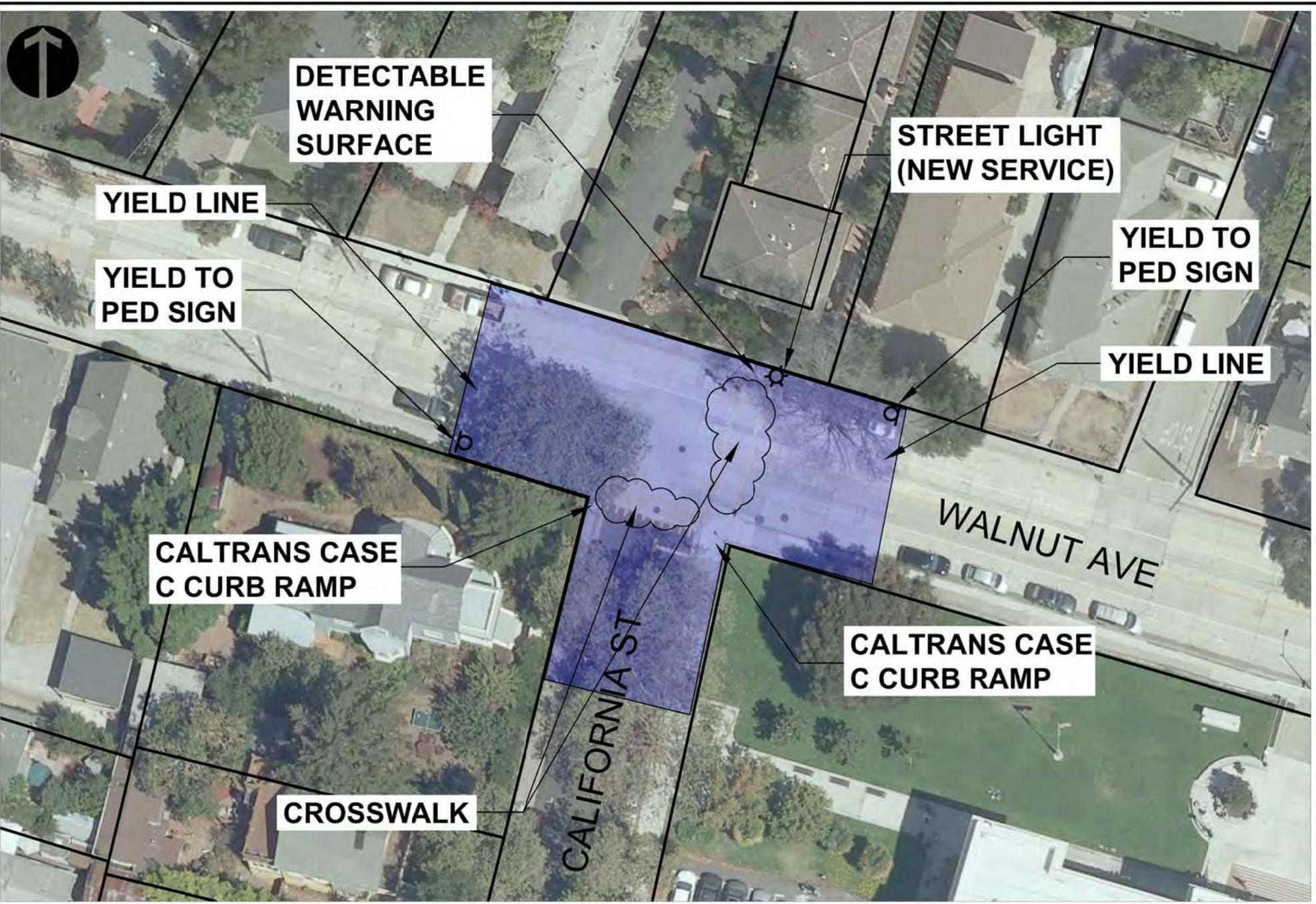


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CROSSWALK IMPROVEMENTS
KING ST & WALNUT AVE

| | | | |
|---------|-------------|-----------|----------|
| DATE | 4/27/2015 | SCALE | 1"=40' |
| DRAWN | ENGR. TECH. | SHEET | 20 OF 24 |
| DESIGN | STAFF | VAULT NO. | |
| CHECKED | SUPV. | # | |

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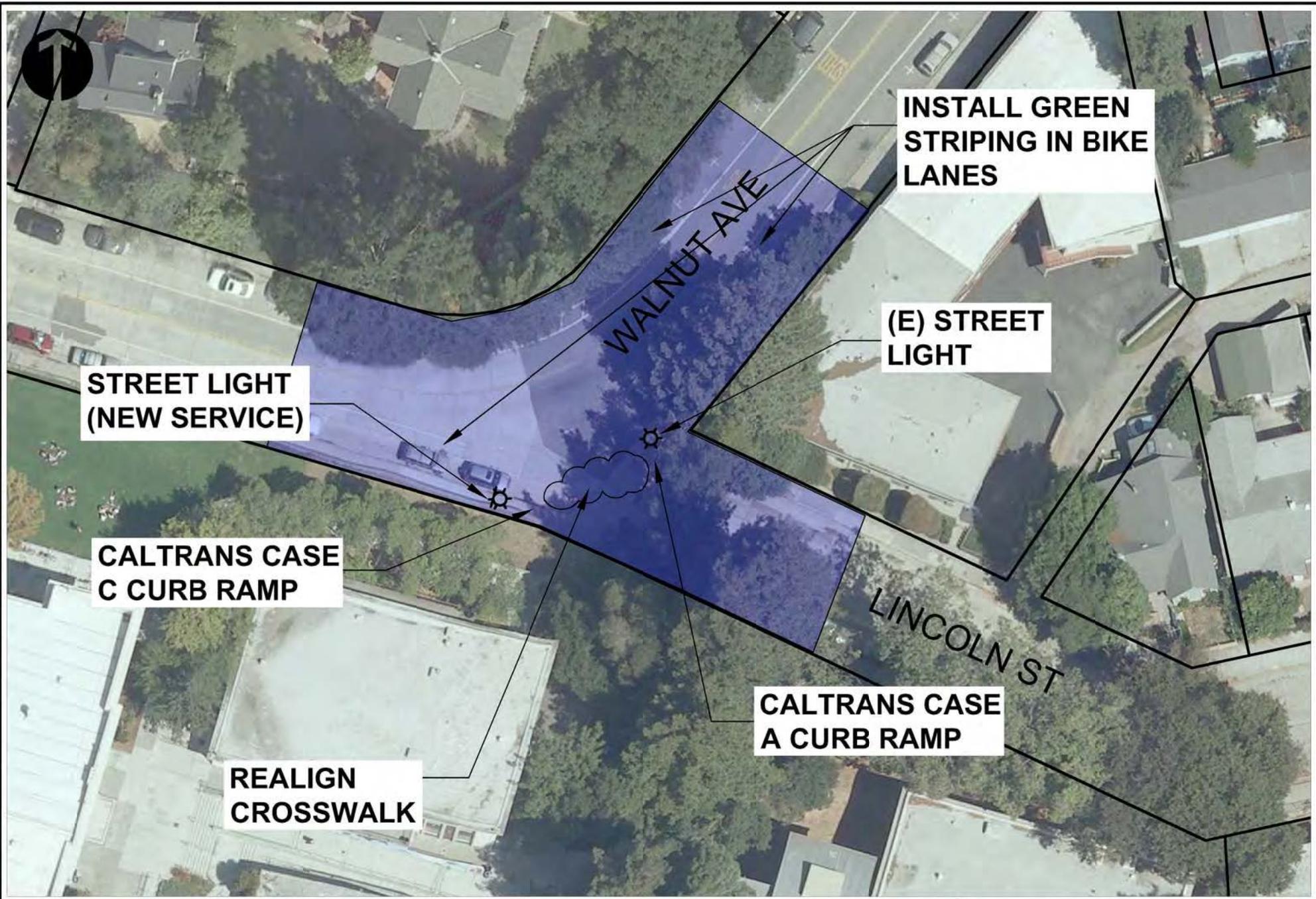


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CROSSWALK IMPROVEMENTS
 CALIFORNIA ST & WALNUT AVE

| | | | |
|---------|-------------|-----------|----------|
| DATE | 4/27/2015 | SCALE | 1"=40' |
| DRAWN | ENGR. TECH. | SHEET | 21 OF 24 |
| DESIGN | STAFF | VAULT NO. | # |
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Layout Tab Name: Layout22, Images: 106816.JPG; 109810.JPG; 109812.JPG; 109814.JPG; 109816.JPG; 112810.JPG; 112814.JPG; 112816.JPG; 118814.JPG; 118816.JPG; 118820.JPG; 121814.JPG; P:\Public\PFung\RRFB ATP Grant application\AutoCAD\RRFB layout plan.dwg, Plotted By: pfung, Plotted: May 26, 2015 - 10:48am

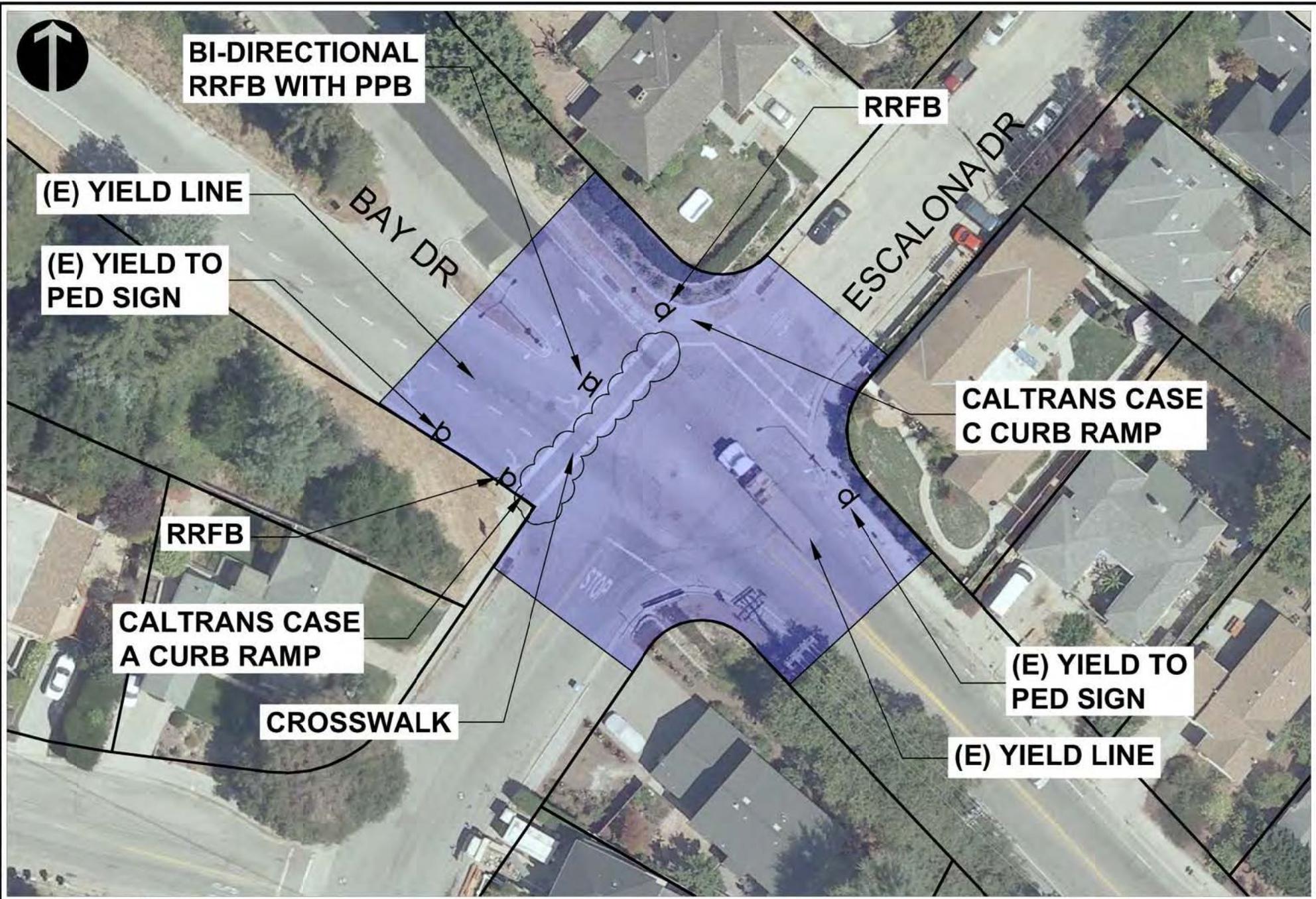


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CROSSWALK IMPROVEMENTS
 WALNUT AVE & LINCOLN ST

| | | | |
|---------|-------------|-----------|----------|
| DATE | 4/27/2015 | SCALE | 1"=40' |
| DRAWN | ENGR. TECH. | SHEET | 22 OF 24 |
| DESIGN | STAFF | VAULT NO. | # |
| CHECKED | SUPV. | | |

Layout Tab Name: Layout23, Images: 106816.JPG; 109810.JPG; 109814.JPG; 109816.JPG; 109816.JPG; 112810.JPG; 112814.JPG; 112816.JPG; 118814.JPG; 118816.JPG; 118820.JPG; 121814.JPG; P:\Public\Fung\RRFB ATP Grant application\AutoCAD\RRFB layout plan.dwg, Plotted By: pfung, Plotted: May 26, 2015 - 10:48am



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CROSSWALK IMPROVEMENTS
 BAY DR & ESCALONA DR

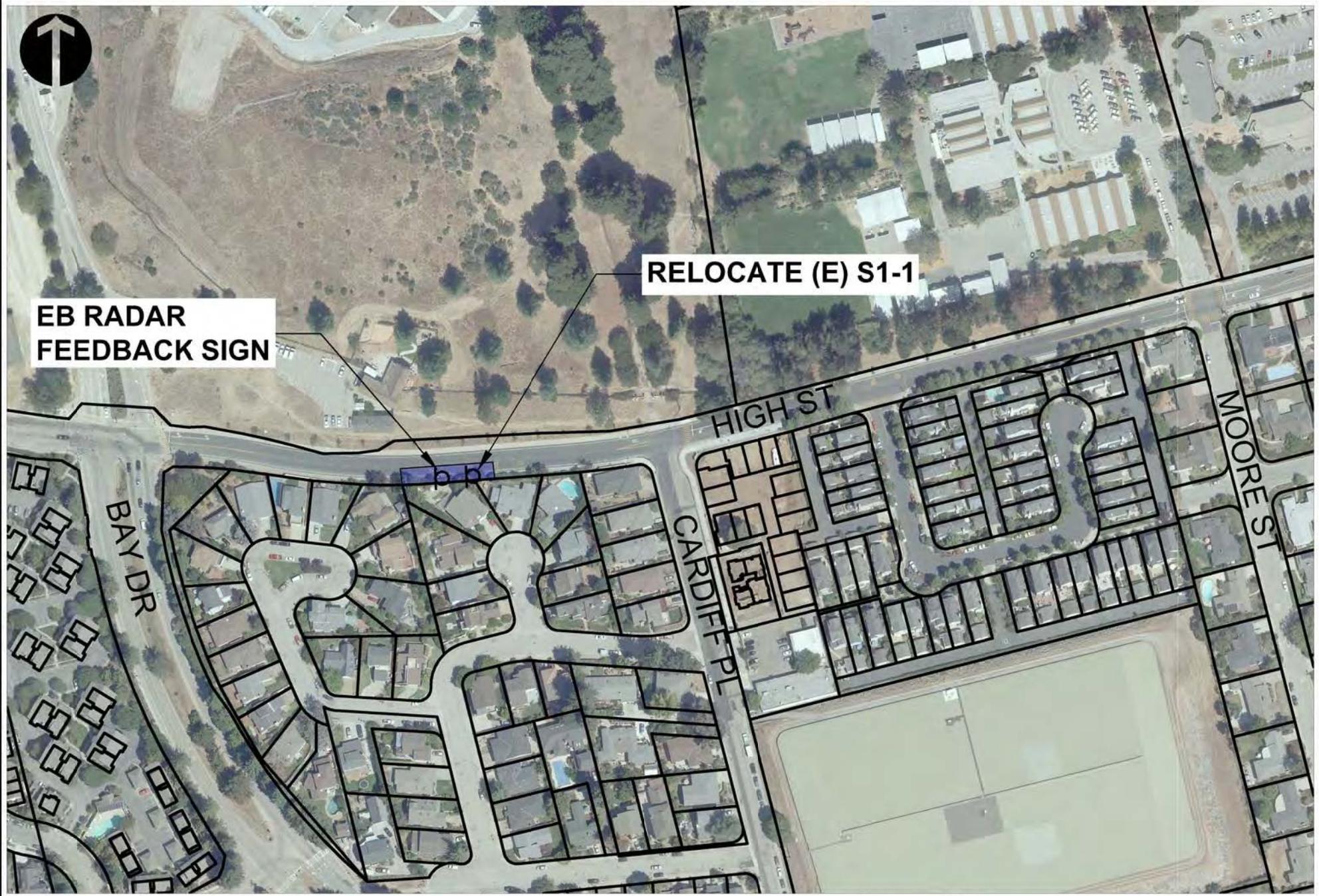
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| DESIGN | STAFF | VAULT NO. | # |
| CHECKED | SUPV. | | |

Layout Tab Name: Layout24, Images: 106816.JPG; 109810.JPG; 109812.JPG; 109814.JPG; 109816.JPG; 112810.JPG; 112814.JPG; 112816.JPG; 118814.JPG; 118816.JPG; 118818.JPG; 118820.JPG; 121814.JPG; P:\Public\Fung\RRFB ATP Grant application\AutoCAD\RRFB layout plan.dwg, Plotted By: pfung, Plotted: May 26, 2015 - 10:49am



**EB RADAR
FEEDBACK SIGN**

RELOCATE (E) S1-1



CITY OF
SANTA CRUZ
PUBLIC WORKS DEPARTMENT
809 Center Street, Room 201
Santa Cruz, CA 95060

**RADAR FEEDBACK SIGN
HIGH ST
BETWEEN BAY DR & CARDIFF PL**

| | | | |
|---------|-------------|-----------|----------|
| DATE | 4/27/2015 | SCALE | 1"=200' |
| DRAWN | ENGR. TECH. | SHEET | 24 OF 24 |
| DESIGN | STAFF | VAULT NO. | # |
| CHECKED | SUPV. | | |

ATTACHMENT F

PHOTOS OF EXISTING CONDITIONS



Santa Cruz High School

Location: Walnut Ave and Lincoln St

Improvements: Install high visibility crosswalk. Install green bicycle lane in conflict zone. Add signage, striping, curb ramps



Figure 1 Looking towards school



Figure 3 Looking towards school and conflict zone



Figure 2 Looking east and at bicycle conflict zone

Santa Cruz High School

Location: California St and Walnut Ave

Improvements: Signage and striping



Figure 5 Intersection detail



Figure 4 Looking north

Mission Hill Middle School

Location: King St and Kirby St

Improvements: Signage and striping



Figure 8 Looking west on King St



Figure 7 Looking south from Kirby to King



Figure 6 Looking west on King St at Kirby

Mission Hill Middle School

Location: King St and Walnut Ave

Improvements: Crosswalk striping



Figure 9 Looking west

Westlake Elementary School

Location: Bay St and Escalona

Improvements: Install Rectangular Rapid Flashing Beacon (RRFB), signage, striping



Figure 11 Looking north on Bay



Figure 10 Looking south on Bay

Westlake Elementary School

Location: High St between Bay and Cardiff

Improvements: Install speed feedback sign



Figure 13 Looking west on High St



Figure 12 Looking east on High St

Bay View Elementary School

Location: Bay St and Toledo St

Improvements: Install speed feedback sign



Figure 15 Looking north on Bay St



Figure 14 Looking south on Bay St

Bay View Elementary School

Location: Bay St and Seaside St

Improvements: Install RRFB, signage, new curb ramps, and striping



Figure 17 Looking south on Bay St



Figure 16 Looking South on Bay St at Seaside

Bay View Elementary School

Location: Seaside St and Dufour

Improvements: Install crosswalks



Figure 19 Looking north



Figure 18 Looking north

Bay View Elementary School

Location: Dufour St and California St

Improvements: Install RRFB, crosswalk, add new curb ramps, signage, striping.



Figure 21 Looking south from Dufour to California



Figure 20 Looking north from Dufour across California

Branciforte Middle School

Location: North Branciforte & Berkeley St

Improvements: Install RRFB, crosswalk, add new curb ramps, signage, striping



Figure 23 Looking west at Berkeley from North Branciforte



Figure 22 Looking south from North Branciforte towards Berkeley

Branciforte Middle School

Location: Water St and Seabright St

Improvements: Install RRFB, crosswalk, add new curb ramps, signage, striping



Figure 24 Looking east on Water towards Seabright



Figure 25 Looking east



Figure 26 Looking south towards Seabright

Branciforte Middle School

Location: Poplar Ave and Hammond Ave

Improvements: Install high visibility crosswalk, add new curb ramps, signage, yield line



Figure 27 Looking south from Hammond at Poplar towards school campus



Figure 28 Looking from school campus towards Hammond. Cars park in crosswalk

Branciforte Middle School

Location: Water St and Poplar Ave

Improvements: Install bulb-out and new curb ramps.
Install RRFB, signage, striping.



Figure 30 Looking west from Water towards Poplar



Figure 31 Looking east from Water towards Poplar



Figure 29 Looking north from Water towards Poplar

Branciforte Middle School

Location: Fairmount Ave and Dellview

Improvements: Install new curbs ramps, striping.



Figure 33 Looking east



Figure 32 Looking west

Branciforte Middle School

Location: Morrissey Blvd and Hammond

Improvements: Install RRFB, crosswalk, add new curb ramps, signage, striping, street lighting



Figure 34 Looking north



Figure 36 Looking south



Figure 35 Looking east

DeLaveaga Elementary School

Location: Morrissey Blvd between Park Way and Heather Ct

Improvements: Install speed feedback sign



Figure 38 Looking towards school campus



Figure 37 Looking away from school campus

Gault Elementary School

Location: Broadway Corridor and all minor East-West Street Crossings

Improvements: Install crosswalks



Figure 39 Students walking on the Broadway corridor to Gault



Figure 40 Looking east from Broadway



Figure 41 Former Gault Walking School Bus on the Broadway corridor

Gault Elementary School

Location: Darwin and Hanover

Improvements: Install crosswalk, add new curb ramps, signage, and striping



Figure 42 Currently there are no crosswalks present



Figure 44 Connection from pedestrian path



Figure 43 Pedestrian path is currently blocked. Curb cut and sidewalk will connect this path via a safe crossing

Gault Elementary School

Location: Seabright Ave and Effey

Improvements: Install RRFB, crosswalk, add new curb ramps, signage, striping, street lighting



Figure 46 Looking north on Seabright across Effey



Figure 47 Looking south on Seabright across Effey



Figure 45 Looking west on Effey across Seabright

Gault Elementary School

Location: Broadway and Sumner St

Improvements: Install RRFB, high visibility crosswalk, new curb ramps, signage, striping



Figure 48 Looking north from Sumner across Broadway to the corner of the school campus. There is no marked crosswalk here to access the campus.



Figure 49 Looking north on Broadway from Sumner showing the lack of crosswalk to access the campus

Gault Elementary School

Location: Broadway between Cayuga and Seabright Ave

Improvements: Install speed feedback sign



Figure 50 Looking west on Broadway



Figure 51 Looking east on Broadway towards the campus

Gault Elementary School

Location: Seabright Ave between Broadway and Windsor St

Improvements: Install speed feedback sign



Figure 52 Looking south on Seabright



Figure 54 Looking north on Seabright towards school campus

Harbor High School

Location: La Fonda Ave and Park Way Path

Improvements: Install RRFB, pedestrian lighting, signage, striping



Figure 56 Looking north on La Fonda Ave



Figure 55 Looking from Park Way pedestrian path across La Fonda Ave

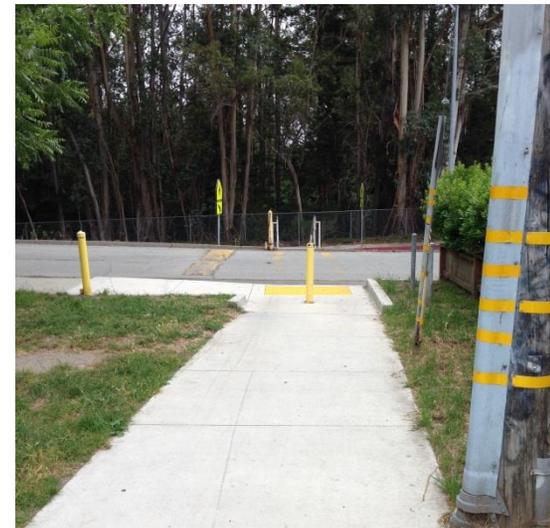


Figure 57 Park Way pedestrian path that connects to La Fonda Ave and Harbor High School

ATTACHMENT G

PROJECT ESTIMATE



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: | City of Santa Cruz | | |
| Application ID: | 05- Santa Cruz- 2 | Prepared by: | Nathan Nguyen |
| Project Description: | Crossing Improvements | | |
| Project Location: | Citywide | | |

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 | Traffic Control | 1 | LS | \$76,000.00 | \$76,000 | 100% | \$760 | | | | | | |
| 2 | Curb Ramps | 30 | EA | \$7,500.00 | \$225,000 | 100% | \$2,250 | | | | | | |
| 3 | Signs | 1 | LS | \$29,100.00 | \$29,100 | 100% | \$291 | | | | | | |
| 4 | Striping | 1 | LS | \$82,400.00 | \$82,400 | 100% | \$824 | | | | | | |
| 5 | RRFB System | 10 | EA | \$22,000.00 | \$220,000 | 100% | \$2,200 | | | | | | |
| 6 | Radar Feedback Signs | 6 | EA | \$6,000.00 | \$36,000 | 100% | \$360 | | | | | | |
| 7 | Poles and Lighting | 1 | LS | \$320,500.00 | \$320,500 | 100% | \$3,205 | | | | | | |
| 8 | | | | | | | | | | | | | |
| 9 | | | | | | | | | | | | | |
| 10 | | | | | | | | | | | | | |
| 11 | | | | | | | | | | | | | |
| 12 | | | | | | | | | | | | | |
| 13 | | | | | | | | | | | | | |
| 14 | | | | | | | | | | | | | |
| 15 | | | | | | | | | | | | | |
| 16 | | | | | | | | | | | | | |
| Subtotal of Construction Items: | | | | | \$989,000 | | \$9,890 | | | | | | |
| | | | | Construction Item Contingencies (% of Construction Items); Enter in the cell to the right | 10.00% | | | | | | | | |
| | | | | | Total (Construction Items & Contingencies) cost: | | | | | | | | \$1,087,900 |

Project Cost Estimate:

| Type of Project Delivery Cost | Cost \$ | | |
|---|-----------|---------------|----------------------|
| Preliminary Engineering (PE) | | | |
| Environmental Studies and Permits(PA&ED): | \$ | 10,000 | |
| Plans, Specifications and Estimates (PS&E): | \$ | 80,000 | |
| Total PE: | \$ | 90,000 | 8.27% 25% Max |

Right of Way (RW)

| | | |
|-----------------------------|-----------|--------------|
| Right of Way Engineering: | \$ | 1,000 |
| Acquisitions and Utilities: | \$ | - |
| Total RW: | \$ | 1,000 |

Construction (CON)

| | | | |
|---|-----------|------------------|----------------------|
| Construction Engineering (CE): | \$ | 60,000 | 5.23% 15% Max |
| Total Construction Items & Contingencies: | | \$1,087,900 | |
| Total CON: | \$ | 1,147,900 | |

| | | |
|-------------------------------------|-----------|------------------|
| Total Project Cost Estimate: | \$ | 1,238,900 |
|-------------------------------------|-----------|------------------|

ATTACHMENT H

NON-INFRASTRUCTURE WORK PLAN (22-R FORM)



Exhibit 22-R ATP Non-Infrastructure Project Work Plan

Fill in the following items:

| | |
|----------------------------------|--|
| Date: (1) | 14-May-15 |
| Project Number: (2) | |
| Project Location(s): (3a) | City of Santa Cruz - Santa Cruz City School District |
| " " (3b) | |
| " " (3c) | |
| Project Description: (4) | Implement infrastrucrure improvements at 8 schools sites to improve safety and crossings; Complement this effort with pedestrian and bicycle safety and encouragement activities to students and parents in school community |

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" | Education: Bicycle and Pedestrian Safety Education; Curriculum Development | Aug-2016 | Junev 2018 | \$ 102,493.49 |
| Task "B" | Encouragement: Monthly and BiAnnual Bike/Walk to School Events plus parent engagement | Aug. 2016 | Jun-2018 | \$ 89,795.20 |
| Task "C" | Evaluation: Parent Surveys and Student Mode Tallies | Aug. 2016 | Jun-2018 | \$ 32,711.31 |
| Task "D" | | | | \$ - |
| Task "E" | | | | \$ - |
| Task "F" | | | | \$ - |
| Task "G" | | | | \$ - |
| Task "H" | | | | \$ - |
| Task "I" | | | | \$ - |
| Task "J" | | | | \$ - |
| GRAND TOTAL | | | | \$ 225,000.00 |

| TASK "A" DETAIL | | | | |
|---|--|---|----------------------|----------------------|
| Task Name (5a): | | Education: Bicycle and Pedestrian Safety Education; Curriculum Development | | |
| Task Summary (5b): | | In-class and on the blacktop/sidewalk bike and pedestrian safety education/rodeo; Curriculum Development to align with Core Stand | | |
| Task Schedule (5c): | | Start Date : Aug-2016 | End Date: Junev 2018 | |
| Activities (6a): | | Deliverables (6b): | | |
| 1. | Plan, Schedule and Promote Bike Smart! Youth Bike Safety Training Activities at 4 schools | Announcements | | |
| 2. | Deliver Bike Smart! Youth Bicycle Safety Training - in-classroom and on-bike rodeo portion (15 classrooms per school year for 2 years) | Presentation materials, fliers, classroom roster of participants, photos | | |
| 3. | Plan, Schedule and Promote Walk Smart! Youth Pedestrian Safety Training Activities at 4 schools | Announcements | | |
| 4. | Deliver Walk Smart! Youth Pedestrian Safety Training - in-classroom and on-street portion (15 classrooms per school year for 2 years) | Presentation materials, fliers, classroom roster of participants, photos | | |
| 5. | Research existing curriculum ; Develop and deliver education packets using Core Standards (15 2nd-grade classrooms and 15 5th-grade classrooms per school year for 2 years) | Educational Packets | | |
| 6. | Plan, Schedule and Promote Middle/High School Fall Bicycle Safety Training at 3 schools | Announcements | | |
| 7. | Deliver Middle/High School Fall Safety Training (3 schools for 2 years) | Presentation materials, fliers, roster of participating classes, photos | | |
| 8. | | | | |
| 9. | | | | |
| 10. | | | | |
| Staff Costs: | | | | |
| Staff Title (7a): | | Annual Hours (7b) | Rate Per Hour (7c) | Total \$ |
| Party 1 - | Assistant Program Coordinator | 560 | \$43.26 | \$ 24,225.60 |
| Party 2 - | Program Specialist | 424 | \$54.59 | \$ 23,146.16 |
| Party 3 - | Program Specialist II | 200 | \$58.20 | \$ 11,640.00 |
| Party 4 - | H.S.A. -Health Educator | 142 | \$56.44 | \$ 8,014.48 |
| Party 5 - | H.S.A. - Senior Health Educator | 80 | \$42.68 | \$ 3,414.40 |
| Party 6 - | H.S.A.- Health Program Specialist | 175 | \$47.78 | \$ 8,361.50 |
| Subtotal Party Costs (6d): | | | | \$ 78,802.14 |
| Indirect Costs (6e): | | | | |
| Total Staff Costs (6f): | | | | \$ 78,802.14 |
| Task Notes (8): | | | | |
| | | | | |
| 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): | \$ | 687.35 |
| | | Equipment (9b): | \$ | 2,800.00 |
| | | Supplies/Materials (9c): | \$ | 4,983.00 |
| | | Incentives (9d): | \$ | 10,721.00 |
| | | Other Direct Costs (9e): | \$ | 4,500.00 |
| | | " " (9f): | \$ | - |
| Total Other Costs (9g): | | | | \$ 23,691.35 |
| TASK GRAND TOTAL (10g): | | | | \$ 102,493.49 |

Task "A" Other Costs:

Itemized Travel Cost (8a)

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

Travel (8a)

| Type of Travel | | Quantity | Total \$ |
|---------------------------|---|----------|------------------|
| 1. | To School Sites Throughout Santa Cruz (B.S./W.S.) | 750 | \$ 431 |
| 2. | School sites (H.S.A.) | 466 | \$ 256 |
| 3. | | | \$ - |
| 4. | | | \$ - |
| 5. | | | \$ - |
| 6. | | | \$ - |
| 7. | | | \$ - |
| 8. | | | \$ - |
| 9. | | | \$ - |
| 10. | | | \$ - |
| 11. | | | \$ - |
| 12. | | | \$ - |
| 13. | | | \$ - |
| 14. | | | \$ - |
| 15. | | | \$ - |
| 16. | | | \$ - |
| 17. | | | \$ - |
| 18. | | | \$ - |
| 19. | | | \$ - |
| 20. | | | \$ - |
| Total | | 1216 | \$ 687 |
| Total Travel Cost: | | | \$ 687.35 |

Itemized Equipment Cost (8b)

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

Equipment (8b)

| Type of Equipment | | Quantity | Units | Unit Cost \$ | Total \$ |
|------------------------------|--|----------|-------|--------------|--------------------|
| 1. | Bikes (B.S.) | 10 | | 100 | \$ 1,000.00 |
| 2. | Helmets (B.S.) | 30 | | 10 | \$ 300.00 |
| 3. | Rodeo Staff Shirts (B.S.) | 20 | | 15 | \$ 300.00 |
| 4. | Bike Maintenance Costs (B.S.) | 15 | | 50 | \$ 750.00 |
| 5. | Rodeo Equipment Repairs (B.S.) | 5 | | 50 | \$ 250.00 |
| 6. | Pedestrian Safety Materials (stop paddles, safety cones, rain gear, identification badges, safety vests, etc) (W.S.) | 20 | | 10 | \$ 200.00 |
| 7. | | | | | \$ - |
| 8. | | | | | \$ - |
| 9. | | | | | \$ - |
| 10. | | | | | \$ - |
| 11. | | | | | \$ - |
| 12. | | | | | \$ - |
| 13. | | | | | \$ - |
| 14. | | | | | \$ - |
| 15. | | | | | \$ - |
| 16. | | | | | \$ - |
| 17. | | | | | \$ - |
| 18. | | | | | \$ - |
| 19. | | | | | \$ - |
| 20. | | | | | \$ - |
| Total: | | 100 | | \$235 | \$ 2,800.00 |
| Total Equipment Cost: | | | | | \$ 2,800.00 |

Itemized Supplies/Materials Cost (8c)

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

Supplies/Materials (8c)

| Type of Supplies/Materials | | Quantity | Units | Unit Cost \$ | Total \$ |
|---------------------------------------|--------------------------------|----------|-------|--------------|--------------------|
| 1. | Duplication (H.S.A.) | 400 | | \$1 | \$ 400.00 |
| 2. | Educational Packets(H.S.A.) | 30 | | \$89 | \$ 2,664.00 |
| 3. | Educational Materials (H.S.A.) | 400 | | \$1 | \$ 400.00 |
| 4. | Sidewalk Chalk (B.S) | 3 | | \$25 | \$ 75.00 |
| 5. | Helmet Filters (B.S) | 5 | | \$25 | \$ 125.00 |
| 6. | Paper Reams (B.S.) | 5 | | \$20 | \$ 100.00 |
| 7. | Tables (B.S.) | 6 | | \$25 | \$ 150.00 |
| 8. | Printing Costs (B.S./W.S.) | 4276 | | \$0 | \$ 1,069.00 |
| 9. | | | | | \$ - |
| 10. | | | | | \$ - |
| 11. | | | | | \$ - |
| 12. | | | | | \$ - |
| 13. | | | | | \$ - |
| 14. | | | | | \$ - |
| 15. | | | | | \$ - |
| 16. | | | | | \$ - |
| 17. | | | | | \$ - |
| 18. | | | | | \$ - |
| 19. | | | | | \$ - |
| 20. | | | | | \$ - |
| Total: | | 5125 | | \$186 | \$ 4,983.00 |
| Total Supplies/Materials Cost: | | | | | \$ 4,983.00 |

Itemized Incentives Cost (8d)

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

Incentives (8d)

| Type of Incentives | | Quantity | Units | Unit Cost \$ | Total \$ |
|-------------------------------|--|----------|-------|--------------|---------------------|
| 1. | Pencils and stickers with safety message (H.S.A.) | 600 | | 1 | \$ 600.00 |
| 2. | Pencils (B.S./W.S.) | 1920 | | 0.3 | \$ 576.00 |
| 3. | Stickers (B.S./W.S.) | 1500 | | 1 | \$ 1,500.00 |
| 4. | Lights (B.S.) | 160 | | 10 | \$ 1,600.00 |
| 5. | Bells (B.S.) | 128 | | 5 | \$ 640.00 |
| 6. | Locks (B.S) | 128 | | 10 | \$ 1,280.00 |
| 7. | Safety Theme Erasers (B.S/W.S.) | 400 | | 1 | \$ 400.00 |
| 8. | Snack Bars (B.S/W.S.) | 3500 | | 0.55 | \$ 1,925.00 |
| 9. | Reflective Gear (Zipper Pulls, Sneaker Tags, Shoelaces) (W.S.) | 150 | | 10 | \$ 1,500.00 |
| 10. | Pedometers (W.S.) | 100 | | 5 | \$ 500.00 |
| 11. | Award Certificates (W.S.) | 400 | | 0.5 | \$ 200.00 |
| 12. | | | | | \$ - |
| 13. | | | | | \$ - |
| 14. | | | | | \$ - |
| 15. | | | | | \$ - |
| 16. | | | | | \$ - |
| 17. | | | | | \$ - |
| 18. | | | | | \$ - |
| 19. | | | | | \$ - |
| 20. | | | | | \$ - |
| Total: | | 8986 | | \$44 | \$ 10,721.00 |
| Total Incentives Cost: | | | | | \$ 10,721.00 |

Task "A" Other Costs:

| Itemized Other Direct Costs (8e) | | | | |
|--|----------|-------|--------------|--------------------|
| Please provide an itemized "other" cost estimate for all other costs applicable to each task | | | | |
| Other Direct Costs (8e) | | | | |
| Type of Other Direct Costs | Quantity | Units | Unit Cost \$ | Total \$ |
| 1. Sub-contractor (speaker/stunt) | 100 | 100 | 45 | \$ 4,500.00 |
| 2. | | | | \$ - |
| 3. | | | | \$ - |
| 4. | | | | \$ - |
| 5. | | | | \$ - |
| 6. | | | | \$ - |
| 7. | | | | \$ - |
| 8. | | | | \$ - |
| 9. | | | | \$ - |
| 10. | | | | \$ - |
| 11. | | | | \$ - |
| 12. | | | | \$ - |
| 13. | | | | \$ - |
| 14. | | | | \$ - |
| 15. | | | | \$ - |
| 16. | | | | \$ - |
| 17. | | | | \$ - |
| 18. | | | | \$ - |
| 19. | | | | \$ - |
| 20. | | | | \$ - |
| Total: | 100 | | \$45 | \$ 4,500.00 |
| Total Other Direct Cost: | | | | \$ 4,500.00 |

| Itemized Other Direct Costs (8f) | | | | |
|---|----------|-------|--------------|-------------|
| Please provide an itemized "other direct" cost estimate for all other costs applicable to each task | | | | |
| Other Direct Costs (8f) | | | | |
| 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 "B" DETAIL | | | | |
|---|--|---|--------------------|---------------------|
| Task Name (5a): | | Encouragement: Monthly and BiAnnual Bike/Walk to School Events plus parent engagement | | |
| Task Summary (5b): | | Promote & implement bike/walk to school activities with incentives and breakfast treats to reward and encourage active tran | | |
| Task Schedule (5c): | | Start Date : Aug. 2016 | End Date: | Jun-2018 |
| Activities and Deliverables: | | | | |
| Activities (6a): | | Deliverables (6b): | | |
| 1. | Plan, Schedule and Promote Monthly Bike/Walk to School event (8 schools) | Fliers | | |
| 2. | Deliver Monthly Bike/Walk to School event (8 schools) | Sign in Lists, photos | | |
| 3. | Plan, Schedule and Promote BiAnnual Bike/Walk to School event (2 schools) | Fliers | | |
| 4. | Deliver BiAnnual Bike/Walk to School event (2 schools) | Sign in Lists, photos | | |
| 5. | Attend and outreach at a variety of school events for parents and students (8 schools) | Fliers, handouts, banners, & other promotional items | | |
| 6. | | | | |
| 7. | | | | |
| 8. | | | | |
| 9. | | | | |
| 10. | | | | |
| Staff Costs: | | | | |
| Staff Title (7a): | | Annual Hours (7b) | Rate Per Hour (7c) | Total \$ |
| Party 1 - | Assistant Program Coordinator | 280 | \$43.26 | \$ 12,112.80 |
| Party 2 - | Program Specialist | 200 | \$54.59 | \$ 10,918.00 |
| Party 3 - | Program Specialist II | 550 | \$58.20 | \$ 32,010.00 |
| Party 4 - | Senior Program Specialist | 150 | \$71.42 | \$ 10,713.00 |
| Party 5 - | Vice President | 100 | \$95.73 | \$ 9,573.00 |
| Party 6 - | | | | \$ - |
| Subtotal Party Costs (6d): | | | | \$ 75,326.80 |
| Indirect Costs (6e): | | | | |
| Total Staff Costs (6f): | | | | \$ 75,326.80 |
| Task Notes (8): | | | | |
| | | | | |
| 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: <div style="border: 1px solid black; padding: 2px; display: inline-block;">Itemized "Other Costs" Section</div> | | Travel (9a): | \$ | - |
| | | Equipment (9b): | \$ | 680.00 |
| | | Supplies/Materials (9c): | \$ | 320.00 |
| | | Incentives (9d): | \$ | 13,468.40 |
| | | Other Direct Costs (9e): | \$ | - |
| | | " " (9f): | \$ | - |
| Total Other Costs (9g): | | | | \$ 14,468.40 |
| TASK GRAND TOTAL (10g): | | | | \$ 89,795.20 |

Task "B" Other Costs:

Itemized Travel Cost (8a)

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

Travel (8a)

| Type of Travel | | Quantity | Total \$ |
|---------------------------|------------|----------|-------------|
| 1. | To Schools | | \$ - |
| 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 (8b)

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

Equipment (8b)

| Type of Equipment | | Quantity | Units | Unit Cost \$ | Total \$ |
|------------------------------|---------------------|----------|-------|--------------|------------------|
| 1. | School site banners | 10 | each | 50 | \$ 500.00 |
| 2. | School site signage | 20 | each | 9 | \$ 180.00 |
| 3. | | | | | \$ - |
| 4. | | | | | \$ - |
| 5. | | | | | \$ - |
| 6. | | | | | \$ - |
| 7. | | | | | \$ - |
| 8. | | | | | \$ - |
| 9. | | | | | \$ - |
| 10. | | | | | \$ - |
| 11. | | | | | \$ - |
| 12. | | | | | \$ - |
| 13. | | | | | \$ - |
| 14. | | | | | \$ - |
| 15. | | | | | \$ - |
| 16. | | | | | \$ - |
| 17. | | | | | \$ - |
| 18. | | | | | \$ - |
| 19. | | | | | \$ - |
| 20. | | | | | \$ - |
| Total: | | 30 | | \$59 | \$ 680.00 |
| Total Equipment Cost: | | | | | \$ 680.00 |

Itemized Supplies/Materials Cost (8c)

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

Supplies/Materials (8c)

| Type of Supplies/Materials | | Quantity | Units | Unit Cost \$ | Total \$ |
|---------------------------------------|------------------------------|----------|-------|--------------|------------------|
| 1. | Office supplies such as pens | 100 | each | \$0 | \$ 20.00 |
| 2. | Printing | 1000 | each | \$0 | \$ 190.00 |
| 3. | Posters | 200 | each | \$1 | \$ 110.00 |
| 4. | | | | | \$ - |
| 5. | | | | | \$ - |
| 6. | | | | | \$ - |
| 7. | | | | | \$ - |
| 8. | | | | | \$ - |
| 9. | | | | | \$ - |
| 10. | | | | | \$ - |
| 11. | | | | | \$ - |
| 12. | | | | | \$ - |
| 13. | | | | | \$ - |
| 14. | | | | | \$ - |
| 15. | | | | | \$ - |
| 16. | | | | | \$ - |
| 17. | | | | | \$ - |
| 18. | | | | | \$ - |
| 19. | | | | | \$ - |
| 20. | | | | | \$ - |
| Total: | | 1300 | | \$1 | \$ 320.00 |
| Total Supplies/Materials Cost: | | | | | \$ 320.00 |

Itemized Incentives Cost (8d)

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

Incentives (8d)

| Type of Incentives | | Quantity | Units | Unit Cost \$ | Total \$ |
|-------------------------------|-----------------|----------|-------|--------------|---------------------|
| 1. | stickers | 10500 | each | 0.35 | \$ 3,675.00 |
| 2. | Lights | 412 | each | 10 | \$ 4,120.00 |
| 3. | Reflective Gear | 200 | each | 0.6 | \$ 120.00 |
| 4. | Bells | 41 | each | 5 | \$ 205.00 |
| 5. | Locks | 35 | each | 10 | \$ 350.00 |
| 6. | Hats | 160 | each | 2.99 | \$ 478.40 |
| 7. | Laces | 200 | each | 10 | \$ 2,000.00 |
| 8. | Snack Bars | 4,000 | each | 0.55 | \$ 2,200.00 |
| 9. | Shirts | 40 | | 8 | \$ 320.00 |
| 10. | | | | | \$ - |
| 11. | | | | | \$ - |
| 12. | | | | | \$ - |
| 13. | | | | | \$ - |
| 14. | | | | | \$ - |
| 15. | | | | | \$ - |
| 16. | | | | | \$ - |
| 17. | | | | | \$ - |
| 18. | | | | | \$ - |
| 19. | | | | | \$ - |
| 20. | | | | | \$ - |
| Total: | | 15588 | | \$47 | \$ 13,468.40 |
| Total Incentives Cost: | | | | | \$ 13,468.40 |

Task "B" Other Costs:

Itemized Other Direct Costs (8e)

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

Other Direct Costs (8e)

| 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 (8f)

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

Other Direct Costs (8f)

| 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): | | Evaluation: Parent Surveys and Student Mode Tallies | | |
| Task Summary (5b): | | Conduct both Parent and Mode Surveys before and after program implementation | | |
| Task Schedule (5c): | | Start Date : Aug. 2016 | End Date: Jun-2018 | |
| Activities and Deliverables: | | | | |
| Activities (6a): | | Deliverables (6b): | | |
| 1. | Plan, schedule and print all survey material | Confirmation Schedule | | |
| 2. | Administer Student Mode Survey and Parent Surveys (10 schools pre-program; 10 schools Post Program) | List of completed surveys | | |
| 3. | Send all Surveys to National SRTS Center for compilation and analysis | Survey Reports from the National Center | | |
| 4. | Plan and conduct bicyclist and pedestrian safety observation surveys at the target schools pre/post program | Reports. | | |
| 5. | Implement survey and evaluation tools | Reports. | | |
| 6. | | | | |
| 7. | | | | |
| 8. | | | | |
| 9. | | | | |
| 10. | | | | |
| Staff Costs: | | | | |
| Staff Title (7a): | | Annual Hours (7b) | Rate Per Hour (7c) | Total \$ |
| Party 1 - | Program Coordinator | 150 | \$43.26 | \$ 6,489.00 |
| Party 2 - | Program Specialist | 195 | \$54.59 | \$ 10,645.05 |
| Party 3 - | Senior Program Specialist | 90 | \$71.42 | \$ 6,427.80 |
| Party 4 - | Senior Health Educator (H.S.A.) | 53 | \$42.68 | \$ 2,262.04 |
| Party 5 - | Health Educator (H.S.A.) | 40 | \$56.44 | \$ 2,257.60 |
| Party 6 - | Health Program Specialist (H.S.A.) | 39 | \$47.78 | \$ 1,863.42 |
| Party 7 - | St udent Worker (H.S.A.) | 40 | \$15.42 | \$ 616.80 |
| Subtotal Party Costs (6d): | | | | \$ 30,561.71 |
| Indirect Costs (6e): | | | | |
| Total Staff Costs (6f): | | | | \$ 30,561.71 |
| Task Notes (8): | | | | |
| | | | | |
| 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: <div style="border: 1px solid black; padding: 5px; display: inline-block;"> Itemized "Other Costs" Section </div> | | Travel (9a): | \$ | - |
| | | Equipment (9b): | \$ | - |
| | | Supplies/Materials (9c): | \$ | 2,149.60 |
| | | Incentives (9d): | \$ | - |
| | | Other Direct Costs (9e): | \$ | - |
| | | " " (9f): | \$ | - |
| | | Total Other Costs (9g): | \$ | 2,149.60 |
| TASK GRAND TOTAL (10g): | | | | \$ 32,711.31 |

Task "C" Other Costs:

Itemized Travel Cost (8a)

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

Travel (8a)

| Type of Travel | | 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 (8b)

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

Equipment (8b)

| 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 (8c)

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

Supplies/Materials (8c)

| Type of Supplies/Materials | | Quantity | Units | Unit Cost \$ | Total \$ |
|---------------------------------------|----------|----------|-------|--------------|-------------|
| 1. | Printing | 10748 | each | \$0 | \$ 2,149.60 |
| 2. | | | | | \$ - |
| 3. | | | | | \$ - |
| 4. | | | | | \$ - |
| 5. | | | | | \$ - |
| 6. | | | | | \$ - |
| 7. | | | | | \$ - |
| 8. | | | | | \$ - |
| 9. | | | | | \$ - |
| 10. | | | | | \$ - |
| 11. | | | | | \$ - |
| 12. | | | | | \$ - |
| 13. | | | | | \$ - |
| 14. | | | | | \$ - |
| 15. | | | | | \$ - |
| 16. | | | | | \$ - |
| 17. | | | | | \$ - |
| 18. | | | | | \$ - |
| 19. | | | | | \$ - |
| 20. | | | | | \$ - |
| Total: | | 10748 | | \$0 | \$ 2,149.60 |
| Total Supplies/Materials Cost: | | | | | \$ 2,149.60 |

Itemized Incentives Cost (8d)

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

Incentives (8d)

| 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 "C" Other Costs:

Itemized Other Direct Costs (8e)

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

Other Direct Costs (8e)

| 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 (8f)

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

Other Direct Costs (8f)

| 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

NARRATIVE QUESTIONS BACKUP INFORMATION



Pedestrian and Bicyclist Collision

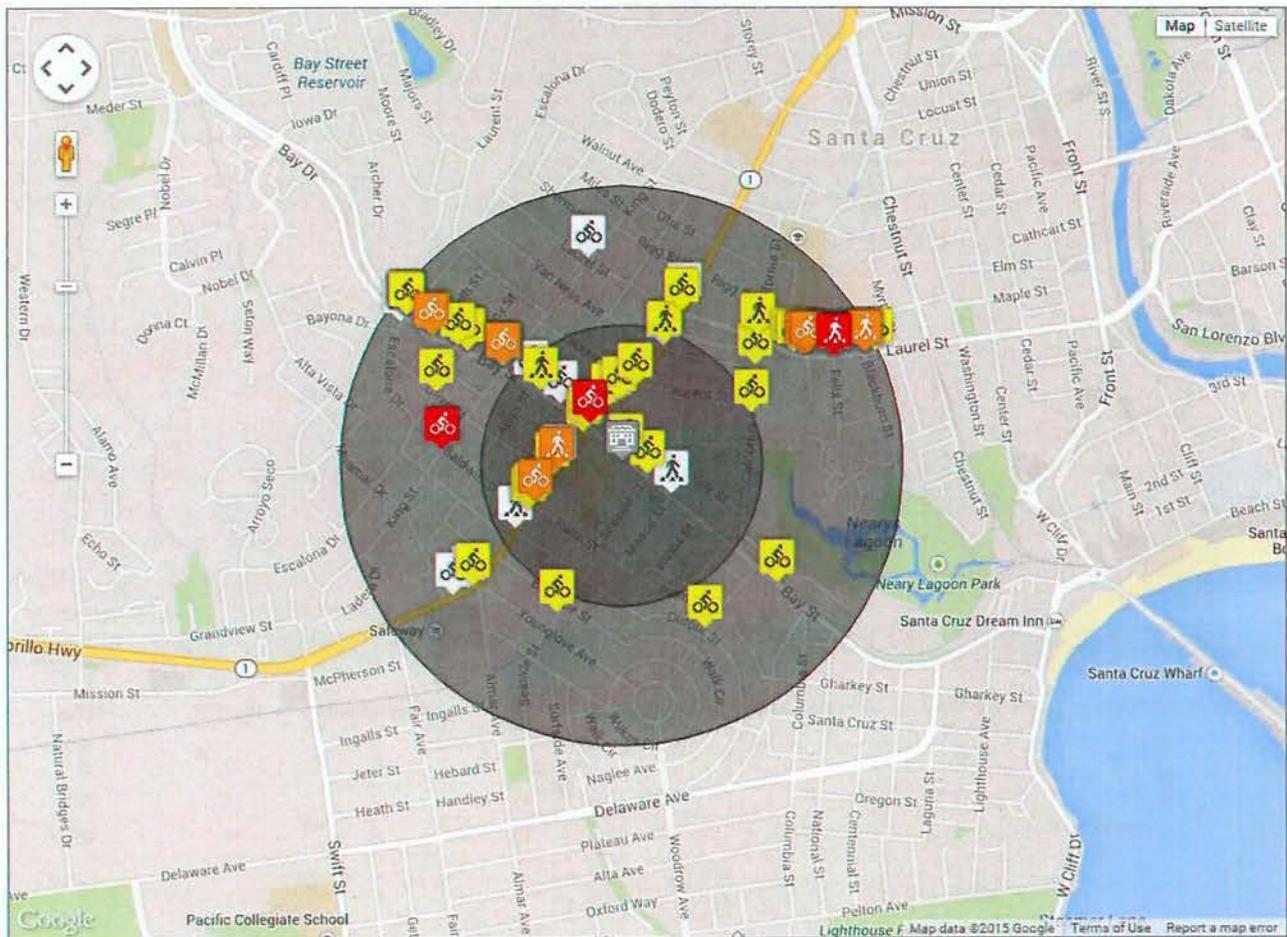
Date: 2007-2012

Source: TIMS Safe Routes to School Collision Map Viewer

Bay View Elementary

1231 Bay St. | Santa Cruz | Santa Cruz County | CDS: 44698156049860

Total Collision: 106 (19 Pedestrian; 87 Bicycle. 3 fatalities, 7 severe injuries)



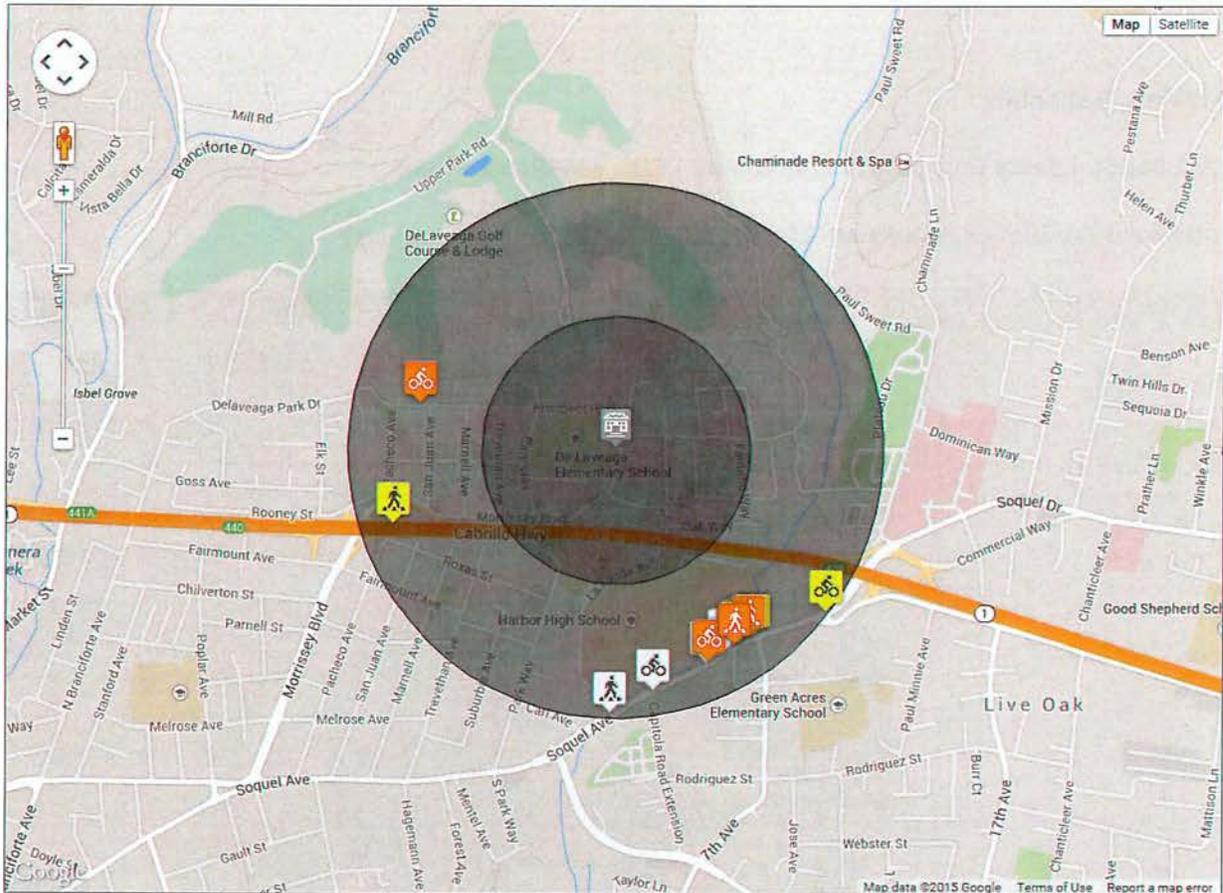
| Summary Statistics | | | | | | | |
|--------------------|----------|---------------|----------------|-------------------|------------|-----------|------------|
| Radius | Fatal | Severe Injury | Visible Injury | Complaint of Pain | Pedestrian | Bicycle | Total |
| < ¼ mi. | 1 | 2 | 14 | 12 | 9 | 20 | 29 |
| ¼ - ½ mi. | 2 | 5 | 49 | 21 | 10 | 67 | 77 |
| Total | 3 | 7 | 63 | 33 | 19 | 87 | 106 |

Attachment I-2

De Laveaga Elementary

1145 Morrissey Blvd. | Santa Cruz | Santa Cruz County | CDS: 44698156049886

Total Collision: 25 (9 Pedestrian; 16 Bicycle. 0 fatalities, 4 severe injuries)

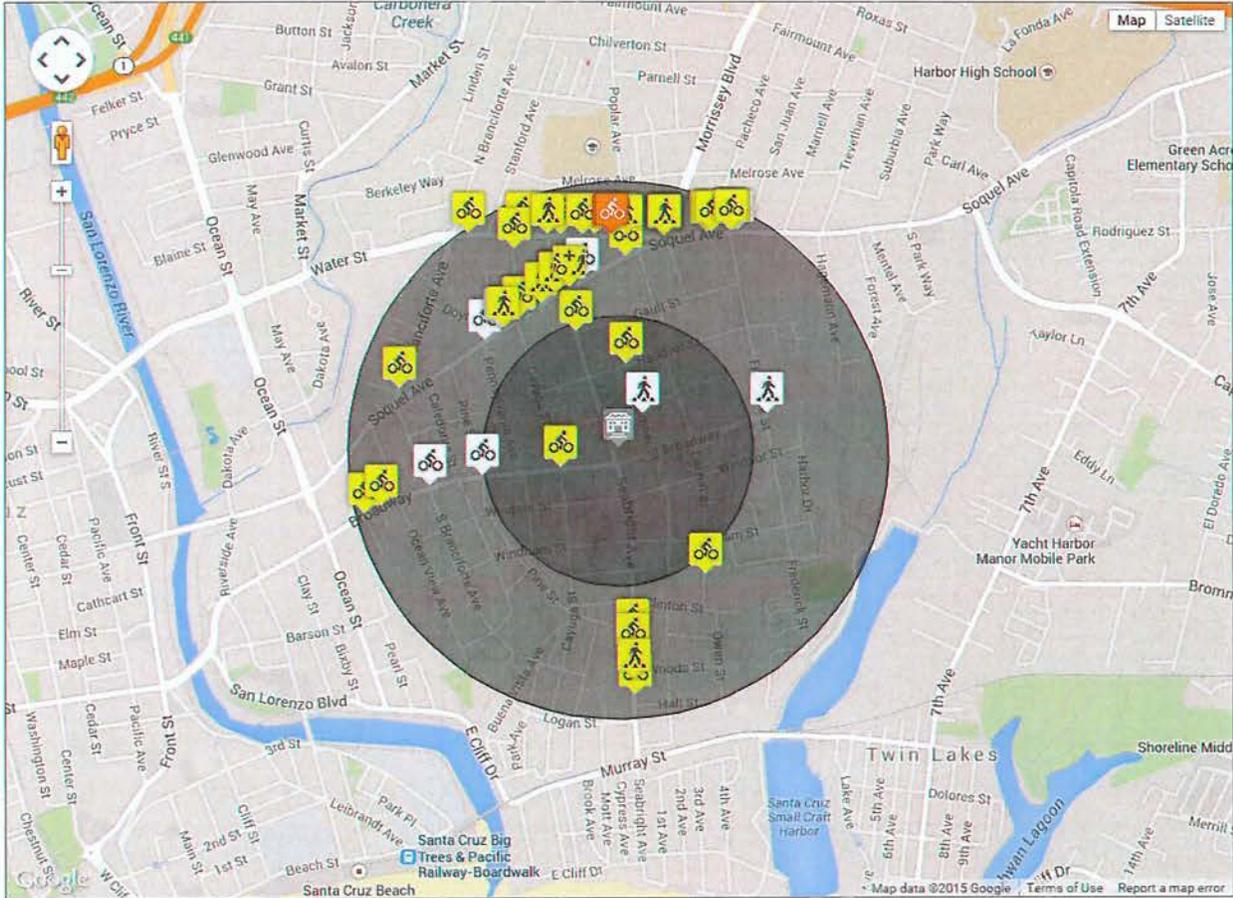


| Summary Statistics | | | | | | | |
|--------------------|----------|---------------|----------------|-------------------|------------|-----------|-----------|
| Radius | Fatal | Severe Injury | Visible Injury | Complaint of Pain | Pedestrian | Bicycle | Total |
| < ¼ mi. | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ¼ - ½ mi. | 0 | 4 | 11 | 10 | 9 | 16 | 25 |
| Total | 0 | 4 | 11 | 10 | 9 | 16 | 25 |

Gault Elementary

1320 Seabright Ave. | Santa Cruz | Santa Cruz County | CDS: 44698156049894

Total Collision: 63 (15 Pedestrian; 49 Bicycle. 0 fatalities, 2 severe injuries)



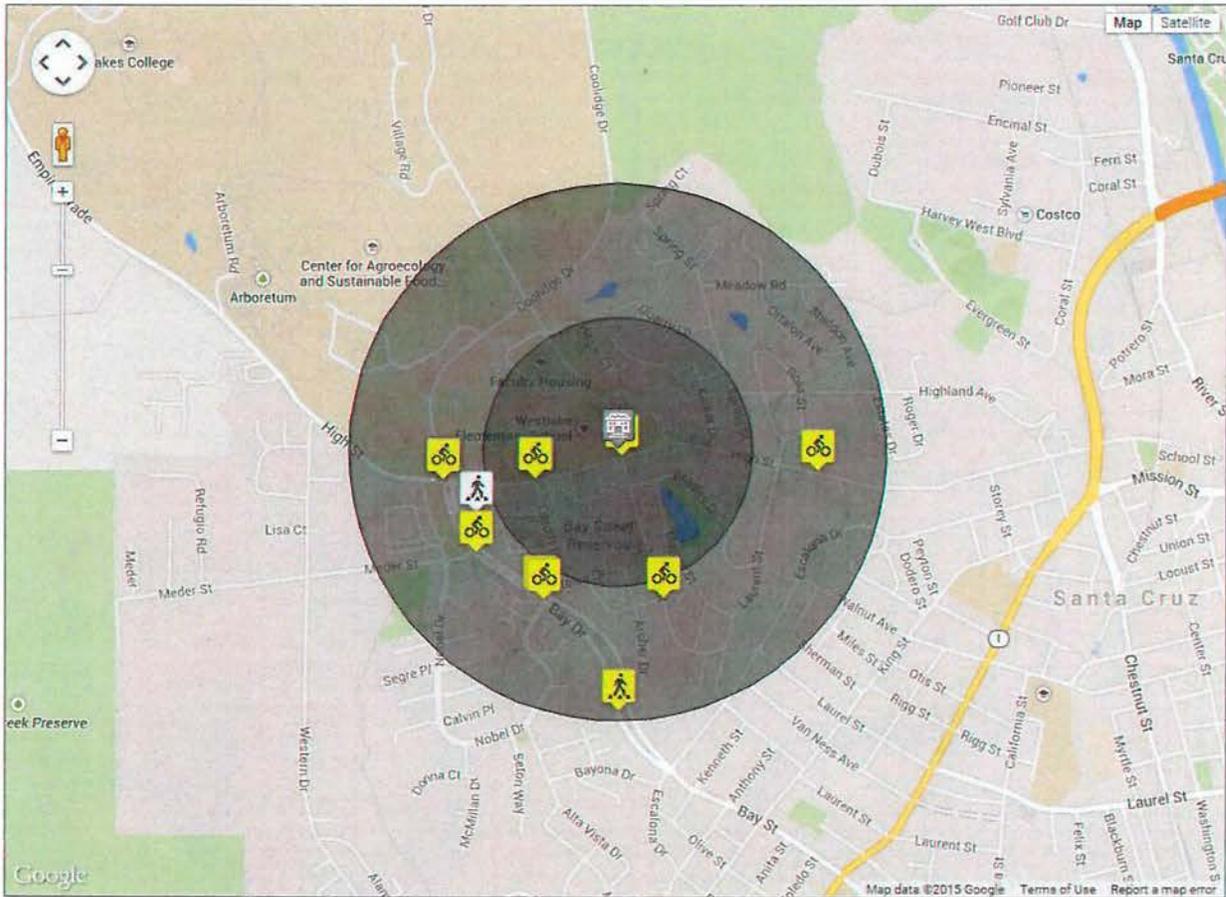
| Summary Statistics | | | | | | | |
|--------------------|-------|---------------|----------------|-------------------|------------|---------|-------|
| Radius | Fatal | Severe Injury | Visible Injury | Complaint of Pain | Pedestrian | Bicycle | Total |
| < ¼ mi. | 0 | 0 | 3 | 1 | 1 | 3 | 4 |
| ¼ - ½ mi. | 0 | 2 | 40 | 17 | 14 | 46 | 59 |
| Total | 0 | 2 | 43 | 18 | 15 | 49 | 63 |

Attachment I-2

Westlake Elementary

1000 High St. | Santa Cruz | Santa Cruz County | CDS: 44698156049928

Total Collision: 15 (2 Pedestrian; 13 Bicycle. 0 fatalities, 0 severe injuries)

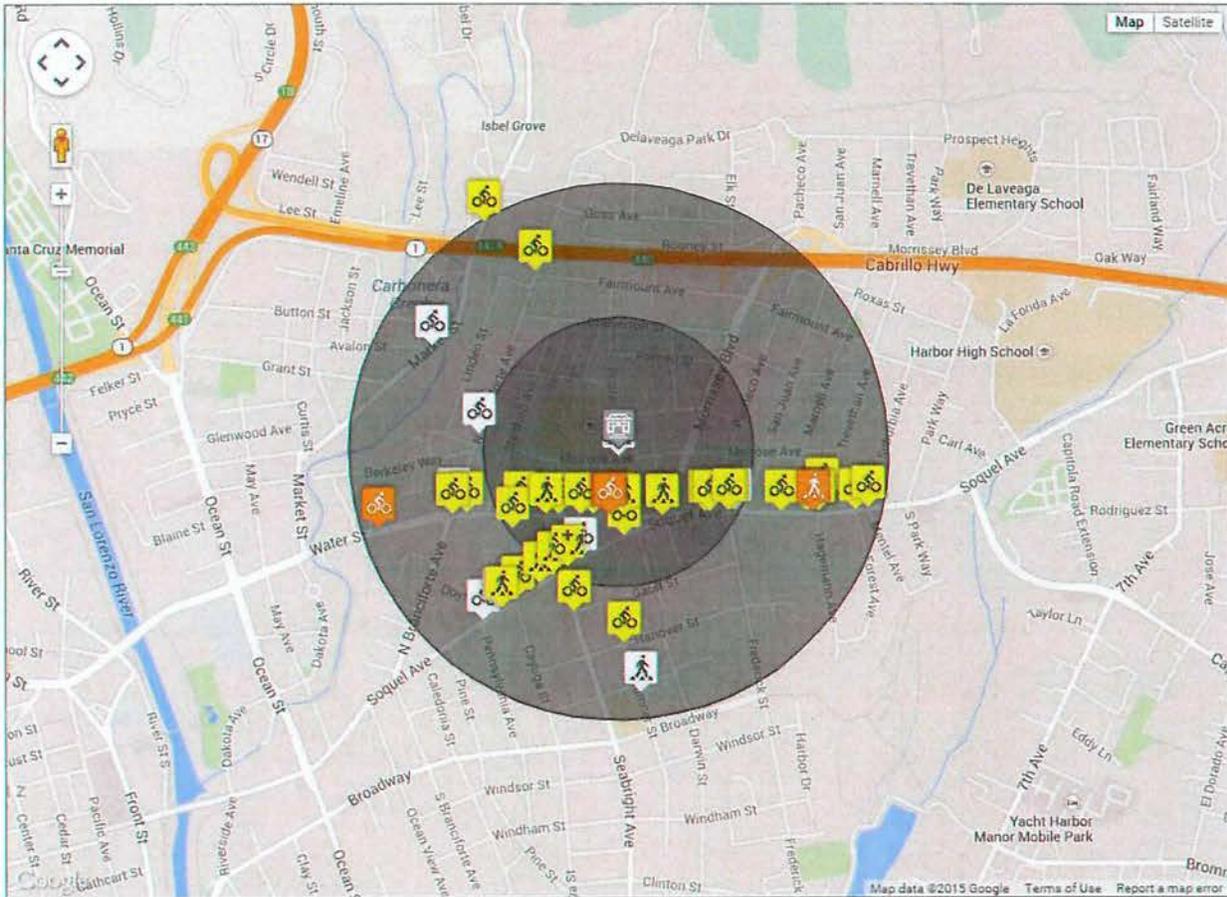


| Summary Statistics | | | | | | | |
|--------------------|-------|---------------|----------------|-------------------|------------|---------|-------|
| Radius | Fatal | Severe Injury | Visible Injury | Complaint of Pain | Pedestrian | Bicycle | Total |
| < ¼ mi. | 0 | 0 | 3 | 2 | 0 | 5 | 5 |
| ¼ - ½ mi. | 0 | 0 | 9 | 1 | 2 | 8 | 10 |
| Total | 0 | 0 | 12 | 3 | 2 | 13 | 15 |

Branciforte Middle

315 Poplar St. | Santa Cruz | Santa Cruz County | CDS: 44698236060149

Total Collision: 78 (23 Pedestrian; 56 Bicycle. 0 fatalities, 4 severe injuries)



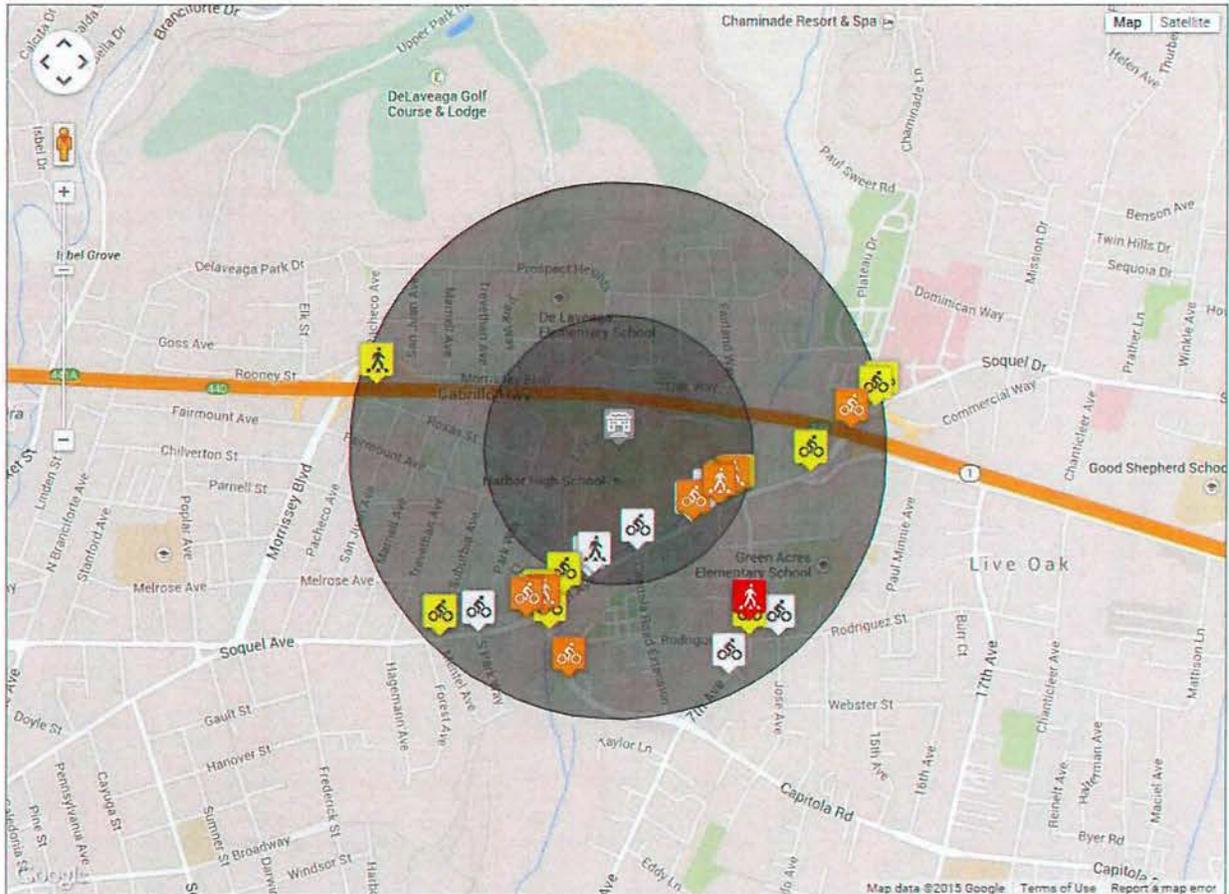
| Summary Statistics | | | | | | | |
|--------------------|----------|---------------|----------------|-------------------|------------|-----------|-----------|
| Radius | Fatal | Severe Injury | Visible Injury | Complaint of Pain | Pedestrian | Bicycle | Total |
| <¼ mi. | 0 | 2 | 23 | 9 | 10 | 25 | 34 |
| ¼ - ½ mi. | 0 | 2 | 23 | 19 | 13 | 31 | 44 |
| Total | 0 | 4 | 46 | 28 | 23 | 56 | 78 |

Attachment I-2

Harbor High

300 La Fonda Ave. | Santa Cruz | Santa Cruz County | CDS: 44698234432340

Total Collision: 47 (14 Pedestrian; 33 Bicycle. 1 fatalities, 7 severe injuries)



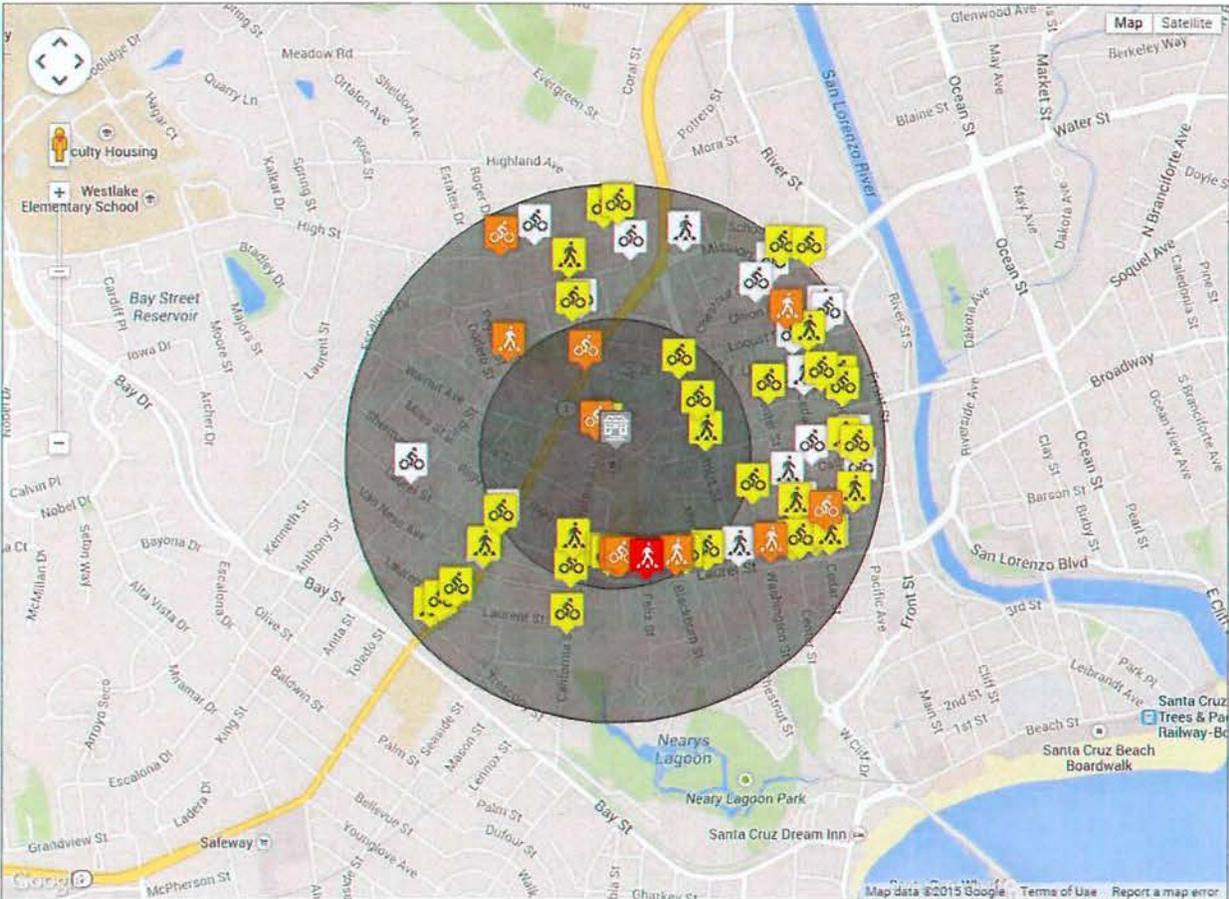
| Summary Statistics | | | | | | | |
|--------------------|----------|---------------|----------------|-------------------|------------|-----------|-----------|
| Radius | Fatal | Severe Injury | Visible Injury | Complaint of Pain | Pedestrian | Bicycle | Total |
| < ¼ mi. | 0 | 3 | 9 | 11 | 8 | 15 | 23 |
| ¼ - ½ mi. | 1 | 4 | 12 | 7 | 6 | 18 | 24 |
| Total | 1 | 7 | 21 | 18 | 14 | 33 | 47 |

Attachment I-2

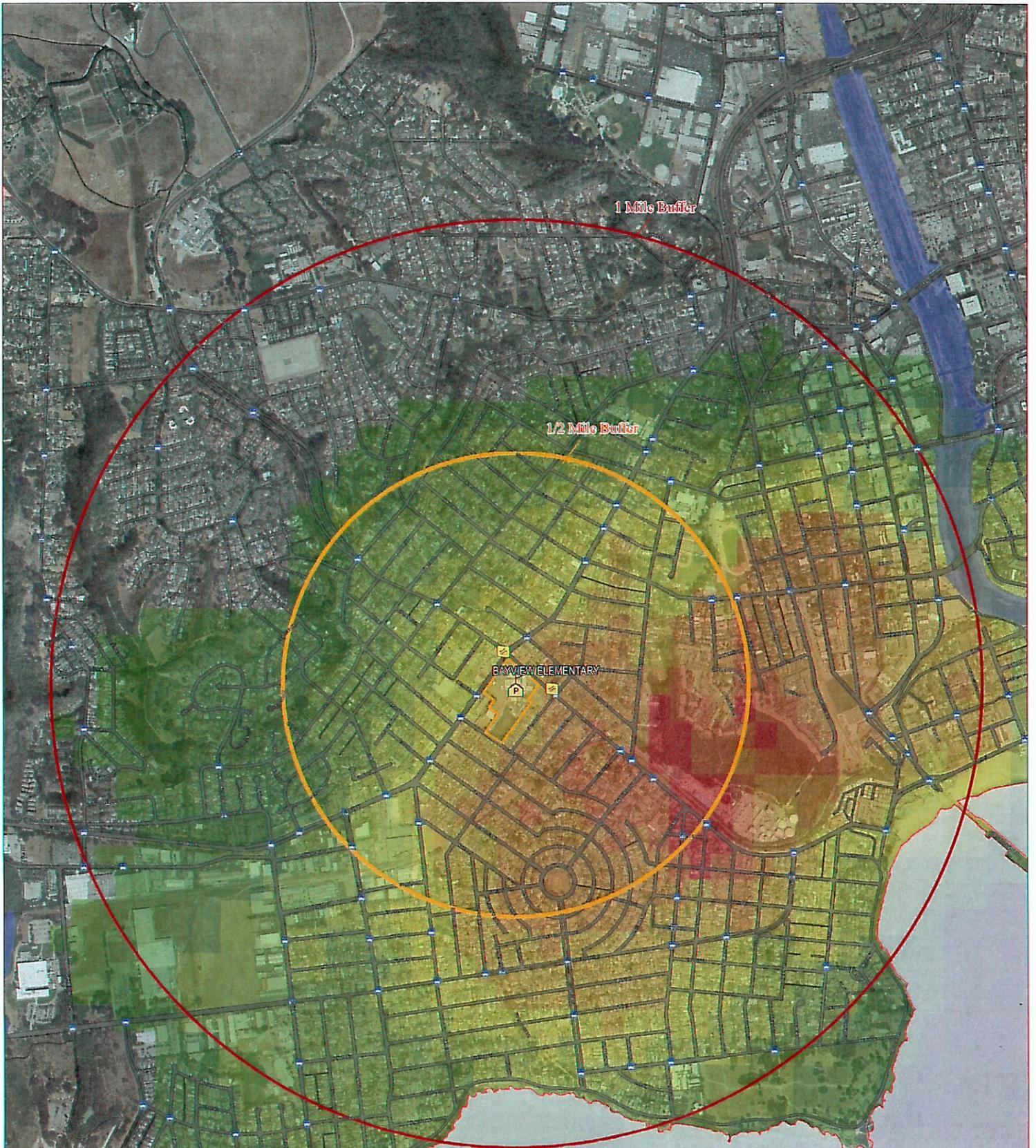
Santa Cruz High

415 Walnut Ave. | Santa Cruz | Santa Cruz County | CDS: 44698234437109

Total Collision: 117 (35 Pedestrian; 83 Bicycle. 1 fatalities, 10 severe injuries)



| Summary Statistics | | | | | | | |
|--------------------|----------|---------------|----------------|-------------------|------------|-----------|------------|
| Radius | Fatal | Severe Injury | Visible Injury | Complaint of Pain | Pedestrian | Bicycle | Total |
| < 1/4 mi. | 1 | 4 | 21 | 15 | 7 | 34 | 41 |
| 1/4 - 1/2 mi. | 0 | 6 | 36 | 34 | 28 | 49 | 76 |
| Total | 1 | 10 | 57 | 49 | 35 | 83 | 117 |

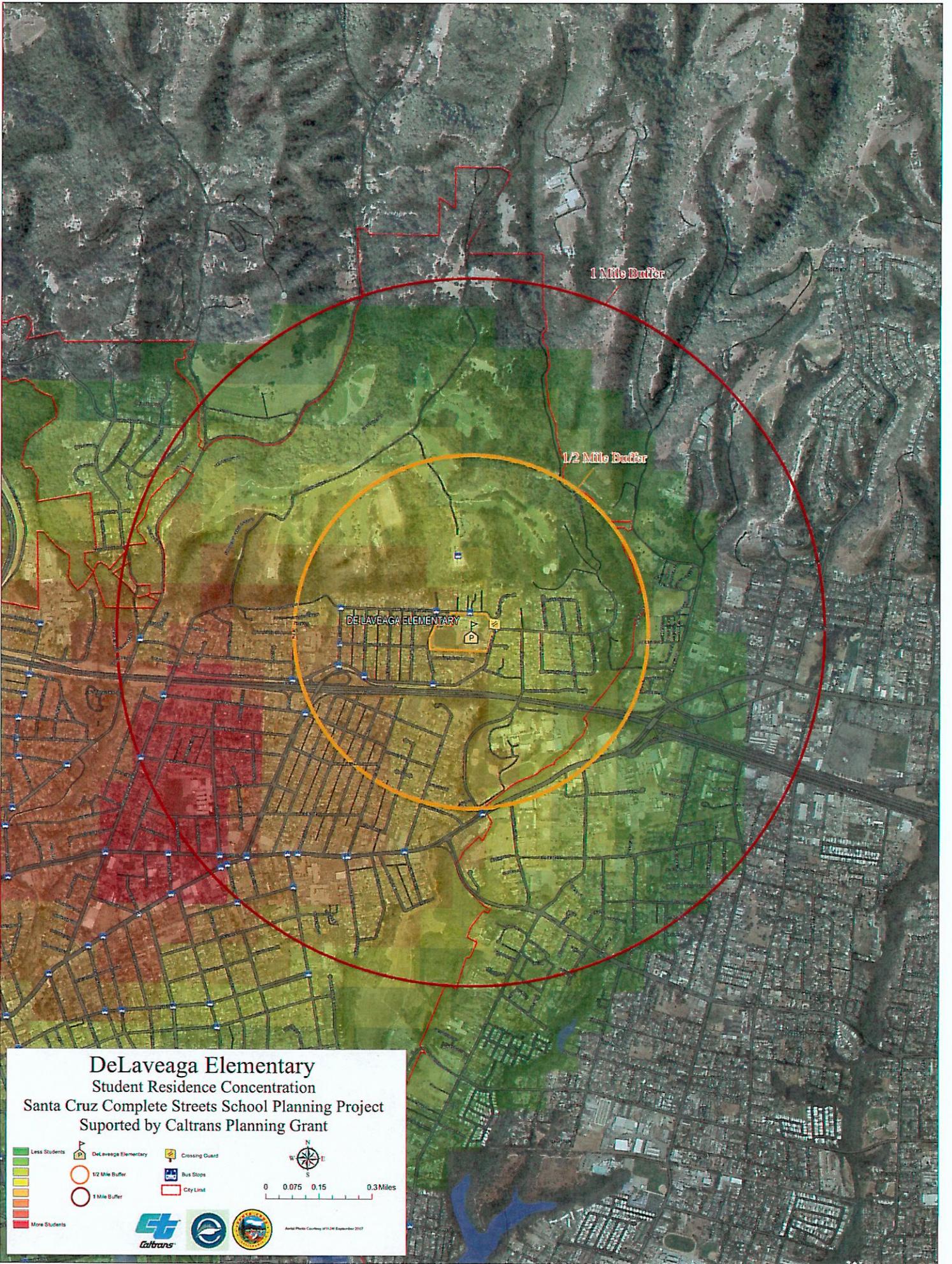


Bay View Elementary
 Student Residence Concentration
 Santa Cruz Complete Streets School Planning Project
 Supported by Caltrans Planning Grant

| | | | | | | |
|--|-----------------|--|---------------------|--|----------------|------|
| | Less Students | | Bay View Elementary | | Crossing Guard | |
| | 1/2 Mile Buffer | | Bus Stops | | City Limit | |
| | More Students | | | | | |



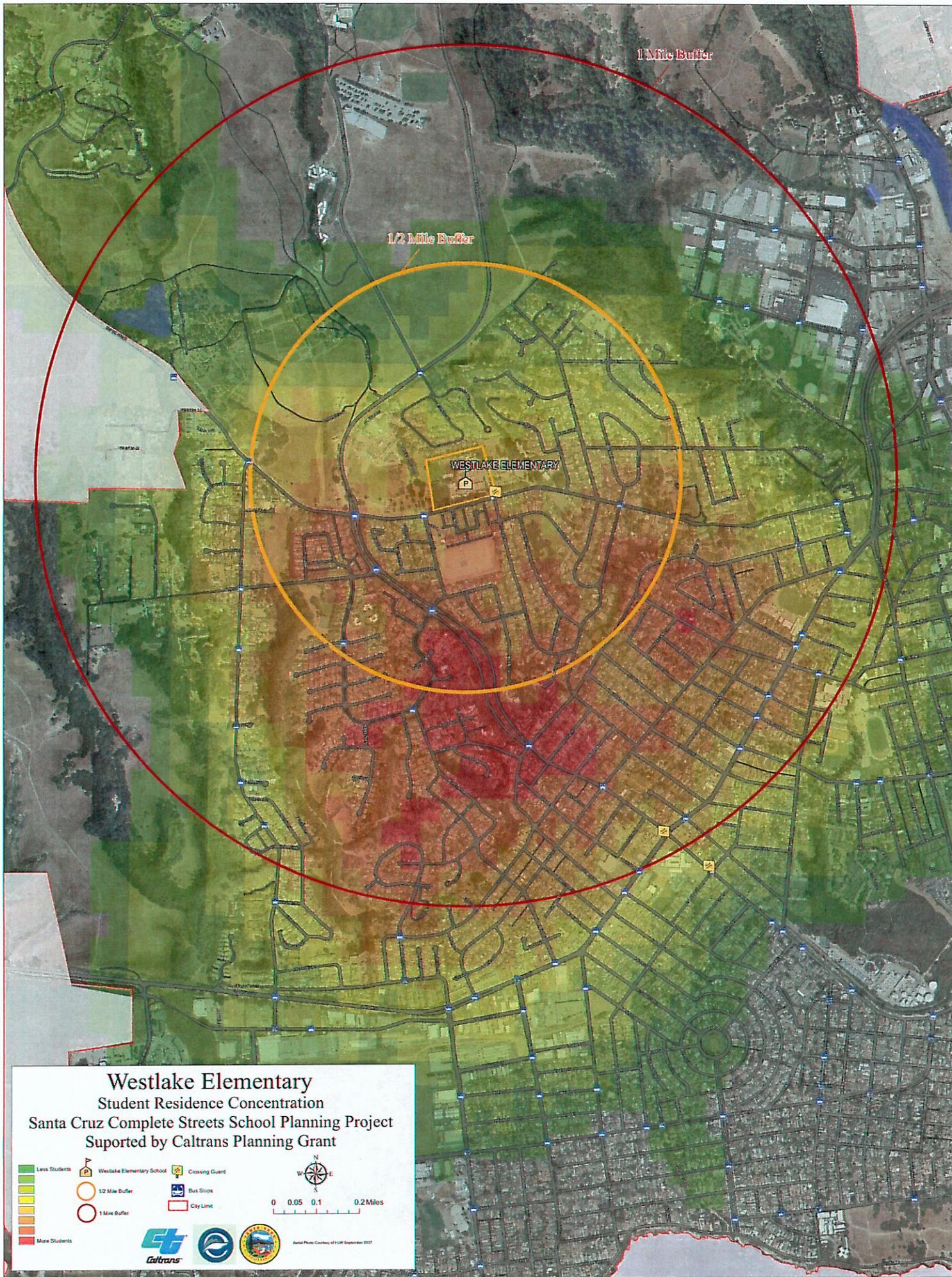
Aerial Photo Courtesy of USGS September 2007



DeLaveaga Elementary
 Student Residence Concentration
 Santa Cruz Complete Streets School Planning Project
 Supported by Caltrans Planning Grant

| | | | |
|--|----------------------|----------------|------|
| | | | |
| | DeLaveaga Elementary | Crossing Guard | |
| | | | |
| | | | |
| | More Students | | |



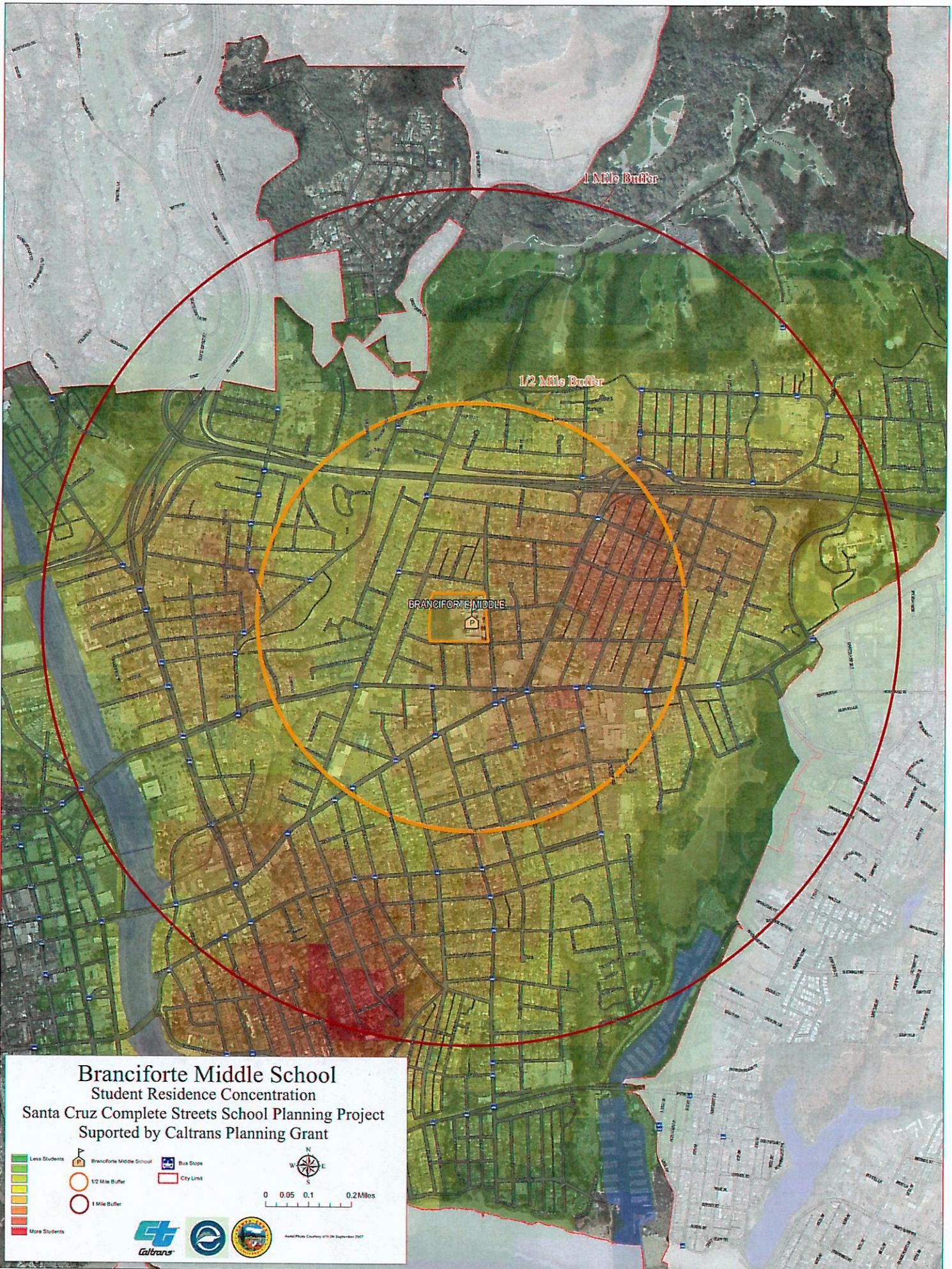


Westlake Elementary
 Student Residence Concentration
 Santa Cruz Complete Streets School Planning Project
 Supported by Caltrans Planning Grant

| | | | | | | |
|--|-----------------|--|----------------------------|--|----------------|------------------------------|
| | Less Students | | Westlake Elementary School | | Crossing Guard | 0 0.05 0.1 0.2 Miles |
| | 1/2 Mile Buffer | | Bus Stops | | City Limit | |
| | More Students | | | | | |



Aerial Photo Courtesy of USGS September 2007

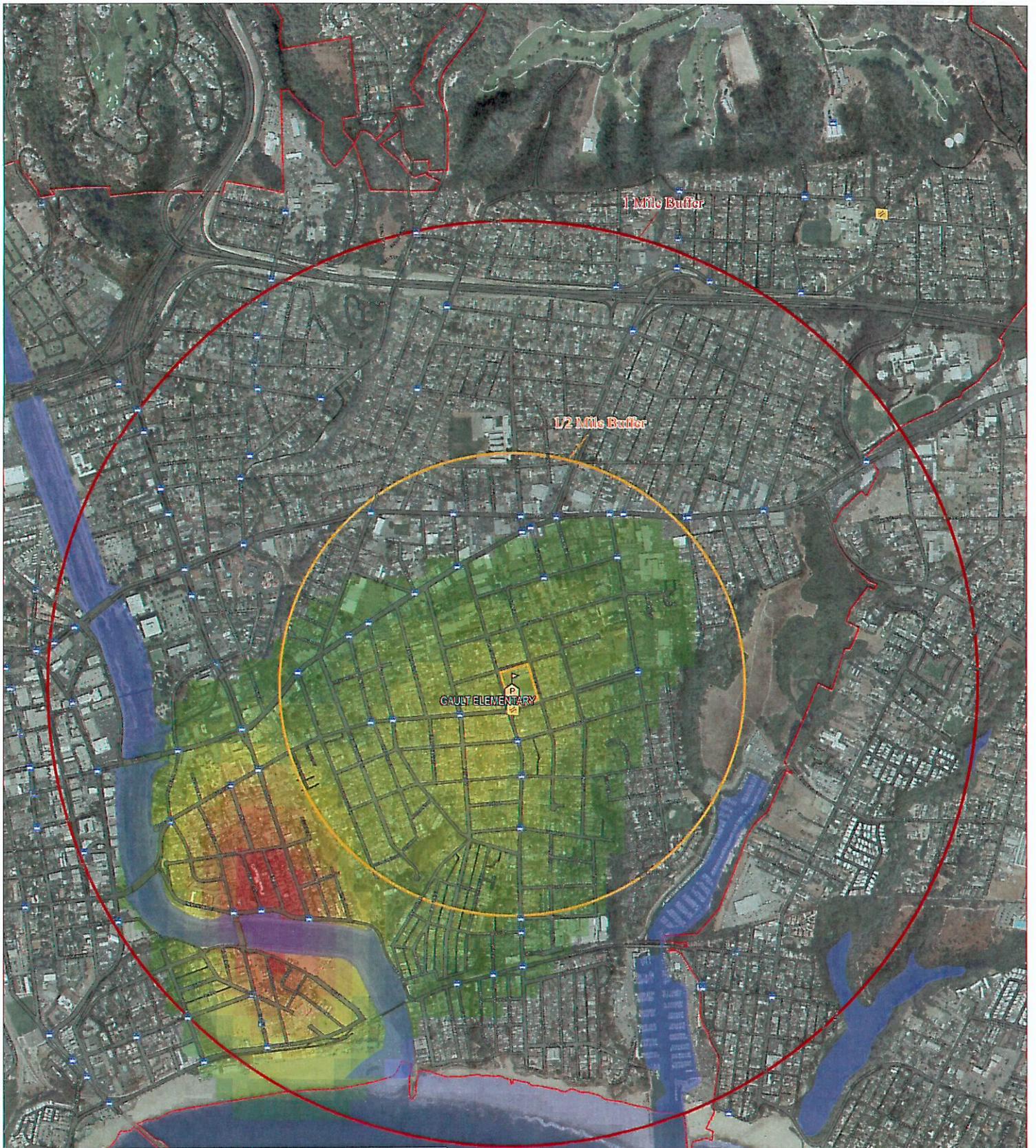


Branciforte Middle School
 Student Residence Concentration
 Santa Cruz Complete Streets School Planning Project
 Supported by Caltrans Planning Grant

| | | | | | |
|--|---------------|--|---------------------------|--|------------|
| | Less Students | | Branciforte Middle School | | Bus Stops |
| | | | 1/2 Mile Buffer | | City Limit |
| | More Students | | 1 Mile Buffer | | |

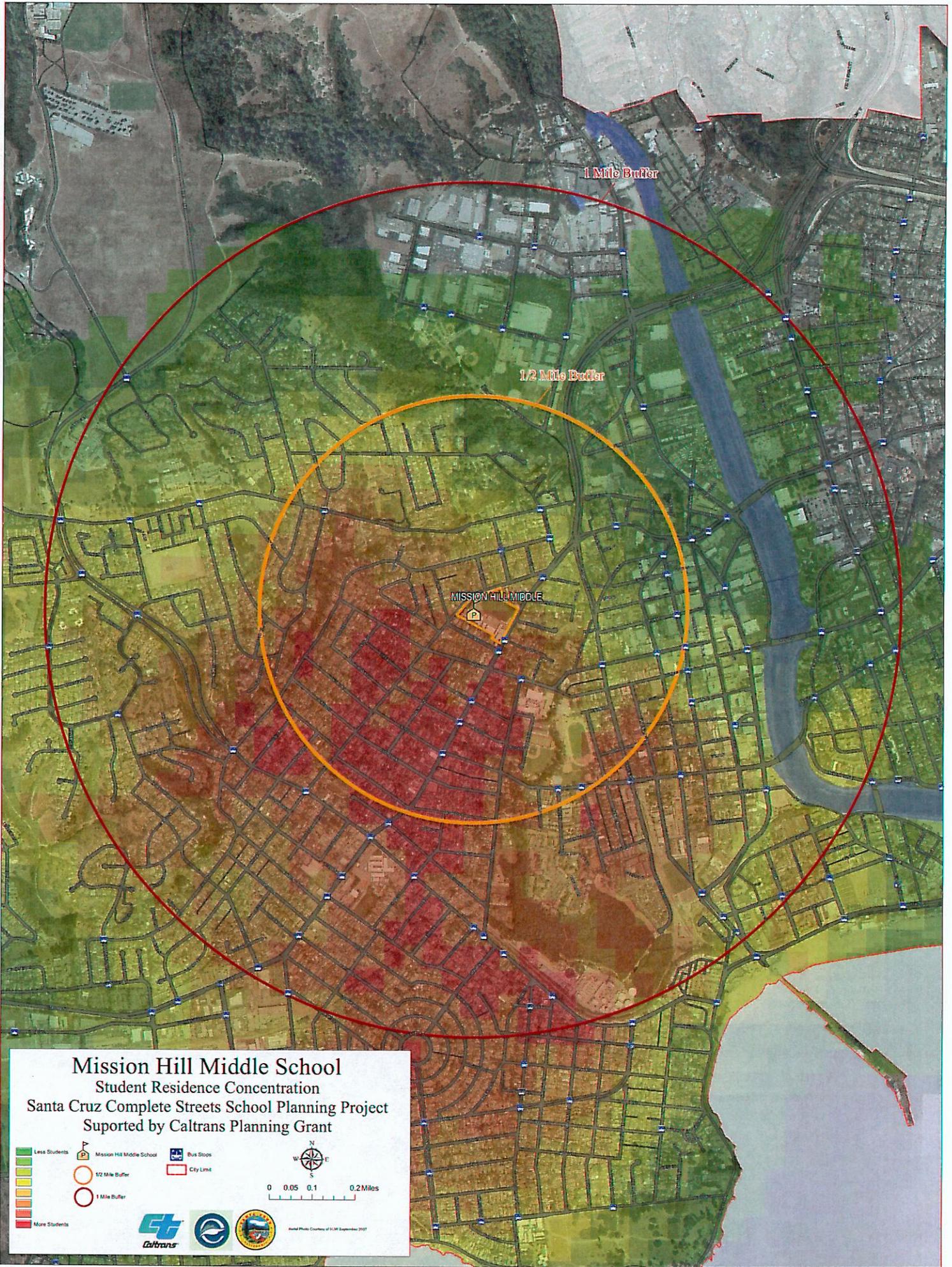
0 0.05 0.1 0.2 Miles

Aerial Photo Courtesy of USGS September 2007



Gault Elementary
 Student Residence Concentration
 Santa Cruz Complete Streets School Planning Project
 Supported by Caltrans Planning Grant

| | | | |
|---|--|--|---|
|  Less Students |  Gault Elementary |  Crossing Guard |   |
|  1/2 Mile Buffer |  Bus Stops |  City Limit | |
|  More Students |  1 Mile Buffer | |    <small>Aerial Photo Courtesy of ESRI September 2007</small> |



Mission Hill Middle School

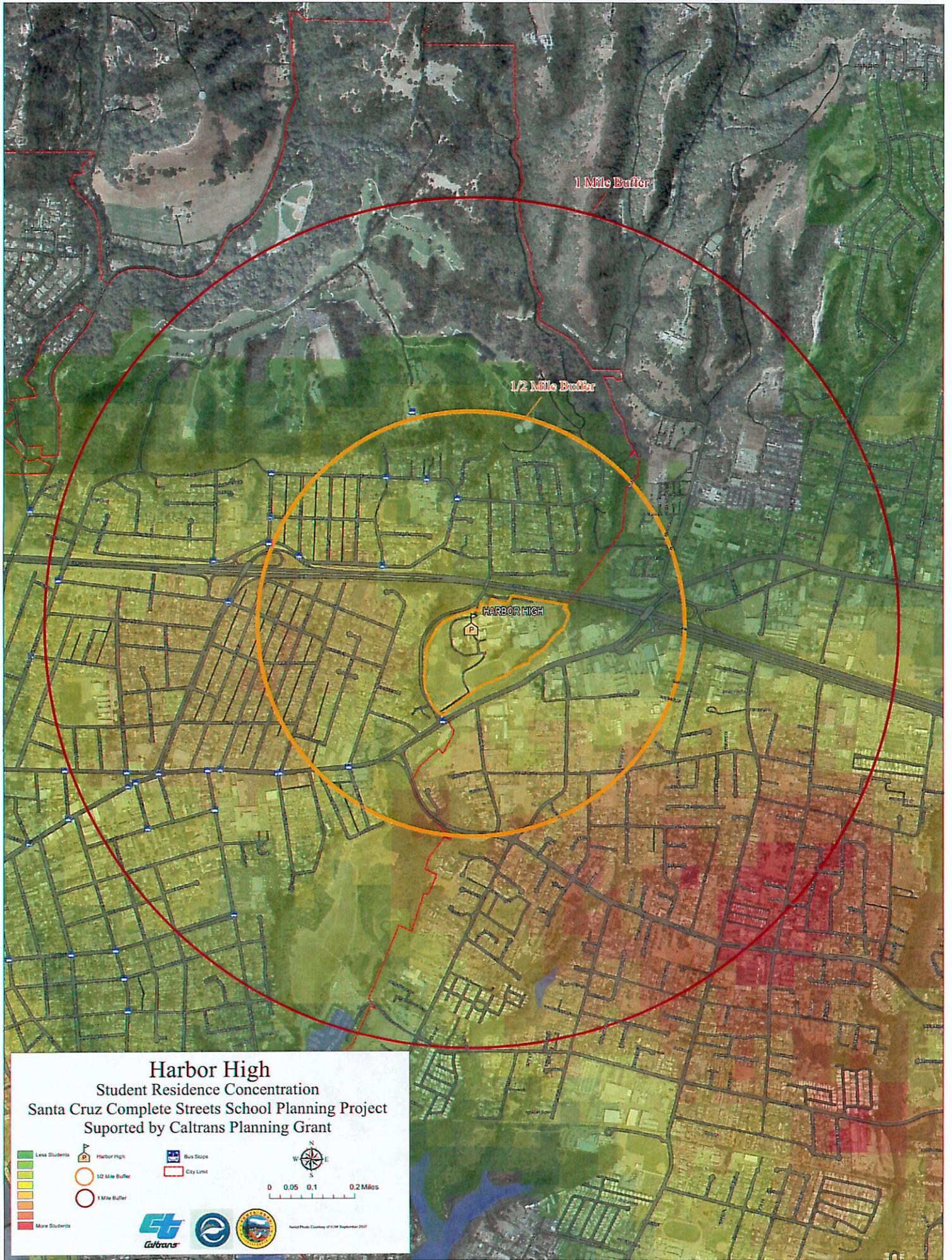
Student Residence Concentration

Santa Cruz Complete Streets School Planning Project
 Supported by Caltrans Planning Grant

| | | | | | | |
|--|---------------|--|----------------------------|--|------------|------------------------------|
| | Less Students | | Mission Hill Middle School | | Bus Stops | 0 0.05 0.1 0.2 Miles |
| | | | 1/2 Mile Buffer | | City Limit | |
| | More Students | | 1 Mile Buffer | | | |



Aerial Photos Courtesy of H.W. September 2011



1 Mile Buffer

1/2 Mile Buffer

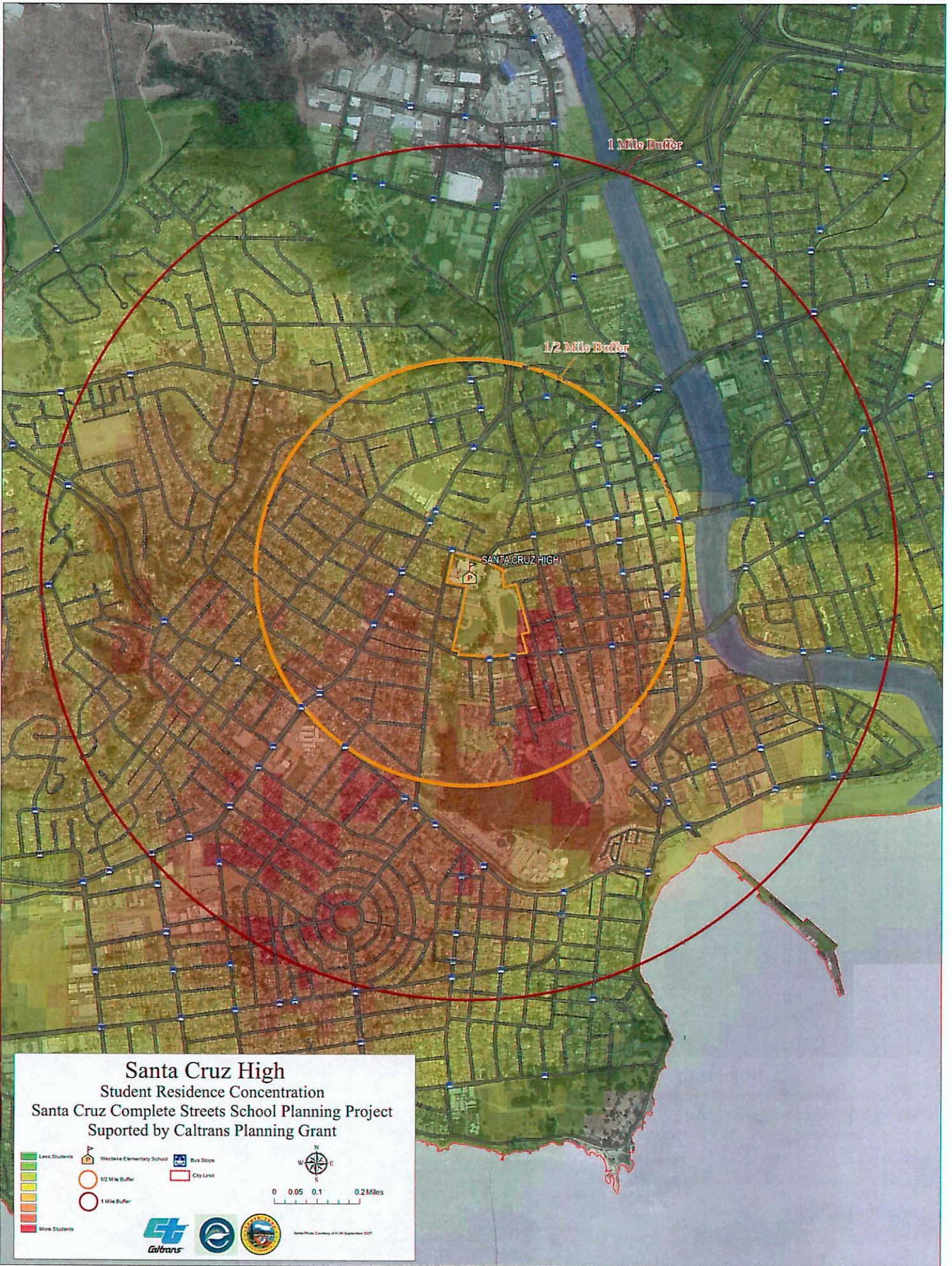
HARBOR HIGH

Harbor High
 Student Residence Concentration
 Santa Cruz Complete Streets School Planning Project
 Supported by Caltrans Planning Grant

| | | | | | | |
|--|---------------|--|-----------------|--|------------|------|
| | Less Students | | Harbor High | | Bus Stops | |
| | | | 1/2 Mile Buffer | | City Limit | |
| | More Students | | 1 Mile Buffer | | | |



Aerial Photo Courtesy of USGS September 2007



Santa Cruz High

Student Residence Concentration

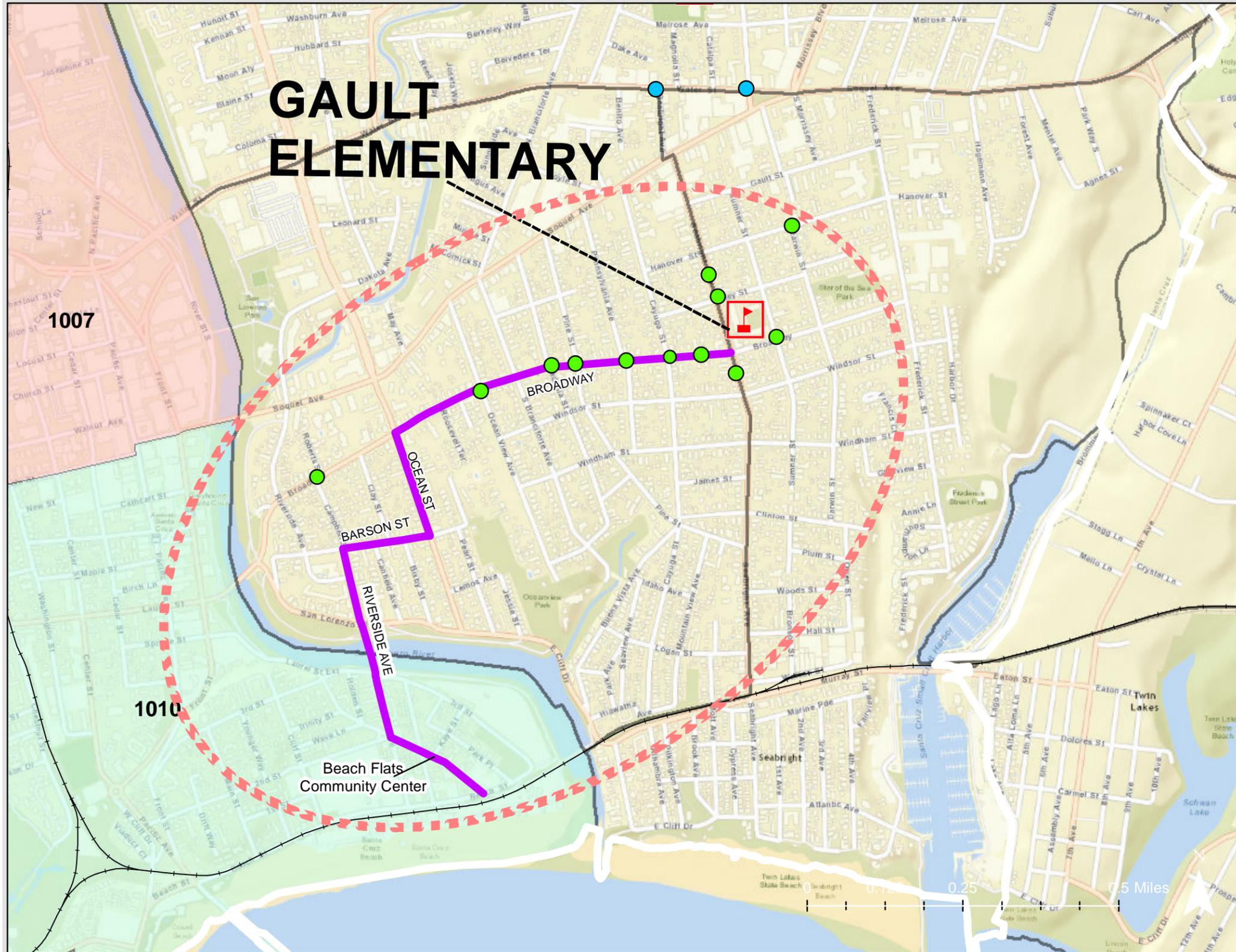
Santa Cruz Complete Streets School Planning Project
Supported by Caltrans Planning Grant

| | | |
|---------------|----------------------------|------------|
| Less Students | Westlake Elementary School | Bus Stops |
| | 1/2 Mile Buffer | City Limit |
| More Students | 1 Mile Buffer | |

0 0.05 0.1 0.2 Miles



Santa Cruz Citywide Safe Routes to School Crossing Improvement Program: Gault Elementary School Walking School Bus Map



Legend

- Crossing Improvement Locations
- Gault Elementary
- Branciforte Middle School
- Walking School Bus Route
- ▶ School Sites
- City Limits
- Railroads
- Census Tracts
- Disadvantaged Census Tracts: Below 80% of State Median HH Income
- 1007
- 1010
- Gault Elementary School Disadvantaged Community



0 0.125 0.25 0.5 Miles

Let's have fun and be safe walking and bicycling!
Vamos a divertirnos y protegernos al caminar y andar en bicicleta!

-  **Suggested Routes to School**
Sugerida a la Escuela
-  **Bike Lanes**
Carriles de Bicicleta
-  **Traffic Signal**
Senal de Trafico



Safe Routes to School Program
Rutas Seguras del Programa de la Escuela

Gault Elementary School
Escuela Primaria de Gault

Community Traffic Safety Coalition
Coalicion de Seguridad de Trafico

City of Santa Cruz
Ciudad de Santa Cruz

Claire Fliesler

From: Hsieh, Wei@CCC <Wei.Hsieh@CCC.CA.GOV> on behalf of ATP@CCC <ATP@CCC.CA.GOV>
Sent: Tuesday, May 26, 2015 11:34 AM
To: Claire Fliesler
Cc: ATP@CCC; Hsieh, Wei@CCC; inquiry@atpcommunitycorps.org; Wohlgemuth, Janet@CCC; Burks-Herrmann, Brenda@CCC
Subject: RE: City of Santa Cruz ATP Application

Hi Claire,

Thank you for contacting the CCC. Unfortunately, we are unable to participate in this project. Please include this email with your application as proof that you reached out to the CCC.

Thank you,

Wei Hsieh, Manager
Programs & Operations Division
California Conservation Corps
1719 24th Street
Sacramento, CA 95816
(916) 341-3154
Wei.Hsieh@ccc.ca.gov

From: Claire Fliesler [<mailto:CFliesler@cityofsantacruz.com>]
Sent: Thursday, May 21, 2015 4:55 PM
To: ATP@CCC; inquiry@atpcommunitycorps.org
Cc: James Burr
Subject: City of Santa Cruz ATP Application

Hello Wei and Danielle,

The City of Santa Cruz is submitting an ATP application with Santa Cruz County Health Services Agency and Ecology Action for the following project:

Project Title: *Santa Cruz Citywide Safe Routes to School (SRTS) Crossing Improvement Program*

Project Description: Combination infrastructure/noninfrastructure SRTS project to install infrastructure improvements at intersections surrounding Santa Cruz City Schools and support related non-infrastructure education and encouragement programming. Infrastructure improvements include installation of rectangular rapid flashing beacons (RRFB), speed feedback signs, crossing improvements, and pavement markings.

Detailed Estimate:

- Total: \$1,238,900
 - Infrastructure: \$1,128,900
 - Curb ramps
 - RRFB installation
 - Signage
 - 'Speed feedback signs
 - Striping
 - Bulb-outs
 - Lighting- solar and new PG&E tie ins
 - Non-Infrastructure: \$225,000
 - Bike/Walk to School Day
 - Safety Education
 - Evaluation

Project Map, site plans, and engineers estimate worksheets are attached.

Will either of your organizations be able to participate?

Please let me know if you have any questions.

Thank you,
Claire

Claire Fliesler, AICP
Transportation Planner I
City of Santa Cruz
(831) 420-5107
cfliesler@cityofsantacruz.com
www.cityofsantacruz.com

ATTACHMENT J

LETTERS OF SUPPORT





State of California
Department of Transportation
Division of Local Assistance
P.O. Box 942874, MS-1
Sacramento, CA 94274-0001

5/6/2015

Dear ATP Grant Selection Committee,

I am writing to express the Association of Monterey Bay Area Governments (AMBAG) support for the City of Santa Cruz's Active Transportation Program application for *Santa Cruz Citywide Safe Routes to School (SRTS) Crossing Improvement Program*. This project will construct infrastructure improvements and provide non-infrastructure programming at eight Santa Cruz City School campuses to improve the use of active transportation to and from schools.

The purpose of the *Santa Cruz Citywide Safe Routes to School (SRTS) Crossing Improvement Program* is to increase the number of children using active transportation modes to school by training students to use Safe Routes to School principles. The partnership between the City of Santa Cruz, Santa Cruz County Health Services Agency, and non-profit Ecology Action allows for this project to be implemented with the maximum effect on student active transportation expansion within the City of Santa Cruz.

As the Metropolitan Planning Organization for the region, AMBAG recognizes that this project is an excellent fit for ATP funding. The *Santa Cruz Citywide Safe Routes to School (SRTS) Crossing Improvement Program* is an important next step to encourage students to be lifelong active transportation users. AMBAG strongly supports funding this project to improve active transportation in the City of Santa Cruz.

Sincerely,

Maura F. Twomey
Executive Director
Association of Monterey Bay Area Governments



SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

1523 Pacific Ave., Santa Cruz, CA 95060-3911 • (831) 460-3200 FAX (831) 460-3215 EMAIL info@sccrtc.org

May 26, 2015

Caltrans, Division of Local Assistance, MS 1
Attn: Active Transportation Program
P.O. Box 942874, Sacramento, CA 94274-0001

RE: Support for the *Santa Cruz Citywide Safe Routes to School (SRTS) Crossing Improvement Program* ATP application

Dear ATP Grant Selection Committee:

I am writing to express the Santa Cruz County Regional Transportation Commission's (SCCRTC) support for the City of Santa Cruz's Active Transportation Program application for the "Santa Cruz Citywide Safe Routes to School (SRTS) Crossing Improvement Program." This project, which includes capital infrastructure and non-infrastructure education components at eight Santa Cruz City Schools campuses, supports implementation of the Santa Cruz County Regional Transportation Plan (RTP) and is consistent with RTP goals and performance measures aimed at improving access to schools in ways that improve health, reducing transportation related fatalities and injuries, and delivering access and safety improvements cost effectively, equitably, and responsive to the needs of all users of the transportation system.

This project will increase the number of children using active transportation modes to school through the "Five E's" of Safe Routes to School. The partnership between the City of Santa Cruz, Santa Cruz County Health Services Agency, and non-profit Ecology Action allows for each of the "Five E's" to be implemented and have the maximum affect on student active transportation expansion within the City of Santa Cruz.

As the Regional Transportation Planning Agency (RTPA) for the area, SCCRTC urges the grant selection committee, Caltrans, and the California Transportation Commission (CTC) to prioritize this project for Active Transportation Program funds. The Santa Cruz Citywide Safe Routes to School (SRTS) Crossing Improvement Program is an important next step to encourage students to be lifelong active transportation users.

Please feel free to contact me or Rachel Moriconi of my staff at 831-460-3200 if you have any questions.

Sincerely,

George Dondero
Executive Director

S:\Correspondence Logs\CORRESP-Outgoing\2015\May\ATPsupport\2015-05-26-ATPsupport-SRTSscruz.docx



Kris Munro
Superintendent of
Schools

Molly Parks
Assistant Superintendent
Human Resources

Jim Monreal
Assistant Superintendent
Business Services

Angela Meeker
Assistant Superintendent
Educational Services

State of California
Department of Transportation
Division of Local Assistance
P.O. Box 942874, MS-1
Sacramento, CA 94274-0001

May 20, 2015

Dear ATP Grant Selection Committee,

As the Superintendent of Santa Cruz City Schools, I want to express my strong support for the City of Santa Cruz's Active Transportation Program application for *Santa Cruz Citywide Safe Routes to School (SRTS) Crossing Improvement Program* and pledge our commitment to partner with the City to further the goal of increasing safe bicycling and walking among our students. We are excited at the prospect of the City implementing some of the recommendations that were a product of the two-year planning effort that just took place. We actively participated in that planning process and indeed look forward to partnering in this next implementation phase.

The City and its collaborative partners have been essential to promoting safe alternative modes of transportation to our students. The every-increasing problem of student obesity as well as the increasing use of private vehicles to drop off and pick up students at school sites is of vital concern to our school community. In our ongoing effort to create wellness opportunities and support physical activity outside of the school day, we strongly support the promotion of active, non-polluting transportation for our students.

Specifically, we look forward to the addition of the infrastructure improvements throughout our district and welcome the following education and encouragement programs:

- **Bike Smart!** Grade-level bicycle safety presentations (may be assembly or classroom), followed by hands-on training course on school blacktop to serve our 5th graders. Commitment: 3 hours per class (1 hour presentation, followed by 2 hour on-bike rodeo event).
- **Walk Smart!** Grade-level pedestrian safety presentations (may be assembly or classroom), followed by hands-on training course on school blacktop to serve 2nd graders. Commitment: 2.5 hours per class (35 minute presentation followed by a 1.5 hour hands-on pedestrian training event).

Board of Trustees

Sheila Coonerty, Deedee Perez-Granados, Jeremy Shonick, Alisun Thompson, Patricia Threet, Deb Tracy-Proulx, Claudia Vestal

- **Monthly Bike/Walk to School Program:** Regular monthly morning encouragement event that provides incentives to students who bike, walk, skate or scoot to school. Participating students receive snacks and will be entered into a raffle. Extensive outreach and engagement with parents. Commitment: School staff contact for coordination purposes.
- **"All Things Biking" Fall Assembly:** Collaborative presentation with multiple presenters to introduce students to bike culture on campus and basic bike safety tips. Commitment: Schedule event in fall.
- **Biannual Bike/Walk to School Day:** Fall and spring events that provides incentives to students to use active transportation to get to school. Participating students receive breakfast snacks. Commitment: School staff contact for coordination purposes.

Thank you for your consideration of the innovative and creative *Santa Cruz Citywide Safe Routes to School (SRTS) Crossing Improvement Program*. We strongly support the funding of this initiative and look forward to partnering in the promotion of increased safe walking and cycling among students. Thank you for your support of our local community!

Sincerely,



Kris Munro,
Superintendent, Santa Cruz City Schools

Board of Trustees

Sheila Coonerty, Deedee Perez-Granados, Jeremy Shonick, Alisun Thompson, Patricia Threet, Deb Tracy-Proulx, Claudia Vestal



SANTA CRUZ CITY SCHOOLS DISTRICT
BAY VIEW ELEMENTARY SCHOOL
Mary Anne Robb, Principal

1231 Bay Street PH.: (831) 429-3991
Santa Cruz, CA 95060 Fax: (831) 429-3513
Email: marobb@sccs.net

State of California
Department of Transportation
Division of Local Assistance
P.O. Box 942874, MS-1
Sacramento, CA 94274-0001

May 15, 2015

Dear ATP Grant Selection Committee,

As the principal of Bay View School, I want to express my strong support for the City of Santa Cruz's Active Transportation Program application for Santa Cruz Citywide Safe Routes to School (SRTS) Crossing Improvement Program and pledge our commitment to partner with the City to further the goal of increasing safe bicycling and walking among our students. We are excited at the prospect of the City implementing some of the recommendations that were a product of the two-year planning effort that just took place.

We actively participated in that planning process and indeed look forward to partnering in this next implementation phase.

The City and its collaborative partners have been essential to promoting safe alternative modes of transportation to our students. The every-increasing problem of student obesity as well as the increasing use of private vehicles to drop off and pick up students at school sites is of vital concern to our school community. In our ongoing effort to create wellness opportunities and support physical activity outside of the school day, we strongly support the promotion of active, non-polluting transportation for our students.

Specifically, we look forward to the addition of the infrastructure improvements for our site and commit to welcoming the following education and encouragement programs:

- Bike Smart! Grade-level bicycle safety presentations (may be assembly or classroom), followed by hands-on training course on school blacktop to serve our 5th graders.

Commitment: 3 hours per class (1 hour presentation, followed by 2 hour on-bike rodeo event).

- Walk Smart! Grade-level pedestrian safety presentations (may be assembly or classroom), followed by hands-on training course on school blacktop to serve 2nd graders.

Commitment: 2.5 hours per class (35 minute presentation followed by a 1.5 hour hands-on pedestrian training event).

- Monthly Bike/Walk to School Program: Regular monthly morning encouragement event that provides incentives to students who bike, walk, skate or scoot to school. Participating students receive snacks and will be entered into a raffle. Extensive outreach and engagement with parents.

Commitment: School staff contact for coordination purposes.



SANTA CRUZ CITY SCHOOLS DISTRICT
BAY VIEW ELEMENTARY SCHOOL
Mary Anne Robb, Principal

1231 Bay Street PH.: (831) 429-3991
Santa Cruz, CA 95060 Fax: (831) 429-3513
Email: marobb@sccs.net

Our school has a long history of promoting alternative transportation to school and is located in an area that is easily accessible by both foot and bicycle. We are very concerned with the fitness of our students, with many of our students already battling obesity and inactivity. Many teachers and parents alike are passionate about promoting healthy alternatives to cars.

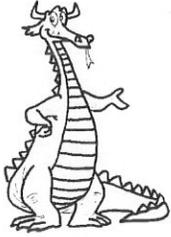
Thank you for your consideration of the innovative and creative Santa Cruz Citywide Safe Routes to School (SRTS) Crossing Improvement Program. We strongly support the funding of this initiative and look forward to partnering in the promotion of increased safe walking and cycling among students. Thank you for your support of our local community!

Sincerely,

A handwritten signature in black ink, appearing to read "Mary Anne Robb". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

Mary Anne Robb

Principal



Santa Cruz City Schools
DeLaveaga Elementary School
1145 Morrissey Boulevard
Santa Cruz, CA 95065
831-429-3807

Jose A Quevedo, Principal jquevedo@sccs.net

State of California
Department of Transportation
Division of Local Assistance
P.O. Box 942874, MS-1
Sacramento, CA 94274-0001

05/20/15

Dear ATP Grant Selection Committee,

As the principal of DeLaveaga Elementary, I want to express my strong support for the City of Santa Cruz's Active Transportation Program application for *Santa Cruz Citywide Safe Routes to School (SRTS) Crossing Improvement Program* and pledge our commitment to partner with the City to further the goal of increasing safe bicycling and walking among our students. We are excited at the prospect of the City implementing some of the recommendations that were a product of the two-year planning effort that just took place.

We actively participated in that planning process and indeed look forward to partnering in this next implementation phase.

The City and its collaborative partners have been essential to promoting safe alternative modes of transportation to our students. The every-increasing problem of student obesity as well as the increasing use of private vehicles to drop off and pick up students at school sites is of vital concern to our school community. In our ongoing effort to create wellness opportunities and support physical activity outside of the school day, we strongly support the promotion of active, non-polluting transportation for our students.

Specifically, we look forward to the addition of the infrastructure improvements for our site and commit to welcoming the following education and encouragement programs:

- **Bike Smart!** Grade-level bicycle safety presentations (may be assembly or classroom), followed by hands-on training course on school blacktop to serve our 5th graders. Commitment: 3 hours per class (1 hour presentation, followed by 2 hour on-bike rodeo event).
- **Walk Smart!** Grade-level pedestrian safety presentations (may be assembly or classroom), followed by hands-on training course on school blacktop to serve 2nd graders. Commitment: 2.5 hours per class (35 minute presentation followed by a 1.5 hour hands-on pedestrian training event).
- **Monthly Bike/Walk to School Program:** Regular monthly morning encouragement event



Santa Cruz City Schools
DeLaveaga Elementary School
1145 Morrissey Boulevard
Santa Cruz, CA 95065
831-429-3807

Jose A Quevedo, Principal jquevedo@sccs.net

that provides incentives to students who bike, walk, skate or scoot to school. Participating students receive snacks and will be entered into a raffle. Extensive outreach and engagement with parents. Commitment: School staff contact for coordination purposes.

DeLaveaga will continue to collaborate with our local agencies and partners to promote healthy habits and alternative modes of transportation. We have a high rate of students who bike, skate, and/or walk to our school in an area with high traffic.

Thank you for your consideration of the innovative and creative *Santa Cruz Citywide Safe Routes to School (SRTS) Crossing Improvement Program*. *We strongly support the funding of this initiative and look forward to partnering in the promotion of increased safe walking and cycling among students. Thank you for your support of our local community!*

Sincerely,

José A. Quevedo
School Principal

**GAULT ELEMENTARY SCHOOL***A California Distinguished School*

1320 Seabright Avenue, Santa Cruz, CA 95062

PHONE 831-429-3856 FAX 831-427-4812 www.gault.santacruz.k12.ca.usAmariah Hernandez, Principal EMAIL ahernandez@santacruz.k12.ca.us

State of California
Department of Transportation
Division of Local Assistance
P.O. Box 942874, MS-1
Sacramento, CA 94274-0001

May 20, 2015

Dear ATP Grant Selection Committee,

As the principal of Gault Elementary I want to express my strong support for the City of Santa Cruz's Active Transportation Program application for *Santa Cruz Citywide Safe Routes to School (SRTS) Crossing Improvement Program* and pledge our commitment to partner with the City to further the goal of increasing safe bicycling and walking among our students. We are excited at the prospect of the City implementing some of the recommendations that were a product of the two-year planning effort that just took place.

We actively participated in that planning process and indeed look forward to partnering in this next implementation phase.

The City and its collaborative partners have been essential to promoting safe alternative modes of transportation to our students. The every-increasing problem of student obesity as well as the increasing use of private vehicles to drop off and pick up students at school sites is of vital concern to our school community. In our ongoing effort to create wellness opportunities and support physical activity outside of the school day, we strongly support the promotion of active, non-polluting transportation for our students.

Specifically, we look forward to the addition of the infrastructure improvements for our site and commit to welcoming the following education and encouragement programs:

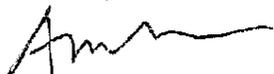
- **Bike Smart!** Grade-level bicycle safety presentations (may be assembly or classroom), followed by hands-on training course on school blacktop to serve our 5th graders. Commitment: 3 hours per class (1 hour presentation, followed by 2 hour on-bike rodeo event).
- **Walk Smart!** Grade-level pedestrian safety presentations (may be assembly or classroom), followed by hands-on training course on school blacktop to serve 2nd graders. Commitment: 2.5 hours per class (35 minute presentation followed by a 1.5 hour hands-on pedestrian training event).
- **Monthly Bike/Walk to School Program:** Regular monthly morning

encouragement event that provides incentives to students who bike, walk, skate or scoot to school. Participating students receive snacks and will be entered into a raffle. Extensive outreach and engagement with parents. Commitment: School staff contact for coordination purposes.

Gault Elementary is a 72% free and reduced lunch school. Almost $\frac{3}{4}$ of our students live in poverty. It is essential that we educate our students regarding pedestrians and bike safety, as this is a main mode of transportation for many of our families. Many of our students are often without helmets. We look forward to further educating parents and students about biking and walking safety.

Thank you for your consideration of the innovative and creative *Santa Cruz Citywide Safe Routes to School (SRTS) Crossing Improvement Program*. We strongly support the funding of this initiative and look forward to partnering in the promotion of increased safe walking and cycling among students. Thank you for your support of our local community!

Sincerely,



Amariah Hernandez
Gault Elementary Principal



Westlake Elementary School

"Home of the Wildcats!"
Clyde Curley, Principal



1000 High Street
Santa Cruz, CA 95060

Phone: (831) 429-3878
Fax: (831) 429-3835

www.westlake.santacruz.k12.ca.us
ccurley@sccs.santacruz.k12.ca.us

State of California
Department of Transportation
Division of Local Assistance
P.O. Box 942874, MS-1
Sacramento, CA 94274-0001

May 15, 2015

Dear ATP Grant Selection Committee,

As the principal of Westlake Elementary School I want to express my strong support for the City of Santa Cruz's Active Transportation Program application for *Santa Cruz Citywide Safe Routes to School (SRTS) Crossing Improvement Program* and pledge our commitment to partner with the City to further the goal of increasing safe bicycling and walking among our students. We are excited at the prospect of the City implementing some of the recommendations that were a product of the two-year planning effort that just took place.

We actively participated in that planning process and indeed look forward to partnering in this next implementation phase.

The City and its collaborative partners have been essential to promoting safe alternative modes of transportation to our students. The every-increasing problem of student obesity as well as the increasing use of private vehicles to drop off and pick up students at school sites is of vital concern to our school community. In our ongoing effort to create wellness opportunities and support physical activity outside of the school day, we strongly support the promotion of active, non-polluting transportation for our students.

Specifically, we look forward to the addition of the infrastructure improvements for our site and commit to welcoming the following education and encouragement programs:

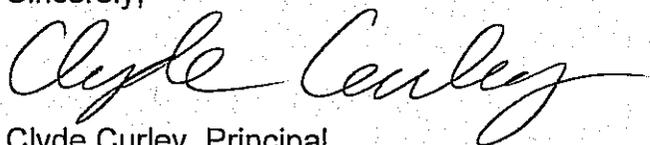
- o **Bike Smart!** Grade-level bicycle safety presentations (may be assembly or classroom), followed by hands-on training course on school blacktop to serve our 5th graders. Commitment: 3 hours per class (1 hour presentation, followed by 2 hour on-bike rodeo event).
- o **Walk Smart!** Grade-level pedestrian safety presentations (may be assembly or classroom), followed by hands-on training course on school blacktop to serve 2nd graders. Commitment: 2.5 hours per class (35 minute presentation followed by a 1.5 hour hands-on pedestrian training event).
- o **Monthly Bike/Walk to School Program:** Regular monthly morning encouragement event that provides incentives to students who bike, walk, skate or

scoot to school. Participating students receive snacks and will be entered into a raffle. Extensive outreach and engagement with parents. Commitment: School staff contact for coordination purposes.

Westlake Elementary School is excited to support these innovative programs through promotion and partnership with our PTA. We have a unique school setting which includes hills on the way to school that effects the ability of our students to get to school without using a car. These programs will provide the incentive necessary to increase the participation of students in getting to school via human powered transportation.

Thank you for your consideration of the innovative and creative *Santa Cruz Citywide Safe Routes to School (SRTS) Crossing Improvement Program*. We strongly support the funding of this initiative and look forward to partnering in the promotion of increased safe walking and cycling among students. Thank you for your support of our local community!

Sincerely,

A handwritten signature in cursive script that reads "Clyde Curley". The signature is fluid and extends across the width of the text area.

Clyde Curley, Principal

Santa Cruz City High School District
Branciforte Middle School
315 Poplar Avenue
Santa Cruz, CA 95062
(831) 429-3883 FAX (831) 429-3962



State of California
Department of Transportation
Division of Local Assistance
P.O. Box 942874, MS-1
Sacramento, CA 94274-0001

May 14, 2015

Dear ATP Grant Selection Committee,

As the principal of Branciforte Middle School, I want to express my strong support for the City of Santa Cruz's Active Transportation Program application for *Santa Cruz Citywide Safe Routes to School (SRTS) Crossing Improvement Program* and pledge our commitment to partner with the City to further the goal of increasing safe bicycling and walking among our students. We are excited at the prospect of the City implementing some of the recommendations that were a product of the two-year planning effort that just took place.

We actively participated in that planning process and indeed look forward to partnering in this next implementation phase.

The City and its collaborative partners have been essential to promoting safe alternative modes of transportation to our students. The every-increasing problem of student obesity as well as the increasing use of private vehicles to drop off and pick up students at school sites is of vital concern to our school community. In our ongoing effort to create wellness opportunities and support physical activity outside of the school day, we strongly support the promotion of active, non-polluting transportation for our students.

Specifically, we look forward to the addition of the infrastructure improvements for our site and commit to welcoming the following encouragement program:

- **Monthly Bike/Walk to School Program:** Regular monthly morning encouragement event that provides incentives to students who bike, walk, skate or scoot to school. Participating students receive snacks and will be entered into a raffle. Extensive outreach and engagement with parents. Commitment: School staff contact for coordination purposes.

Additionally, we commit to offering weekly Bike Club activities to include bicycle safety, simple bicycle repair, and bike trips throughout the community.

Thank you for your consideration of the innovative and creative *Santa Cruz Citywide Safe Routes to School (SRTS) Crossing Improvement Program*. We strongly support the funding of this initiative and look forward to partnering in the promotion of increased safe walking and cycling among students. Thank you for your support of our local community!

Sincerely,

A handwritten signature in cursive script that reads "Kristin Pfothauer". The signature is written in black ink and is positioned above the printed name.

Kristin Pfothauer
Principal



Mission Hill Middle School

Academic and Social Success for All



Julia Hodges, Principal

State of California
Department of Transportation
Division of Local Assistance
P.O. Box 942874, MS-1
Sacramento, CA 94274-0001

15 May 2015

Dear ATP Grant Selection Committee,

As the principal of Mission Hill Middle School, I want to express my strong support for the City of Santa Cruz's Active Transportation Program application for *Santa Cruz Citywide Safe Routes to School (SRTS) Crossing Improvement Program* and pledge our commitment to partner with the City to further the goal of increasing safe bicycling and walking among our students. We are excited at the prospect of the City implementing some of the recommendations that were a product of the two-year planning effort that just took place. We actively participated in that planning process and indeed look forward to partnering in this next implementation phase.

The City and its collaborative partners have been essential to promoting safe alternative modes of transportation to our students. The every-increasing problem of student obesity as well as the increasing use of private vehicles to drop off and pick up students at school sites is of vital concern to our school community. In our ongoing effort to create wellness opportunities and support physical activity outside of the school day, we strongly support the promotion of active, non-polluting transportation for our students.

Specifically, we look forward to the addition of the infrastructure improvements for our site and commit to welcoming the following education and encouragement programs:

- **"All Things Biking" Fall Assembly:** Collaborative presentation with multiple presenters to introduce students to bike culture on campus and basic bike safety tips. Commitment: Schedule event in fall.
- **Monthly Bike/Walk to School Program:** Regular monthly morning encouragement event that provides incentives to students who bike, walk, skate or scoot to school. Participating students receive snacks and will be entered into a raffle. Extensive outreach and engagement with parents. Commitment: School staff contact for coordination purposes.

Mission Hill Middle School will promote these programs and others among students, parents, and teachers as we have many students that ride their bikes and skateboard and every year we deal with a number of bike and skateboarding related injuries.



Julia Hodges, Principal

Mission Hill Middle School

Academic and Social Success for All



Thank you for your consideration of the innovative and creative *Santa Cruz Citywide Safe Routes to School (SRTS) Crossing Improvement Program*. We strongly support the funding of this initiative and look forward to partnering in the promotion of increased safe walking and cycling among students. Thank you for your support of our local community!

Sincerely,

Julia Hodges
Julia Hodges
Principal



HARBOR PIRATES

300 LA FONDA AVE SANTA CRUZ, CALIFORNIA 95062 PHONE: 831-429-3810 FAX: 831-429-3982

Tracey Runeare
Assistant Principal – Counseling
Extension 1070

Dick Davis
Principal
Extension 1050

Shad Coffey
Assistant Principal – Discipline
Extension 1060

State of California
Department of Transportation
Division of Local Assistance
P.O. Box 942874, MS-1
Sacramento, CA 94274-0001

May 18, 2015

Dear ATP Grant Selection Committee:

As the principal of Harbor High School, I want to express my strong support for the City of Santa Cruz's Active Transportation Program application for *Santa Cruz Citywide Safe Routes to School (SRTS) Crossing Improvement Program* and pledge our commitment to partner with the City to further the goal of increasing safe bicycling and walking among our students. We are excited at the prospect of the City implementing some of the recommendations that were a product of the two-year planning effort that just took place. We actively participated in that planning process and indeed look forward to partnering in this next implementation phase.

The City and its collaborative partners have been essential to promoting safe alternative modes of transportation to our students. The every-increasing problem of student obesity as well as the increasing use of private vehicles to drop off and pick up students at school sites is of vital concern to our school community. In our ongoing effort to create wellness opportunities and support physical activity outside of the school day, we strongly support the promotion of active, non-polluting transportation for our students.

Specifically, we look forward to the addition of the infrastructure improvements for our site and commit to welcoming the following encouragement program:

- **BiAnnual Bike/Walk to School Day:** Fall and spring events that provides incentives to students to use active transportation to get to school. Participating students receive breakfast snacks.

Harbor has been growing as a bike-friendly school for several years and support from this program continues to build our biking community. With 58% of our students receiving Free or Reduced Lunch benefits, we are aware of the transportation needs of our students as well as the need to build an awareness of the benefits of a healthy lifestyle.

Thank you for your consideration of the innovative and creative *Santa Cruz Citywide Safe Routes to School (SRTS) Crossing Improvement Program*. We *strongly support the funding of this initiative and look forward to partnering in the promotion of increased safe walking and cycling among students*. Thank you for your support of our local community.

Sincerely,

A handwritten signature in black ink, appearing to read "Dick Davis". The signature is stylized with a large, sweeping "D" and a long horizontal line extending to the right.

Dick Davis
Principal
Harbor High School



Santa Cruz High School

415 Walnut Avenue
Santa Cruz, CA 95060
Phone: (831) 429-3960
Fax: (831) 429-3944

www.santaacruzhs.santaacruz.k12.ca.us



State of California
Department of Transportation
Division of Local Assistance
P.O. Box 942874, MS-1
Sacramento, CA 94274-0001

May 20, 2015

Dear ATP Grant Selection Committee,

As the principal of Santa Cruz High School, I want to express my strong support for the City of Santa Cruz's Active Transportation Program application for *Santa Cruz Citywide Safe Routes to School (SRTS) Crossing Improvement Program* and pledge our commitment to partner with the City to further the goal of increasing safe bicycling and walking among our students. We are excited at the prospect of the City implementing some of the recommendations that were a product of the two-year planning effort that just took place. We actively participated in that planning process and indeed look forward to partnering in this next implementation phase.

The City and its collaborative partners have been essential to promoting safe alternative modes of transportation to our students. The every-increasing problem of student obesity as well as the increasing use of private vehicles to drop off and pick up students at school sites is of vital concern to our school community. In our ongoing effort to create wellness opportunities and support physical activity outside of the school day, we strongly support the promotion of active, non-polluting transportation for our students.

Specifically, we look forward to the addition of the infrastructure improvements for our site and commit to welcoming the following education and encouragement programs:

- **"All Things Biking" Fall Assembly:** Collaborative presentation with multiple presenters to introduce students to bike culture on campus and basic bike safety tips. Commitment: Schedule event in fall.
- **BiAnnual Bike/Walk to School Day:** Fall and spring events that provide incentives to students to use active transportation to get to school. Participating students receive breakfast snacks. Commitment: School staff contact for coordination purposes.

A California Distinguished School

Steve Kopald
Assistant Principal

Karen Edmonds
Principal

Michelle Poirier
Assistant Principal



Santa Cruz High School

415 Walnut Avenue
Santa Cruz, CA 95060
Phone: (831) 429-3960
Fax: (831) 429-3944

www.santacruzhs.santacruz.k12.ca.us



Santa Cruz High School will promote these events and activities among parents, our teachers and staff, and I am sure that our high number of bicyclists will continue to benefit from the programs. Additionally, a renewed focus on reducing the number of private vehicles dropping off and picking up students, will make our site a safer place for students and staff. We are located on a very busy, well-traveled thoroughfare, where we have experienced near-misses on a regular basis.

Thank you for your consideration of the innovative and creative *Santa Cruz Citywide Safe Routes to School (SRTS) Crossing Improvement Program*. We strongly support the funding of this initiative and look forward to partnering in the promotion of increased safe walking and cycling among students. Thank you for your support of our local community!

Sincerely,

Karen Edmonds
SCHS Principal

A California Distinguished School

Steve Kopald
Assistant Principal

Karen Edmonds
Principal

Michelle Poirier
Assistant Principal



State of California
Department of Transportation
Division of Local Assistance
P.O. Box 942874, MS-1
Sacramento, CA 94274-0001

May 11th, 2015

Dear ATP Grant Selection Committee,

I am writing to express Bike Santa Cruz County's support for the City of Santa Cruz's Active Transportation Program application for *Santa Cruz Citywide Safe Routes to School (SRTS) Crossing Improvement Program*. This project will construct infrastructure improvements and provide non-infrastructure programming at eight Santa Cruz City Schools campuses.

The overarching purpose of the *Santa Cruz Citywide Safe Routes to School (SRTS) Crossing Improvement Program* is to increase the number of children using active transportation modes to school through the "Five E's" of Safe Routes to School. The partnership between the City of Santa Cruz, Santa Cruz County Health Services Agency, and non-profit Ecology Action allows for each of the "Five E's" to be implemented and have the maximum affect on student active transportation expansion within the City of Santa Cruz.

I urge you to support this valuable project. The *Santa Cruz Citywide Safe Routes to School (SRTS) Crossing Improvement Program* is an important next step to encourage students to be lifelong active transportation users. Bike Santa Cruz County strongly supports funding this project to improve active transportation in the City of Santa Cruz.

Sincerely,

Amelia Conlen
Director, Bike Santa Cruz County

Mission: Pedestrian

An organization of neighbors and business people seeking to improve the pedestrian environment in Santa Cruz
1603 King Street, Santa Cruz, CA 95060 www.missionped.org

May 18, 2015

State of California DOT
Division of Local Assistance
P.O. Box 942874, MS-1
Sacramento, CA 94274-0001

Re: ATP Grant Selection Committee
Mission: Pedestrian supports the City of Santa Cruz application for its SRTS Crossing Improvement Program.

This application by the City of Santa Cruz contains not only infrastructure components but also education elements at eight Santa Cruz city schools. These educational elements are critical to changing the culture and encouraging children to use active transportation on their way to school

Mission: Pedestrian is a pedestrian advocacy organization affiliated with California Walks and America Walks.

We urge you to fund this active transportation grant application which will **increase safety for children actively traveling to school.**

Sincerely,



Debbie Bulger *for* Mission: Pedestrian

Mission: Pedestrian





May 26, 2015

State of California
Department of Transportation
Division of Local Assistance
P.O. Box 942874, MS-1
Sacramento, CA 94274-0001

Dear ATP Grant Selection Committee,

On behalf of Ecology Action (EA), we commit to partnering with the City of Santa Cruz to implement their Active Transportation Program proposal for *Santa Cruz Citywide Safe Routes to School (SRTS) Crossing Improvement Program*. EA is committed to partner with the City to further the goal of increasing safe bicycling and walking of students at the proposal's targeted schools. We have a long and successful track record in working with the City in delivering SRTS programs. Over the past two years we collaborated with the City to produce the Caltrans funded City of Santa Cruz Schools Complete Streets Master Plan. Many of the plan's recommendations are proposed in the City's ATP application.

Ecology Action commits to implementing the following education, encouragement and evaluation programs:

Bike Smart! Grade-level bicycle safety presentations, followed by hands-on training course on school blacktop to serve 5th graders.

Walk Smart! Grade-level pedestrian safety presentations, followed by hands-on training course on school blacktop to serve 2nd graders.

"All Things Biking" Fall Assembly: Presentation with multiple presenters to introduce students to bike culture on campus and basic bike safety tips.

Monthly and Bi-Annual Bike/Walk to School Program: Monthly/Bi-annual encouragement event that provides incentives to students who bike, walk, skate or scoot to school. Extensive outreach and engagement with parents.

Pre and Post Student and Parent Surveys: Conduct pre and post program student travel surveys and parent surveys and evaluation data.

Thank you for your consideration of the *Santa Cruz Citywide Safe Routes to School (SRTS) Crossing Improvement Program*. We strongly support this proposal and look forward to partnering with the City to increase safe walking and cycling among students.

Sincerely,

Jim Murphy
CEO