



Active Transportation Plan in Greater Downtown District

Part A: Application Form



ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Application Form for Part A

Parts B & C must be completed using a separate document

PROJECT unique APPLICATION NO.:

10-Stockton-4

Auto populated

Total ATP Funds Requested:

\$ 396

(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:

Stockton

IMPLEMENTING AGENCY'S ADDRESS

CITY

ZIP CODE

22 East Weber Avenue

Stockton

CA

95202

IMPLEMENTING AGENCY'S CONTACT PERSON:

Ray Deyto

CONTACT PERSON'S TITLE:

Associate Civil Engineer

CONTACT PERSON'S PHONE NUMBER:

(209) 937-8869

CONTACT PERSON'S EMAIL ADDRESS :

ray.deyto@stocktongov.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:

PROJECT PARTNERING AGENCY'S ADDRESS

CITY

ZIP CODE

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PROJECT PARTNERING AGENCY'S CONTACT PERSON:

CONTACT PERSON'S TITLE:

CONTACT PERSON'S PHONE NUMBER:

CONTACT PERSON'S EMAIL ADDRESS :

MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans?

Yes No

Implementing Agency's Federal Caltrans MA number

10-5008R

Implementing Agency's State Caltrans MA number

00149S

* 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)

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

PROJECT DESCRIPTION: (Max of 250 Characters)

PROJECT LOCATION: (Max of 250 Characters)



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. 37.953996 /long. -121.285363

Congressional District(s):

State Senate District(s): State Assembly District(s):

Caltrans District(s):

County:

MPO:

RTPA:

MPO UZA Population:

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

ESTIMATION OF ACTIVE TRANSPORTATION USERS

Existing Counts:	Pedestrians	<u>75</u>	Bicyclists	<u>50</u>
One Year Projection:	Pedestrians	<u>100</u>	Bicyclists	<u>75</u>
Five Year Projection:	Pedestrians	<u>150</u>	Bicyclists	<u>100</u>

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

Bicycle: Class I Class II Class III Other _____

Pedestrian: Sidewalk Crossing Other _____

Multiuse Trails/Paths: Meets "Class I" Design Standards Other _____

DISADVANTAGED COMMUNITIES

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

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

Household Income Yes No CalEnvioScreen Yes No

Student Meals Yes No Local Criteria Yes No

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

CORPS

Does the agency intend to utilize the Corps: Yes No



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

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

“Plan” applications to show as NI only

Development of a Plan in a Disadvantaged Community: Yes No

If Yes, check all Plan types that apply:

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

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

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

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

- Bicycle Transportation** % of Project 60.0 % (ped + bike must = 100%)
- Pedestrian Transportation** % of Project 40.0 %
- 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

School address: Multiple Schools

District name: Stockton Unified School

District address: 701 N. Madison Avenue, Stockton, CA 95202

Co.-Dist.-School Code: San Joaquin-Stockton Unified

School type (K-8 or 9-12 or Both) Both Project improvements maximum distance from school 0.1 mile

Total student enrollment: 6,140

% of students that currently walk or bike to school% 15.0 %

Approx. # of students living along route proposed for improvement: 2,500

Percentage of students eligible for free or reduced meal programs ** 90.9 %

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

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



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

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

For all trails projects:

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

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

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

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

PROJECT STATUS and EXPECTED DELIVERY SCHEDULE

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

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

MILESTONE:	DATE COMPLETED	OR	EXPECTED DATE
CTC - PA&ED Allocation:	_____		N/A
* CEQA Environmental Clearance:	_____		12/30/2016
* NEPA Environmental Clearance:	_____		12/30/2016
CTC - PS&E Allocation:	_____		N/A
CTC - Right of Way Allocation:	_____		N/A
* Right of Way Clearance & Permits:	_____		N/A
Final/Stamped PS&E package:	_____		N/A
* CTC - Construction Allocation:			N/A
* Construction Complete:			12/30/2017
* Submittal of “Final Report”			6/30/2018



PROJECT FUNDING (in 1000s)

Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

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

ATP funds for PA&D:	_____	
ATP funds for PS&E:	_____	
ATP funds for Right of Way:	_____	
ATP funds for Construction:	_____	
ATP funds for Non-Infrastructure:	_____	\$396 (All NI funding is allocated in a project's Construction Phase)
Total ATP funds being requested for this application/project:	_____	\$396

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: _____ **\$396**

ATP - FUNDING TYPE REQUESTED:

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

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

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

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



ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Part B: Narrative Questions (Application Screening/Scoring)

Project unique application No.: 10-Stockton-4

Implementing Agency's Name: City of Stockton

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:

As a Disadvantaged Community, the current 10 year Capital Improvement Plan (not including Municipal Utilities) reflects project needs of over \$665 million with potential funding identified of \$192 million. These numbers do not fully include road rehabilitation and cost increases for infrastructure that will continue to deteriorate. The City of Stockton is the 13th (thirteenth) largest city in the State, and as of March 2015 has an unemployment rate of 10.3%, which is more than 1 1/2 times the State average of 6.5%, and nearly double the federal average of 5.5%. The City has recently emerged from bankruptcy and has a tremendous unmet need for all modes of transportation infrastructure.

Funding for bicycle and pedestrian facilities exists on a very limited basis through local gasoline tax. However, bicycle and pedestrian projects are woefully underfunded. This Active Transportation Plan for Greater Downtown District of Stockton is a first step of getting people out of cars and using active modes to access a downtown area that is being revitalized.

2. Consistency with Regional Plan.

The project is consistent with the San Joaquin Council of Government's (SJCOG) 2014-2040 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) which was adopted in June 2014. This is the first RTP for San Joaquin County to include a Sustainable Communities Strategy (SCS) – aligning sustainability goals with transportation investments strategies that work to facilitate/encourage infill



development, emphasize a true multi-modal approach, and provide increased funding for active transportation improvements. The proposed project will directly support implementation of SJCOG's 2014 RTP/SCS and will assist SJCOG in meeting its goals of reduced auto trips and increased bike and walking trips (Attachment I).

A letter of Support further explaining the projects' consistency with the RTP/SCS is attached to this application (Attachment J).

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.)

According to the 2000 Census, less than 1 percent (approximately 700) utilize bicycles as their primary mode of transportation to work in the City of Stockton; however, 13 percent of commuters estimated their travel time to work as ten minutes or less. This indicates that many Stockton residents work within a distance from their homes that may be easily accessible by bicycle.

Implementation of Active Transportation projects would help achieve the overall goal of bicycle usage to complete 35% of the un-built Recommended Bikeway network on existing City facilities by 2016 and 90% by 2035. Also, the goal is to reduce both the number of bicycle-motor vehicle collision by 50% by 2021 and ensure that all public K-12 schools have implemented Safe Route to School programs by 2021 per the adopted City of Stockton Bicycle Plan. Attachment I-1 shows the Future Bikeway Network for the City of Stockton which is currently being updated. The updated Bicycle Plan will be coordinated closely with the Greater Downtown ATP.



Developing a solid plan for bicycle and pedestrian facilities downtown has a great potential to increase walking and bicycling. Many residents would benefit from the ability to access the downtown area from population centers outside of the greater downtown area and would like to do so if adequate facilities existed. A great number of residents do not own cars or might choose to bike or walk downtown but do not because of a lack of facilities. Downtown Stockton has a variety of attractions that would benefit from a plan that would someday lead to bringing bicycle and pedestrian traffic downtown. For example, downtown has a large movie complex, an arena, ball park, museum, restaurants, and marina. Vehicle parking is limited and expensive so if good route to these venues were in place, it would encourage people to access downtown amenities by alternate modes.

The greater downtown district is currently undergoing a revitalization and many private development projects are underway. For example, two veterans housing projects located in the downtown core area are currently being designed by private developers. Once constructed, at least 1,500 residential units and a clinic for citizens who live there will benefit greatly if street corridors allow them access to downtown and beyond.

There has been resurgence in schools in and around downtown that has created a strong need for safe bicycle and pedestrian facilities. Creating corridors alter such options for students to get from area population centers to their schools downtown would likely increase bicycling and walking to school significantly. In addition to schools, the downtown area has a new bus transit center and a rail station. Development of bike and pedestrian friendly corridors greatly increase the mobility of people who live outside the downtown area who want to access other forms of transit.



Figure1.1 Students crossing an unprotected T-intersection

If awarded, the Active Transportation Plan clearly has great potential to reduce both pedestrian and bicycle injuries and fatalities. The Active Transportation Plan will identify site specific safety counter measures that will address the safety needs of each individual street in the Greater Downtown District for all users. Proven safety counter measures that are anticipated to be in the Plan include but are not limited to road diets, bike lanes, bulb outs, and traffic related items to reduce speed and thereby, reduce collisions.

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

a. creation of new routes



The goals of the project are the following:

- Develop a plan for future implementation of Active Transportation projects in the Greater Downtown District.
- Provide a safe and friendly environment for pedestrians, bicyclists, and transit riders of all ages and abilities.
- Improve the efficiency and capacity of existing roads by moving people in the same amount of space.
- Enhance the health of people by encouraging them to walk or ride a bicycle as opposed to driving.
- Improve the air quality by encouraging people to walk or ride a bicycle as opposed to driving.
- Help deter crime by making the area a more livable, walkable community for residents, pedestrians, and bicyclists.

The development of a carefully considered plan, once implemented will link other areas of the City to the greater downtown area. Creation of routes that allow easy access by bike or pedestrian will provide a two-fold benefit (1) encourage active transportation and (2) assist with the revitalization of Stockton's core.

The City identified the Greater Downtown District as a good candidate for Active Transportation projects based on the following criteria: business/community input (See Attachment J From a Private Developer); lack of bicycle lanes; missing bicycle connections; presence of business and governmental establishments; schools; missing connections to regional trails; and potential for improved access to transit, schools, work, recreation, and shopping.

The Greater Downtown District is bounded by Pershing Avenue to the west; Wilson Way to the east; Martin Luther King Jr. Boulevard to the south; and Harding Way to the north. It is approximately twenty seven (27) square blocks (Attachment D).



Anticipated corridors within the Greater Downtown District that can be improved to facilitate active transportation are Hunter Street, El Dorado Street, Center Street, West Lane, Sutter Street, and California Street. These streets are wide enough to accommodate bicyclists and pedestrians. Other corridors will also be analyzed during the development of the Plan to determine if they are viable candidates for active transportation projects. This Greater Downtown District also is home to the San Joaquin Regional Transit District Bus Terminal, Greyhound Bus Station, Ace and Amtrak Train Stations, arena, marina, museum, ball park, restaurants, and university housing. As such, this area could be the pedestrian and bike transfer stations for people to reach their destinations within the City of Stockton and adjacent cities for any purpose such as work, school, recreation, business, and residency.

The above mention streets will connect bicyclists and pedestrians with various destinations including the following: schools (Delta College, University of Pacific, Humphreys College, California State University – Stockton Campus, and various high and elementary schools); Shopping Centers (Weberstown Mall, Sherwood Mall, Miracle Mile Business District and various stores); Business Establishments; Churches; Government Entities for Federal, State, County, and City, and residential destinations (homes, apartments, and condos). See Attachment I-1A for intermodal connections (Support Facilities).

One of the projects within the Greater Downtown District is the Miner Avenue Complete Streets project. This project has already received federal funding for preliminary design and environmental documentation. The development of a Plan for an Active Transportation Project in the downtown area would complement the Miner Avenue Complete Streets project and would bring us closer to meeting the goals of the City of Stockton and San Joaquin Council of Governments to encourage people to walk and/or bike to their destinations.

**b. removal of barrier to mobility**

The general level terrain and mild weather make bicycling and walking viable forms of transportation within the City of Stockton. The City has a network of off-street trails and paths, on-street bike lanes, and signed bike routes. This project is all about improving connectivity and removing barriers to mobility. The Greater Downtown District lacks safe access and mobility for residents to walk, bike or use public transit due to outdated street features that are designed primarily for motor vehicles. Large intersections results in high vehicle speeds that make it difficult for pedestrians to cross. The lack of on-street bicycling facilities forces cyclist to ride in traffic or on sidewalks. This Active Transportation Plan when funded would provide connections to existing facilities and thus remove barrier to mobility.

c. closure of gaps

While bicycle facilities are often present in relatively new neighborhoods and schools, connections between those areas are often lacking. Fostering the City's multi-modal objective, bicycle and pedestrian facilities offer additional transportation for Stockton residents.

The Active Transportation Plan, when implemented, would improve connectivity and remove barriers to mobility by constructing additional bicycle and pedestrian facilities, and traffic calming devices. Examples of bicycle facilities are bicycle lockers, cages, and stations. These facilities will allow bicyclists to make complete trips, secure their bicycles and the ability to take bicycles on public transportation systems for longer trips. The Greater Downtown District is home to the San Joaquin Regional Transit District Bus Depot (Transfer Station) and Train Stations which serve as intermodal connections to both passengers and bicyclists.

The Active Transportation Plan, when implemented, also would provide adequate signal timing for bicyclists to cross barriers such as arterials and collector streets. Most bicyclists use transit to begin or finish their trips. Most of the transit stations are



located at the approach sides of the intersections and this project will provide the fastest and safest approach to the transit stations.

d. other improvements to routes

Policies promoting alternative travel focus on encouraging the incorporation of bicycle and pedestrian design into development proposals and street improvement projects, improving bicycle and pedestrian safety, and promoting the development of facility standards. Improvements that will be constructed as part of the Active Transportation projects are bike lanes, street/pedestrian lightings, speed bumps, bulb-outs and other features that are necessary to effectively serve the, bicyclists and pedestrians for safety and enjoyment purposes.

e. educates or encourages use of existing routes

The Active Transportation Plan will include a public outreach component that will educate the residents to use the most efficient way in reaching their destinations through a combination of existing and new routes. Using existing routes will be critical until the Plan can be built out. Education efforts may be designed to include the entire community or specific target groups. These can include bicycle rodeos, school presentations, public service announcements, and the distributions of pamphlets and posters to increase public awareness and education.

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

The City is heavily invested in in the revitalization of its core downtown area. Significant strides have already been made such as the potential build out of the Miner Avenue Complete Street project. The City wants to build upon the success of Miner Avenue and create an entire downtown that is accessible by Active Transportation Modes. The Active Transportation Plan for Greater Downtown will lay



the framework for active transportation in downtown so this is definitely one of the City's highest active transportation priorities.

Attachment I-1 depicts the proposed bicycle network system. The system focuses on connecting parts of the existing system that are discontinued and providing access to major destinations and intermodal centers including schools, public facilities, employment sites and shopping and office centers.

The proposed system would substantially increase the extent of the City's bicycle facilities by adding 57 miles of Class I Bikeways, 102 miles of Class II, and 62 miles of Class III. The City will encourage existing and new commercial and office establishments to develop and enhance pedestrian pathways through landscaping, frontage improvements, and creating pedestrian crosswalks through parking areas. The City will also require that safe and secure bicycle facilities be provided at major activity centers as such as, schools, public facilities, employment sites, and shopping and office centers.

As mentioned previously, the Active Transportation projects would help in realizing the City's goal of encouraging residents to walk and bike to and from the above-mentioned major activity centers. Attachment J – Letters of Support from San Joaquin County Public Health Services, San Joaquin Council of Governments, and the Greater Stockton Chamber of Commerce indicate their support of the Active Transportation Plan for the Greater Downtown District.

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.)**

During the last five years 1/1/2010 to 12/31/2014, there were 298 total collisions (Bike/Pedestrian/Vehicle) reported in the Greater Downtown District. Of these collisions, there were 160 bicycle/vehicle collisions and 133 pedestrian/vehicle collisions, with 13 fatalities (11 pedestrian and 2 bicycle), 251 injuries (114 pedestrian and 137 bicycle), and 34 property damage only (15 pedestrian and 19 bicycle) collisions. See Attachments I-2 and I-2A for pedestrian and bicycle collision locations, respectively.

As the data shows, there is a significant need in the greater downtown area for safe bicycle and pedestrian facilities. The significant increase in student population and infill development in downtown accentuate the need for safer bike and pedestrian transportation modes. The Active Transportation Plan is the key first step to providing safer facilities in an effort to reduce injuries and fatalities. It should be noted that parties involved in minor collisions are unlikely to report them to law enforcement; data most likely represents the more severe collisions, since the collisions that are reported tend to involve injuries or law enforcement personnel. Therefore it can be presumed that there are a large number of unrepresented near misses that pose a safety concern to pedestrian safety.

- 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.

The Active Transportation Plan, when implemented, would encourage motorists to reduce speed or volume of motor vehicles due to the construction of speed bumps and narrower streets, bike lanes/paths and wider sidewalks for pedestrians. The development of the Active Transportation Plan also will look at any opportunities for combine bike and pedestrian sidewalks to provide separation from vehicles.



The Active Transportation projects, when implemented, also would reduce congestion on existing and future roadways by encouraging alternative modes of travel. Alternative modes of travel include public transit, carpool/vanpool, walking, and bicycling.

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

With reduced speed, motorists would be able to have better sight distance and visibility and thereby, could react to potential collisions. One of the goals of the Active Transportation Plan is to provide a safe environment for pedestrians and bicyclists.

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

By constructing wider sidewalk and narrower streets, collisions would be greatly reduced due to reduced speed and providing adequate walking facilities that will lessen the interaction between cars and pedestrians. Motorists and pedestrians would tend to focus on where they are heading which reduces their behaviors that lead to crashes.

In addition, construction of bike lanes/paths also would limit cars and bicyclists collisions as there would be physical separation between these entities.

The development of the Active Transportation Plan will ensure that all potential conflict points between motorized and non-motorized users will be analyzed and any improvements to enhance safety will be implemented.

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

The resurgence in pedestrians and bicyclists in the downtown area has led to non-motorized uses which are in conflict with vehicles. However, if the Active Transportation Plan is implemented these motorists, pedestrians, and bicyclists



would improve their compliance with local traffic laws as there would be additional traffic control devices that will be installed. These improvements would help the users to clearly follow directions, define their lanes, and react to potential collisions. The Active Transportation Plan when implemented will be consistent with the California Vehicle and MUTCD Codes. The Active Transportation Plan also is consistent with the Transportation and Circulation Element of the 2035 General Plan of the City of Stockton adopted on December 11, 2007.

In response to community desires for the maximization of existing facilities and opportunities for increased travel flexibility, the goals and policies of the City are incorporated in the Transportation and Circulation Element of the 2035 General Plan. By focusing on strategies such as carpooling, flextime, parking options, walking, bicycling, and other options, the City will create more opportunities for increased mobility and reduce the impact of current travel patterns on existing roadways.

- Addresses inadequate traffic control devices.

The Active Transportation Plan, when implemented, would address inadequate traffic control by adding signal timing for bicyclists and pedestrians in the traffic signal controller to improve safety. In addition traffic bumps, bulb-outs, and pavement markings will be installed so the streets in the Greater Downtown District will have adequate traffic control devices. These improvements would help the motorists and bicyclists to reduce speeds, follow directions, stay on their lanes, and be able to react for potential collisions. Pedestrians also would also be able to cross the streets safely due to the additional pavement markings and timing on the traffic signal.

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



By constructing wider sidewalks and narrower streets, collision would be greatly reduced due to reduced speed and providing adequate walking facilities that will lessen the interaction between cars and pedestrians. Motorists and pedestrians would tend to focus on where they are heading which reduces their behaviors that lead to crashes.

In addition, construction of bike lanes/paths also would limit cars and bicyclists collisions as there would be physical separation between these entities.

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

The Active Transportation Plan, when implemented, would install bicycle facilities, crosswalks or sidewalks for bicyclists and pedestrians. These facilities will provide direct links between streets and major destinations.

The streets within the Greater Downtown District streets will connect bicyclists and pedestrians with various destinations including the following: schools (Delta College, University of Pacific, Humphreys College, California State University – Stockton Campus and various high and elementary schools); Shopping Centers (Weberstown Mall, Sherwood Mall, Miracle Mile Business District and various stores); Business Establishments; Churches; Government Entities for Federal, State, County, and City, and residential destinations (homes, apartments, and condos).

As mentioned previously, the Greater Downtown District has inadequate traffic control devices, bicycle facilities, and sidewalks/crosswalks. The development of the Active Transportation Plan will be the first step to address these inadequate facilities. By implementing the Active Transportation Plan, bicyclists and pedestrians would be able to reach their destination in a safe and efficient manner.



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)

There will be public meetings/workshops when developing the plan. The stakeholders including businesses/residents, neighborhood associations, school districts, community and Downtown Stockton Alliance organizations, governmental entities, and general public will be able to provide input on how the Plan will be generated. Also, these stakeholders will be engaged in prioritizing which corridors will be constructed first due to limited funds and to maximize the benefits to businesses/residents after construction.

The development of the Active Transportation Plan will require input from the stakeholders. The selected consultant will prepare a Public Outreach Plan which will serve as a guide to facilitate dissemination of information to the stakeholders. In addition, there will be a public meeting/hearing/workshop during the environmental process. This meeting will enable the stakeholders to give input and/or provide comments on developing the Plan. Attachment J - Letters of Support from various stakeholders including governmental agencies and businesses indicate support for developing the Plan.

One of the City projects that benefited from public participation was the El Dorado Street project. It began with a call for public participation by sending out mailers to the stakeholders surrounding the project area. A Citizen Group was formed headed by an existing community group which was also attended by a councilmember. A total of five collaborative meetings were held between the Citizen Group and City staff and consultants. The resulting conceptual plan then went through public



hearings and approvals from San Joaquin County Planning Commission and City Council. It is anticipated that the Active Transportation Plan also will have a similar public and community outreach participation. Attachment I-3 is a sample flyer that will be distributed to all stakeholders as part of public relation outreach for the development of the Active Transportation Plan.

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

Stakeholders will be engaged when developing the plan via public meetings. The stakeholders will be able to provide input on how the Plan will be generated. Also, they will be engaged in prioritizing which corridors will be constructed first to minimize the impacts during construction and to maximize the benefits to businesses/residents after construction.

The Active Transportation Plan for the Greater Downtown District will be developed by working with businesses/residents, neighborhood associations, school districts, community and faith-based organizations, and governmental entities to identify major barriers to walking, bicycling, and transit access in the Downtown District. Special attention will be focused on the residents who are not able to drive, children going to and from school and parks, and seniors who need access to vital services.

The City and the planning team will work with the stakeholders to develop recommendations to include changes to the design and operation of the roadways to accommodate users of all ages and abilities. The Plan will consider a wide range of tools and technique to help improve safety and access to pedestrians, cyclists, and motorists. Based on the recommendations from the workshops/public meetings, the planning team will prepare the Plan that the City can use to implement Active Transportation projects in the Greater Downtown District and in other parts of the City.



The City has reached out with its citizenry in a variety of ways. The City is presently updating its General Plan. A number of workshops and meetings have been conducted. In particular, a Circulation and Movement workshop afforded the citizenry to voice their preferences towards circulation and movement categories such as Pedestrian sidewalks/ walkability; mass transit; cycling for commuting and other categories. 47% of the opinions expressed by citizens indicated a strong preference for the top three of the eleven categories (Pedestrian Sidewalks and Walkability, Mass Transit and Cycling for Commuting), reference bar chart. City staff as also gained public input relative to proposed ATP project applications through focused groups and/or events such as: Earth Day Festival; Safe Routes 2 School workshops: University Neighborhood Renaissance Group; Stockton Bike Coalition; and other groups.

- 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)**

During the public meetings, the stakeholders' comments and input/suggestions will be listed and posted to make sure that they being considered. The stakeholders' list for comments and input/suggestions will be updated and discussed during the staff meeting developing the Plan. This will amplify the effectiveness of the overall public participation on the project.

During the development of the Active Transportation Plan, the stakeholders will have input on the prioritization of streets that will considered for construction. As mentioned above, there will be public meetings/hearings during the environmental process in which the stakeholders can provide input/comments, as well as other meetings to get as much input as possible.

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



The stakeholders will not only continuously be engaged in the development of the Plan but also will continuously be engaged in the implementation of the Active Transportation projects. Developing the Plan is only the first phase of the entire project. The subsequent phases will be the preparation of the design plans and construction. It is anticipated that during these phases, public meetings will be held to make sure the stakeholders are involved in delivering the project from inception to construction.

Part B: Narrative Questions

Detailed Instructions for: Question #4

QUESTION #4

IMPROVED PUBLIC HEALTH (0-10 points)

- **NOTE: Applicants applying for the disadvantaged community set aside must respond to the below questions with health data specific to the disadvantaged communities. Failure to do so will result in lost points.**
- A. Describe the health status of the targeted users of the project/program/plan. (3 points max)**

According to the University of California Center for Health Policy Research, 46.5 percent of the children and/or students in the City are overweight and obese. The target users in the Greater Downtown District are no different than this finding. Because of the close proximity to schools, the project will target the student populations, providing an active mode of transportation to and from school. About 93.0 percent of the population in the Greater Downtown District are considered disadvantaged and 90.9 percent of the students are eligible for free or reduce meal.

As mentioned previously, another project in the Greater Downtown District is the Veterans Housing Development. These veterans also will be the target users of the Active Transportation Plan when implemented. The Active Transportation Plan when implemented would definitely serve these veterans by encouraging them to walk and bike to their destinations. Thus, their health will improve because of these activities.



The United States Human Services National Institute of Health studied the relationship to health and poverty. Areas with poverty are more prone to obesity because of the lack of available parks, sports facilities, walking, and bicycling infrastructures, which may cause higher level of inactivity. The project will provide an affordable means of transportation and recreational activity for students and residents. The project also will provide an opportunity to allow residents and students to bike and walk safely throughout the City which could reduce obesity problem in the City. Attachment J – Letter of Support from the San Joaquin County Health Department indicate their support for the project.

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

The Active Transportation Plan, when implemented, would help improve the public health as residents would be encouraged to walk or bike to and from their destinations and thereby, reduces the risk for obesity, hypertension, diabetes, stroke, and some form of cancer. Residents would be able to spend quality time with their families in a safe and friendly environment along the project corridors.

Development of an Active Transportation Plan will include policies that aim to improve air and noise quality which would help improve public health.

The Greater Downtown District in Stockton is considered as low income neighborhood area with a family median income of less than 80% of state median income. The U.S Department of Health and Human Services Institute of Health studied the relationship to health and poverty. Areas with poverty are more prone to obesity because the lack of available parks, sport facilities, and infrastructure, which



may cause higher level of inactivity. The project may provide an affordable means of transportation and recreational activity residents.

This project will create Active Transportation Plan that will provide an opportunity to allow residents to bike and walk safely through the Greater Downtown District. The project is a critical step toward creating a continuously bikeway network and alternative transportation route through the Greater Downtown District as well as the entire City of Stockton. As such, residents would be encouraged to ride bikes and exercise and thereby, reduce obesity and improve their health.

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:
\$18,199 (Attachment I-5)

- Provide all census tract numbers



- Provide the median income for each census tract listed
- Provide the population for each census tract listed

Option 2: California Communities Environmental Health Screening Tool 2.0 (CalEnviroScreen) score for the community benefited by the project: **93.0% (Attachment I-5A)**

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

Option 3: Percentage of students eligible for the Free or Reduced Price Meals Programs: **90.9 % (Attachment I-5B)**

- 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

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

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

Disadvantaged neighborhoods will receive at least 93.0% of the benefit of this project. The percentage is based on averaging CalEnviroScreen 2.0 Percentile Range.

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.

Direct benefit will occur at build-out. The Active Transportation Plan will provide meaningful use of facilities and amenities of downtown for those who do not have cars and need non-motorized transportation alternatives. This describes a large segment of the Stockton disadvantaged community. A dual benefit will be a healthier more active community which is a direct benefit for those who are disadvantaged in Stockton. The Active Transportation Plan will have direct and meaningful benefit to



families with students attending schools in greater downtown via safe routes for students to walk and bike to schools.

The Active Transportation Plan when implemented would help reduce barriers to walking or cycling to school, providing disadvantaged neighborhoods in Stockton with increased mobility. The 95202 zip code serving the Greater Downtown District is higher than 86 percentile in the CalEnviroScreen scoring system.

Out of 8 schools in the Greater Downtown District, 90.9% of enrolled students qualify for free or reduced lunches. This percentage equates to 5,581 students out of 6,140 enrolled. City-wide, out of 66,366 students enroll during October 2012, at least 47,301, or 71.3%, qualified for free or reduced lunches. Increasing the number of children walking or biking to school will increase the health of children in disadvantaged neighborhoods particularly, because residents with low incomes are more likely to take advantage of walking and cycling opportunities.

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.)**

There is no other alternatives to the project that were considered as there are no alternatives that will satisfy an Active Transportation goals as follows:

- Develop a plan for future implementation of Active Transportation projects.
- Provide a safe and friendly environment for pedestrians, bicyclists, and transit riders of all ages and abilities.



- Improve the efficiency and capacity of existing roads by moving people in the same amount of space.
 - Enhance the health of people by encouraging them to walk or ride a bicycle as opposed to driving.
 - Improve the air quality by encouraging people to walk or ride a bicycle as opposed to driving.
- 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.)**

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

The Benefit Cost Ratio is 87.39 (Attachment I-6). The tool is easy to use. No need to revise or amend the tool.

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.)**

As a Disadvantaged Community, the City of Stockton does not currently have additional local funding to allocate to this project. The City has recently emerged from bankruptcy and has a tremendous unmet need for all modes of transportation infrastructure. Our current local funds are directed to required grant matches and minimal operations and maintenance activities.

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

QUESTION #8

USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS (0 or -5 points)



- Step 1: Is this an application requesting funds for a Plan (Bike, Pedestrian, SRTS, or ATP Plan)?
- Yes (If this application is for a Plan, there is no need to submit information to the corps and there will be no penalty to applicant: 0 points)
 - No (If this application is NOT for a Plan, proceed to Step #2)

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

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

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

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

- Step 3: The applicant has coordinated with Wei Hsieh with the CCC **AND** Danielle Lynch with the certified community conservation corps and determined the following (check appropriate box):
- Neither corps can participate in the project (0 points)
 - Applicant intends to utilize the CCC or a certified community conservation corps on the following items listed below (0 points).

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

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

Part B: Narrative Questions

Detailed Instructions for: **Question #9**

QUESTION #9
APPLICANT'S PERFORMANCE ON PAST GRANTS AND DELIVERABILITY OF PROJECTS



(0 to-10 points OR disqualification)

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

The City of Stockton has received and delivered hundreds of millions of dollars in State and Federal grants over the last five years, including current projects underway. The City currently has \$131 million dollars in grant funded projects, consisting of \$85 million billed to date and \$46 million remaining to complete. Included in these grants are the 7 ATP Grants (4 State and 3 Regional) from Cycle 1. Additional grants received by the City have been State and federal Safe Routes to School, HSIP, BRR, RSTP and CMAQ funds from the reauthorization bills, local Air District grants, Cal Recycle, and various others. The City staff actively pursues grant opportunities and they are experienced project managers/engineers delivering grant funded projects. Our success in delivering projects and managing grants has strongly positioned the City of Stockton to receive additional grant funding or advanced funding from the San Joaquin Council of Governments through the annual redistribution and funding from other agencies that were unable to deliver their 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

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

List of Application Attachments

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

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



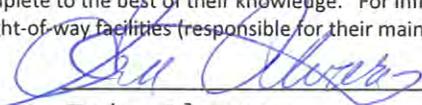
Part C: Attachments

Attachment A: Signature Page

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

Implementing Agency: Chief Executive Officer, Public Works Director, or other officer authorized by the governing board

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

Signature:  Date: 5/18/15
 Name: Eric Alvarez Phone: (209) 937-8411
 Title: Dep. Public Works Director/ e-mail: eric.alvarez@stocktongov.com
City Engineer

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

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>

ATP PROJECT PROGRAMMING REQUEST

Date: 1/1/1900

Project Information:					
Project Title: Active Transportation Plan in Greater Downtown District					
District	County	Route	EA	Project ID	PPNO
10	SJ	VAR			

Funding Information:									
DO NOT FILL IN ANY SHADED AREAS									
Proposed Total Project Cost (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON				396				396	
TOTAL				396				396	

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)									
PS&E									Notes:
R/W									
CON									
TOTAL									

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				396				396	
TOTAL				396				396	

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: 1/1/1900

Project Information:					
Project Title: Active Transportation Plan in Greater Downtown District					
District	County	Route	EA	Project ID	PPNO
10	SJ	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									

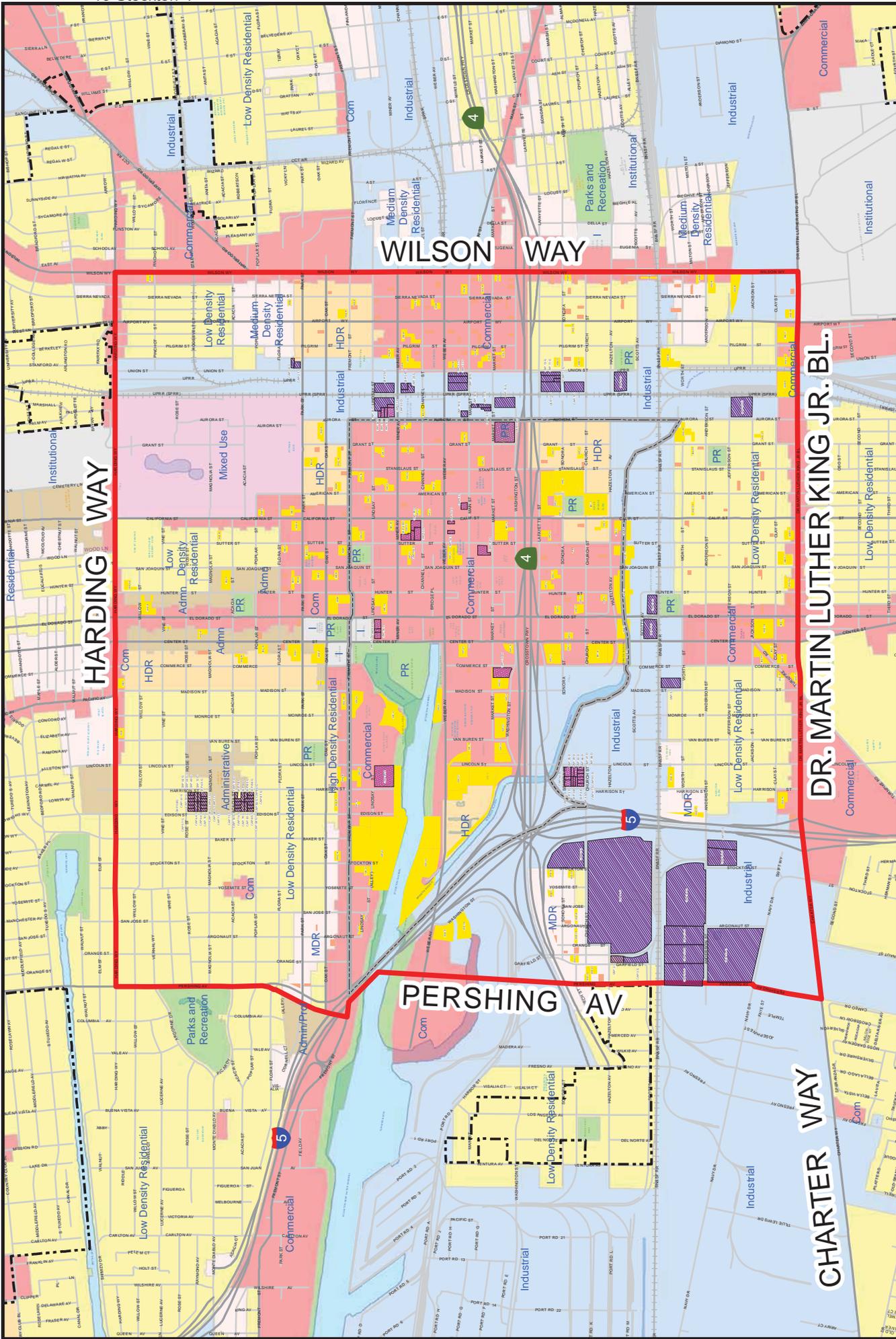
Fund No. 5:	Future Source for Matching								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

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									



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Legend

- LOW DENSITY RESIDENTIAL SITES
- SMALL SINGLE SITE
- HOUSING OPPORTUNITY SITES

2035 GENERAL PLAN

Greater Downtown District

DR. MARTIN LUTHER KING JR. BL.





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Photos of Existing Conditions





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Exhibit 22-R ATP Non-Infrastructure Project Work Plan

Fill in the following items:

Date: (1)	24-Apr-15
Project Number: (2)	Active Transportation Plan
Project Location(s): (3a)	Greater Downtown District
" " (3b)	
" " (3c)	
Project Description: (4)	Develop a plan for Active Transportation projects.

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"	Project Management/Consultant Services	Jul-2016	Dec-2017	\$ 395,750.00
Task "B"				\$ -
Task "C"				\$ -
Task "D"				\$ -
Task "E"				\$ -
Task "F"				\$ -
Task "G"				\$ -
Task "H"				\$ -
Task "I"				\$ -
Task "J"				\$ -
GRAND TOTAL				\$ 395,750.00

TASK "A" DETAIL				
Task Name (5a):		Project Management/Consultant Services		
Task Summary (5b):		Oversight, Management, and Preparation of a Plan		
Task Schedule (5c):		Start Date : Jul-2016	End Date:	Dec-2017
Activities (6a):		Deliverables (6b):		
1.	Identify components of an Active Transportation Plan	Meeting Minutes		
2.	Prepare Scope of Services for Consultants	Scope of Services		
3.	Send Request For Proposals	Meeting Minutes		
4.	Award Consultant Contract	Contract		
5.	Conduct Public Workshop	Meeting Minutes/Public Comments		
6.	Prepare Environmental Document	Draft Environmental Document		
7.	Circulate Environmental Document	Draft Plans/Environmental Document		
8.	Incorporate Public Input	Comments		
9.	Finalize Plans/Environmental Document	Final Plans/Environmental Document		
10.	Planning/Council Approval	Adopted Plans/Environmental Document		
Staff Costs:				
Staff Title (7a):		Annual Hours (7b)	Rate Per Hour (7c)	Total \$
Party 1 -	Project Manager	500	\$70.00	\$ 35,000.00
Party 2 -	Admin Support	350	\$60.00	\$ 21,000.00
Party 3 -	Engineering Services Manager	150	\$85.00	\$ 12,750.00
Party 4 -	Senior Civil Engineer	200	\$78.00	\$ 15,600.00
Party 5 -	Fiscal Support	300	\$60.00	\$ 18,000.00
Party 6 -	Consultant	2,445	\$120.00	\$ 293,400.00
Subtotal Party Costs (6d):				\$ 395,750.00
Indirect Costs (6e):				
Total Staff Costs (6f):				\$ 395,750.00
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:		Travel (9a):	\$	-
Itemized "Other Costs" Section		Equipment (9b):	\$	-
		Supplies/Materials (9c):	\$	-
		Incentives (9d):	\$	-
		Other Direct Costs (9e):	\$	-
		" " (9f):	\$	-
Total Other Costs (9g):				\$ -
TASK GRAND TOTAL (10g):				\$ 395,750.00



REGIONAL TRANSPORTATION PLAN

2014-2040

SUSTAINABLE COMMUNITIES STRATEGY

FOR SAN JOAQUIN COUNTY



Figure ES.2

Policy and Supportive Strategies	
Policy: Enhance the Environment for Existing and Future Generations and Conserve Energy	
Strategy #1:	Encourage Efficient Development Patterns that Maintain Agricultural Viability and Natural Resources
Strategy #2:	Enhance the Connection between Land Use and Transportation Choices through Projects Supporting Energy and Water Efficiency
Strategy #3:	Improve Air Quality by Reducing Transportation-Related Emissions
Policy: Maximize Mobility and Accessibility	
Strategy #4:	Improve Regional Transportation System Efficiency
Strategy #5:	Optimize Public Transportation System to Provide Efficient and Convenient Access for Users at All Income Levels
Strategy #6:	Facilitate Transit-Oriented Development to Maximize Existing Transit Investments
Strategy #7:	Provide Transportation Improvements to Facilitate Non-Motorized Travel
Strategy #8:	Improve Major Transportation Corridors to Minimize Impacts on Rural Roads
Policy: Increase Safety and Security	
Strategy #9:	Facilitate Projects that Reduce the Number of and Severity of Traffic Incidents
Strategy #10:	Encourage and Support Projects that Increase Safety and Security
Strategy #11:	Improve Communication and Coordination between Agencies and Public for Emergency Preparedness
Policy: Preserve the Efficiency of the Existing Transportation System	
Strategy #12:	Optimize Existing Transportation System Capacity through Available and/or Innovative Strategies
Strategy #13:	Support the Continued Maintenance and Preservation of the Existing Transportation System
Strategy #14:	Encourage System Efficiency with Transportation Improvements that Facilitate an Improved Jobs/Housing Balance
Strategy #15:	Improve Transportation Options Linking Residents to Employment Centers within and out of the County
Policy: Support Economic Vitality	
Strategy #16:	Improve Freight Access to Key Strategic Economic Centers
Strategy #17:	Promote Safe and Efficient Strategies to Improve the Movement of Goods by Water, Air, Rail, and Truck
Strategy #18:	Support Transportation Improvements that Improve Economic Competitiveness and/or Revitalization of Commercial Corridors and Strategic Economic Centers

Policy and Supportive Strategies

Policy: Promote Interagency Coordination and Public Participation for Transportation Decision-Making and Planning Efforts

Strategy #19: Provide Equitable Access to Transportation Planning

Strategy #20: Engage the Public Early, Clearly, and Continuously

Strategy #21: Use a Variety of Methods to Engage the Public, Encouraging Representation from Diverse Income and Ethnic Backgrounds

Policy: Maximize Cost-Effectiveness

Strategy #22: Support the Use of State and Federal Grants to Supplement Local Funding and Pursue Discretionary Grant Funding Opportunities from Outside the Region

Strategy #23: Support Projects that Maximize Cost Effectiveness

Strategy #24: Maximize Funding of Existing Transportation Options

Policy: Improve the Quality of Life for Residents

Strategy #25: Encourage Transportation Investments that Support a Greater Mix of Housing Options at All Income Levels

Strategy #26: Improve the Connection Between Land Use and Transportation

Strategy #27: Enhance Public Health through Active Transportation Projects





Some features of the financial plan are:

- Provides \$3.52 billion to transit including bus and passenger rail. This represents a 28.1 percent increase in transit funding over the 2011 RTP.
- Reduces investment in roadway capacity expansion by \$3.27 billion, a 26.3 percent decrease from the 2011 RTP which directly translates into major reductions in vehicle emissions.
- Over \$7 billion of the \$11 billion in RTP/SCS investments are for state highway and regional roadway maintenance and expansion.
- Provides investments in active transportation that fosters walking and biking. The total investment in active transportation infrastructure provides for over 822 miles of new Class 1, 2, and 3 bicycle lanes throughout San Joaquin County. An additional 6 percent of the

funds are identified for active transportation non-infrastructure investments. These projects include education, encouragement, and enforcement programs in support of walking and bicycling as well as planning and transit integration projects.

- The revenues established for community enhancements within the Plan are based upon a target to fund 75 percent (45 miles) of the roadway frontages adjacent to the infill “opportunity areas” identified in the 2012 SJCOG Regional Smart Growth and Transit-Oriented Development Plan and a cost per mile average of current streetscape projects.
- Invests \$282 million in active transportation and community enhancements, a 78 percent increase from the 2011 RTP.

Plan Performance

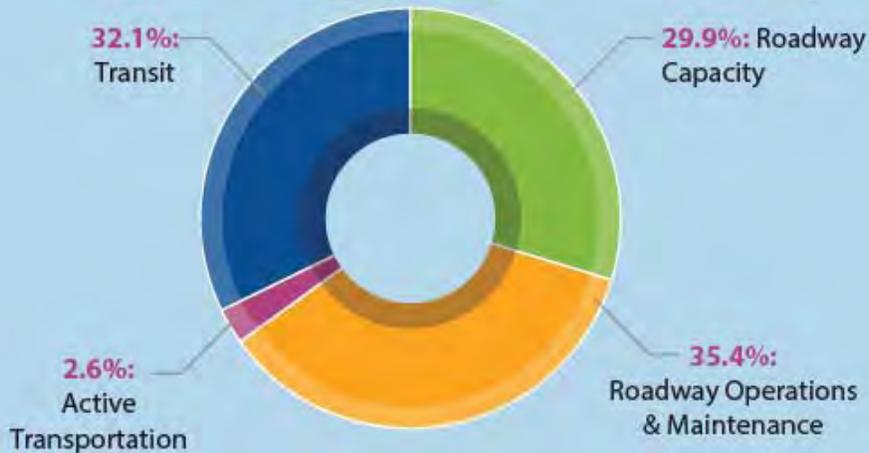
Some key performance results of the Plan are summarized in Figures ES.4 and ES.5.

Figure ES.4



Sustainable Communities Strategy

Transportation Investments by Mode (years 2014-2040)



Reduced Greenhouse Gases

-24.4% by 2020 & -23.7% by 2035
from 2005 baseline

Enhancing the Environment



- **10,707 fewer** acres of Prime Farmland Developed
- Average residential household energy use decreases **45%**
- **193 gallons** of water per household saved every day

Preserving Efficiency of Transportation System

- **24%** of all Households and **39%** of all Jobs will be in a High Quality Transit Area by 2040
- Carpool lanes on I-5 and I-205
- Crosstown Freeway extension to Port of Stockton

Maximizing Mobility & Accessibility

- Expansion of Bus Rapid Transit
- Increased bus service frequency
- Altamont Corridor Express service to Ripon and Modesto
- New ACE Lathrop and Tracy alignment
- Decrease in congested travel time



Supporting Economic Vitality

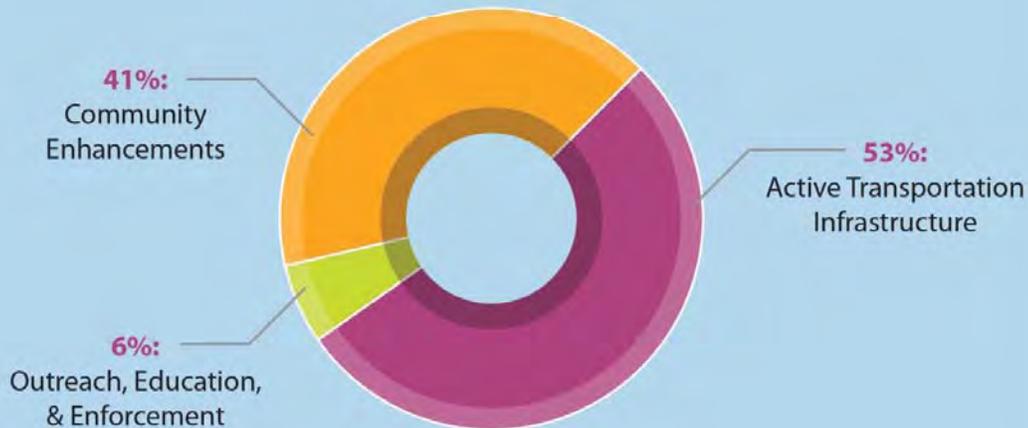


- Average of **4,833** full time equivalent **jobs created** by RTP projects annually
- Infrastructure improvements streamline goods movement



Sustainable Communities Strategy

Active Transportation Investments (years 2014-2040)



Increasing Safety & Security



- **\$190 Million** for railroad grade separations
- Modified interchange ramps
- Improved shoulders
- Electronic message boards, CCTV, synchronized traffic signals

Improving Public Health & Building Communities



Housing density increases from **4.4** to **9** units per acre

Transit Oriented Development and Smart Growth community enhancements:

- Improved Sidewalks
- Pedestrian Street Lighting
- Traffic Calming
- Landscaping

Expanding Active Transportation



- Near term and long term bicycle, pedestrian, and Safe Routes to School capital projects
- **78% more** invested in Active Transportation over 2011 RTP
- **822 miles** of new Class I, II, and III bike lanes

Ensuring Social Equity

- **6.5% higher** transit accessibility for communities of concern for routes with at least 2 buses per hour
- **0.26% decrease** in income spent on Transportation
- Increased variety of housing choices



Aligning Sustainability Goals with a Transportation Investment Strategy

The Plan aligns the sustainability goals with transportation investment strategies by focusing on the following building blocks:

- Identifies land use patterns that encourage infill development and compact development.
- Makes provisions for new residential development growth that makes shifts from single-family development to more multi-family development.
- Emphasizes focus on a multimodal strategy of investments that de-emphasizes highway or roadway expansion but still delivers a system to reduce vehicle miles travelled and peak hour traffic congestion.
- Provides specifically a multimodal transportation network of bus and rail transit, freeway/highway/local roadways, bikeways, walkways, and streetscape projects within available financial resources.
- Increases transit operational efficiency through investments in bus and rail transit service that includes more frequency of transit service for all income levels as well as expanded transit service.
- Promotes transit-oriented development and, furthermore, provides for intermodal connections near or within transit-oriented development such as park-and-ride lots and bicycle lanes/paths.
- Invests in high-tech applications or projects that allow motorists to choose travel options and allow local and state agencies to more quickly respond to incidents on the roadway.
- Underscores the importance of maintenance through recognition that routine and preventative maintenance is an integral piece toward transportation efficiency.
- Increases active transportation project investments to facilitate public health and active communities.
- Encourages new housing and jobs in urbanized areas to better integrate housing, land use, and transportation facilities.
- Creates and sustains jobs, both directly and indirectly.
- Invests in infrastructure that improves access to intermodal facilities, airports, the Port of Stockton, and commercial hubs key to goods movement.

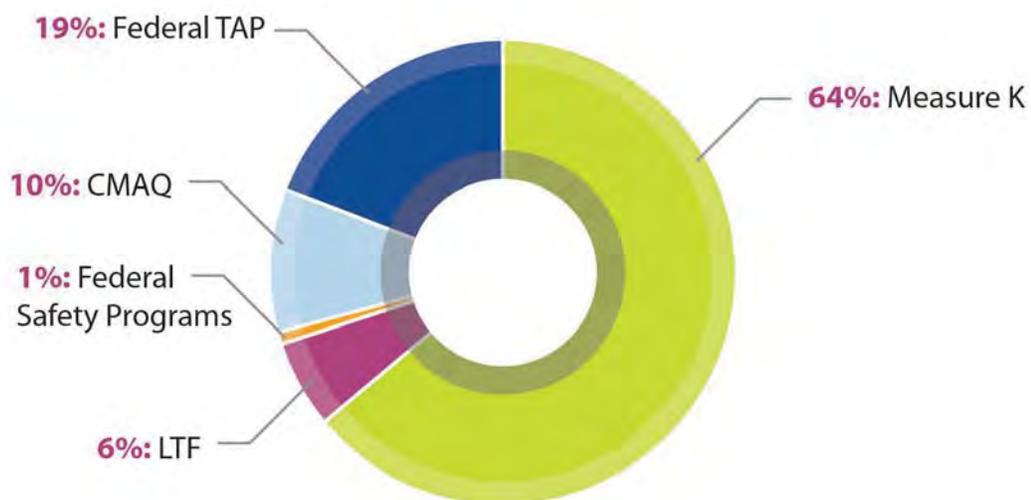
Active Transportation and Community Enhancements – Creating Places for People while Improving Public Health

The 2014 RTP provides \$281.1 million of project investments that support active transportation and community enhancements. The investments include standalone pedestrian, bicycle, and Safe Routes to School projects as well as programs that incentivize infill development through funding grants for streetscape enhancements. As shown in Figure 4.13, funding for these investments comes primarily through the Measure K local transportation sales tax program, but also the federal Congestion Mitigation and Air Quality Improvement Program and the new Transportation Alternatives Program that replaced the prior federal Transportation Enhancements program with the adoption of MAP-21. The total revenues made available to support active transportation and complete streets represent a 78.5 percent increase over the 2011 RTP.

Active Transportation

Within the active transportation and community enhancements investments, 53 percent of the funds are identified for active transportation infrastructure projects. These projects include priority (near-term) and vision (long-term) bicycle, pedestrian, and Safe Routes to School capital projects as defined in the 2012 SJCOG Regional Bicycle, Pedestrian, and Safe Routes to School Master Plan. The total investment in active transportation infrastructure provides for over 800 miles of new Class 1, 2, and 3 bicycle lanes throughout San Joaquin County. An additional 6 percent of the funds are identified for active transportation non-infrastructure investments. These projects include education, encouragement, and enforcement programs in support of walking and bicycling as well as planning and transit integration projects. These investments recognize that for short trips, walking and bicycling can serve as alternatives to the automobile and provide connectivity to transit as both the “first and last mile” of travel.

Figure 4.13 Active Transportation Funding Sources



Improve Public Health and Build on Active Transportation

Promoting Active Lifestyles through Improved Linkages between Transportation and Land Use

Now more than ever, the RTP, with its embedded SCS, concentrates on the ways the future built environment can be enhanced with focused, innovative transportation investments. The Plan strives to enhance public health through improving public spaces as a way to provide more opportunities to bike and walk to destinations, for work, play, or other necessary travel.

Active Transportation Investments

This indicator shines a light on the Plan's focused commitment to build upon the recent successes attributable to the existing commitment of the bicycle/pedestrian funding pool within the Measure K renewal program and the increased portion of revenues assigned to the Active Transportation category. As a percentage of total funding, the category increased from 1.5 percent of total revenues to 2.6 percent, representing a 78 percent increase over the 2011 RTP. The additional bikeways added assume full implementation of the bikeway projects included in 2012 Regional Bike Pedestrian Safe Routes to School Master Plan



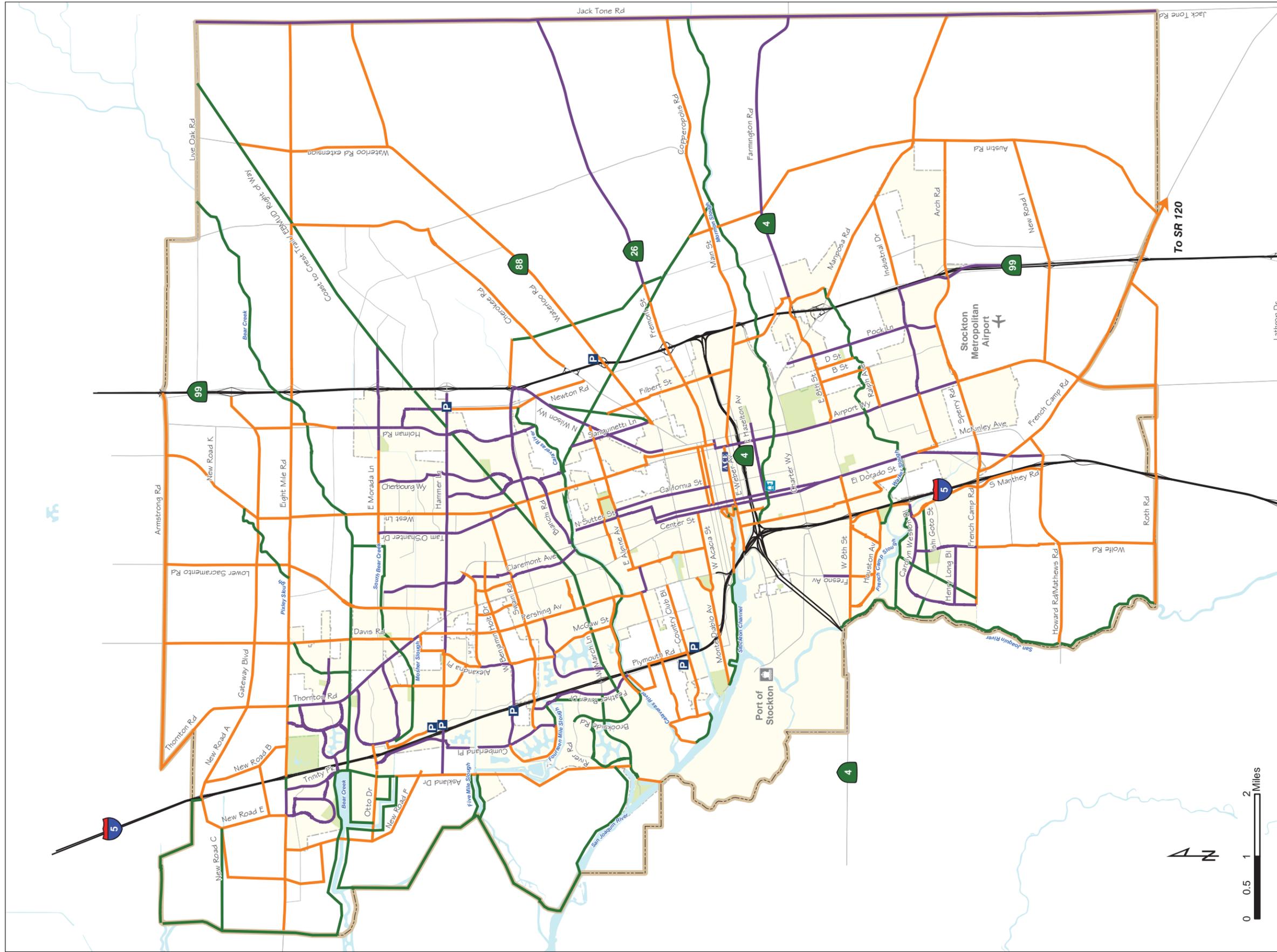
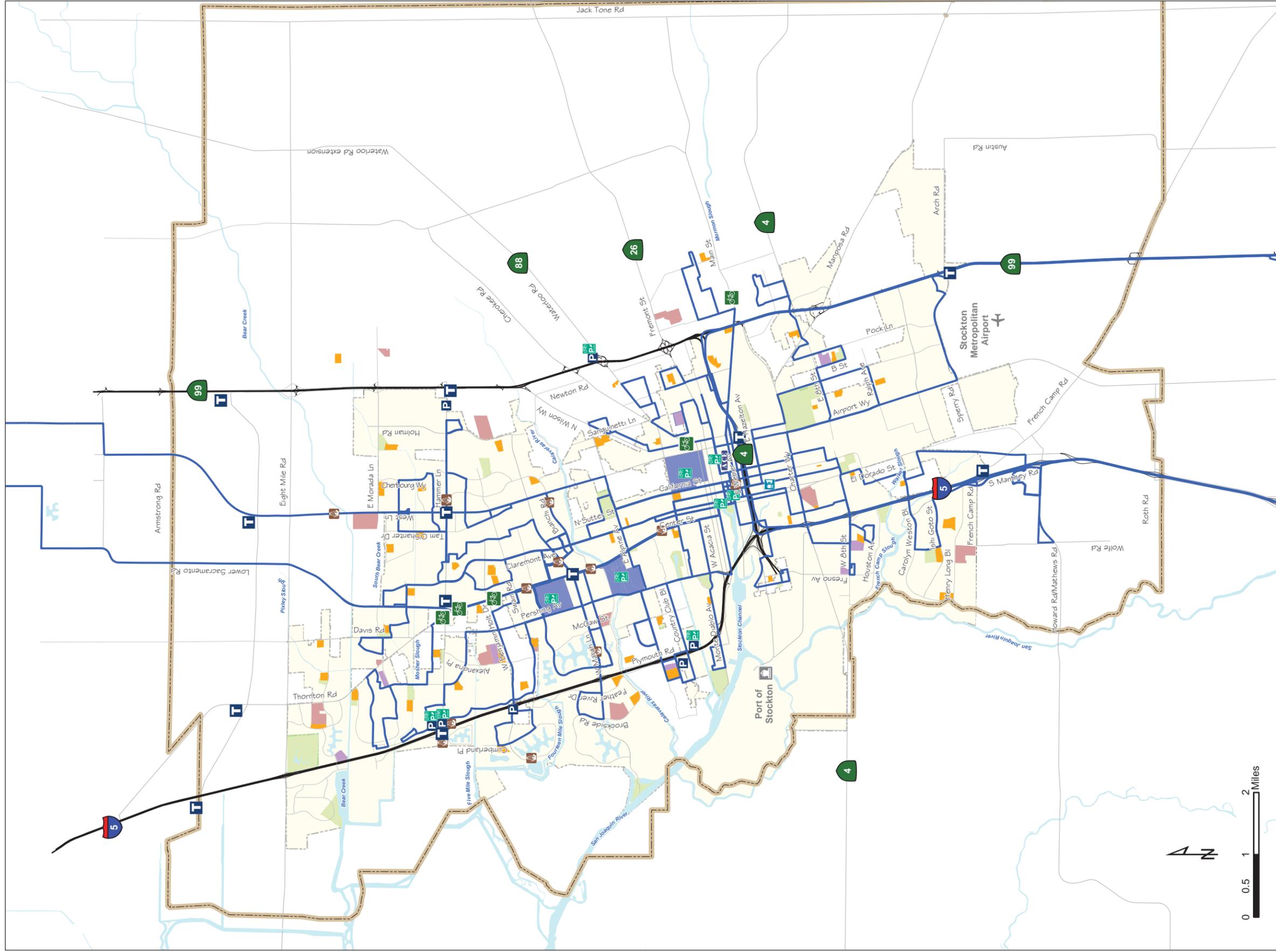


FIGURE 8 - FUTURE BIKEWAY NETWORK

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- LEGEND**
- ACE Station
 - Amtrak Station
 - Planned Major Transfer Points
 - SJRTD Bus Routes
 - Park and Ride
 - Public & Private Shower Facilities
 - Bicycle Shop
 - Bike Parking
 - Park
 - Plan Boundary
 - City Limits
 - Elementary School
 - Middle/Jr. High School
 - High School
 - College/University
- Note: Most schools have bike parking.

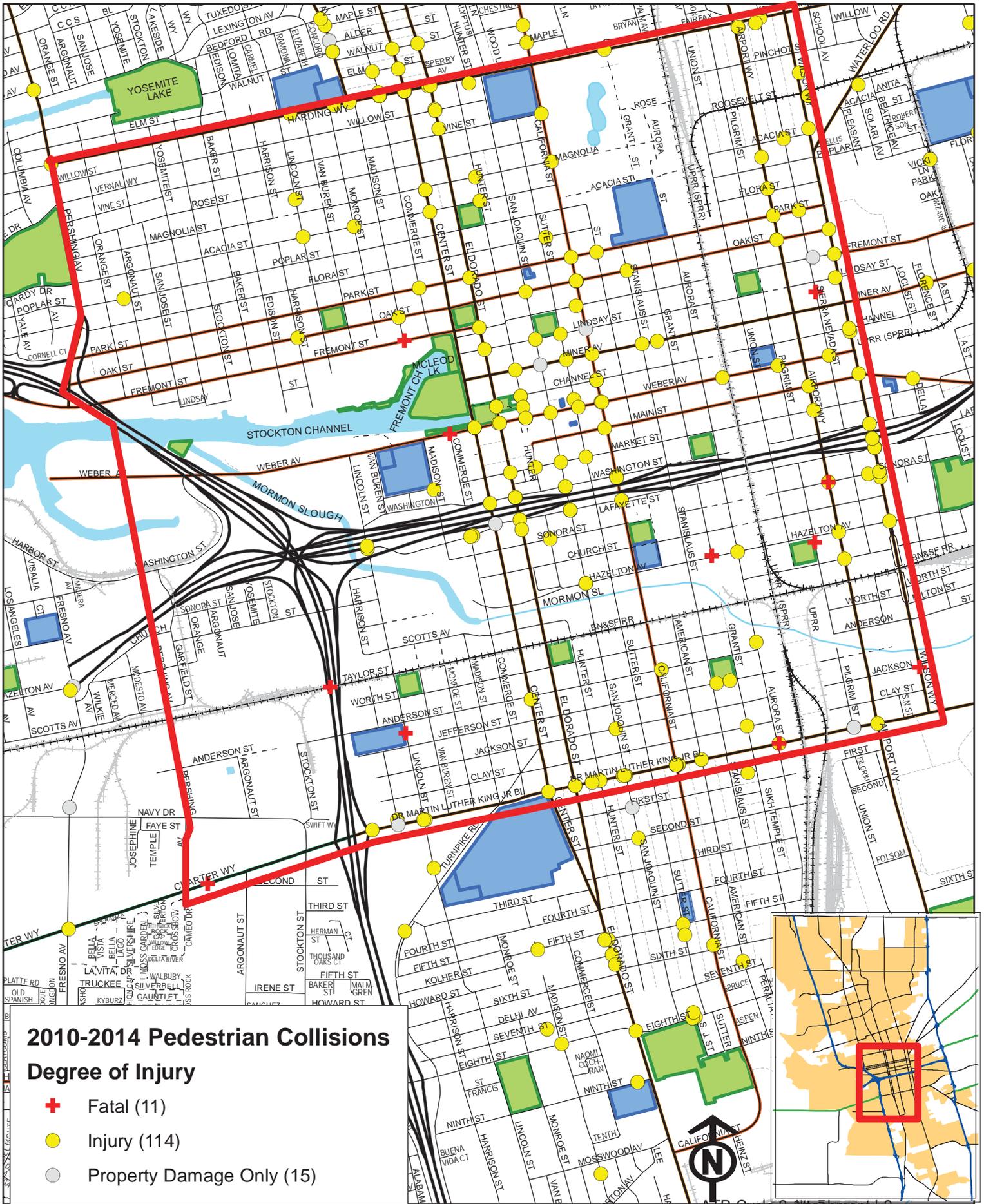


FIGURE 7 - SUPPORT FACILITIES

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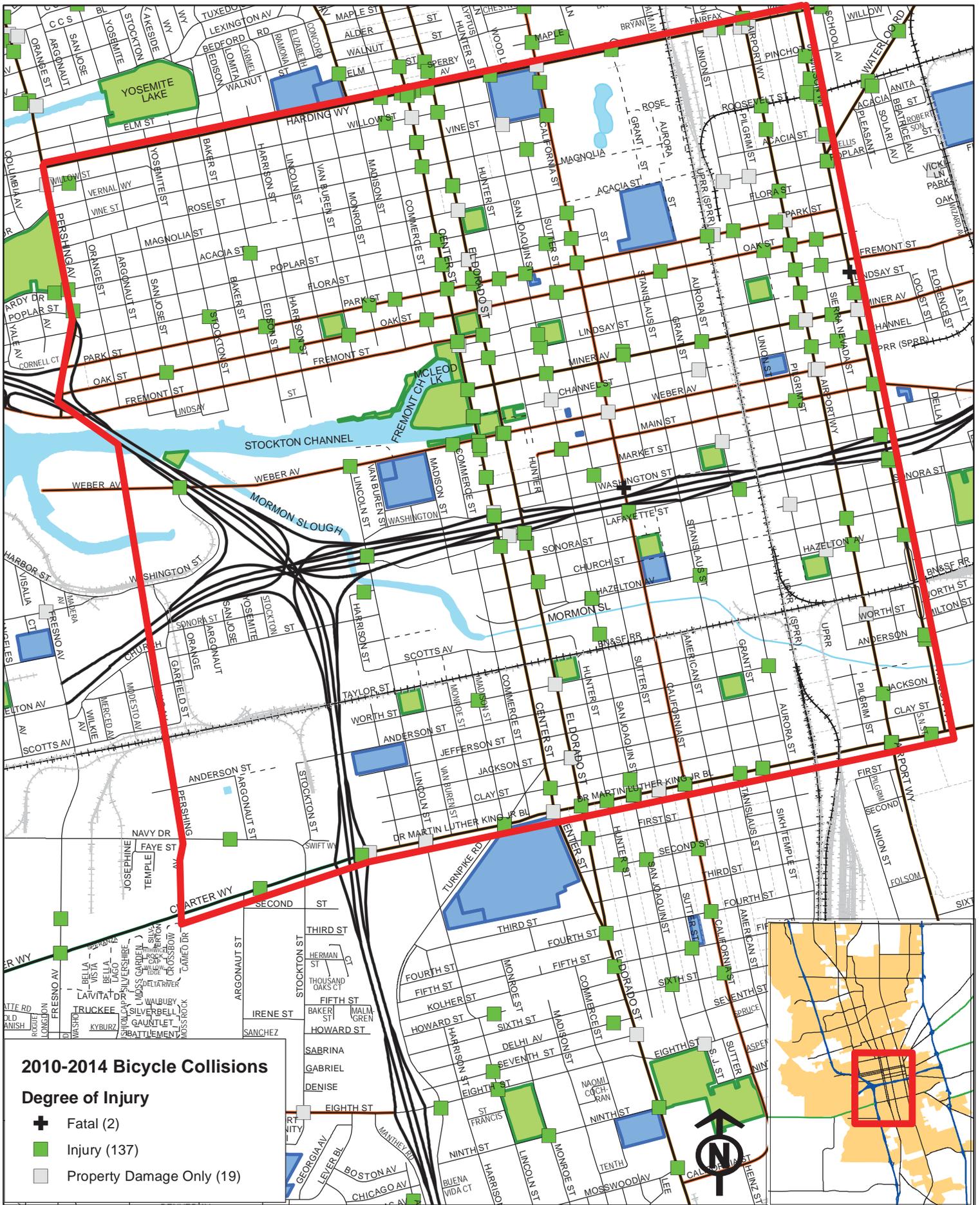
2010-2014 Pedestrian Collisions Greater Downtown District

10-Stockton-4



2010-2014 Bicycle Collisions Greater Downtown District

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ACTIVE TRANSPORTATION PROJECTS

CITY OF STOCKTON

On September 26, 2013, Governor Brown signed legislation creating the Active Transportation Program (ATP) ([Senate Bill 99, Chapter 359](#) and [Assembly Bill 101, Chapter 354](#)). This funding program is administered by the Department of Transportation (CALTRANS).

The purpose of ATP is to encourage increased use of active modes of transportation (Bicycling and Walking) by achieving the following goals:

- ⊗ Increase the proportion of trips accomplished by biking and walking,
- ⊗ Increase safety and mobility for non-motorized users,
- ⊗ Advance the active transportation efforts of regional agencies to achieve greenhouse gas (GHG) reduction goals,
- ⊗ Enhance public health,
- ⊗ Ensure that disadvantaged communities fully share in the benefits of the program, and
- ⊗ Provide a broad spectrum of projects to benefit many types of active transportation users.

PROPOSED CITY PROJECTS

The following is a list of project locations the CITY OF STOCKTON is submitting for funding as part of the Active Transportation Program, there is no guarantee the projects will be selected for funding:

1. Miner Avenue Improvements
2. Safe Routes to School Improvements
3. East Bay MUD Corridor Class I Bicycle and Pedestrian Path Improvements
4. Complete Street Projects in Downtown District
5. Calaveras River Pedestrian and Bicycle Bridge
6. Ryde Pedestrian Bridge Improvements
7. El Dorado Street Pedestrian Access Improvements
8. Accessible Pedestrian Signals
9. Pedestrian Crossing Improvements at Pershing and Argonne and Victory Park Sidewalk
10. Pilot Bike Share Program
11. Pedestrian Safety Action (Master) Plan
12. Street Smarts Program
13. Bear Creek and Pixley Slough Bicycle and Pedestrian Path Improvements
14. Safe Routes to School Pilot Program Phase 3

ACTIVE MODES

WALK



BIKE



PUBLIC WORKS DEPARTMENT
22 E. WEBER AVENUE, ROOM 301
STOCKTON, CA. 95202
209-937-8411



S2401 OCCUPATION BY SEX AND MEDIAN EARNINGS IN THE PAST 12 MONTHS (IN 2013 INFLATION-ADJUSTED DOLLARS) FOR THE CIVILIAN EMPLOYED POPULATION 16 YEARS AND OVER
 2009-2013 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section. Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

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

Subject	ZCTA5 95202					
	Total		Male		Female	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Civilian employed population 16 years and over	1,142	+/-233	61.2%	+/-8.0	38.8%	+/-8.0
Management, business, science, and arts occupations:	128	+/-63	65.6%	+/-19.7	34.4%	+/-19.7
Management, business, and financial occupations:	60	+/-37	65.0%	+/-26.3	35.0%	+/-26.3
Management occupations	32	+/-30	65.6%	+/-45.2	34.4%	+/-45.2
Business and financial operations occupations	28	+/-28	64.3%	+/-48.2	35.7%	+/-48.2
Computer, engineering, and science occupations:	0	+/-17	-	**	-	**
Computer and mathematical occupations	0	+/-17	-	**	-	**
Architecture and engineering occupations	0	+/-17	-	**	-	**
Life, physical, and social science occupations	0	+/-17	-	**	-	**
Education, legal, community service, arts, and media occupations:	61	+/-50	73.8%	+/-33.4	26.2%	+/-33.4
Community and social services occupations	13	+/-21	100.0%	+/-85.4	0.0%	+/-85.4
Legal occupations	0	+/-17	-	**	-	**
Education, training, and library occupations	48	+/-45	66.7%	+/-42.2	33.3%	+/-42.2
Arts, design, entertainment, sports, and media occupations	0	+/-17	-	**	-	**
Healthcare practitioner and technical occupations:	7	+/-12	0.0%	+/-100.0	100.0%	+/-100.0
Health diagnosing and treating practitioners and other technical occupations	7	+/-12	0.0%	+/-100.0	100.0%	+/-100.0
Health technologists and technicians	0	+/-17	-	**	-	**
Service occupations:	270	+/-118	37.8%	+/-17.6	62.2%	+/-17.6
Healthcare support occupations	15	+/-24	0.0%	+/-79.5	100.0%	+/-79.5
Protective service occupations:	19	+/-21	100.0%	+/-70.6	0.0%	+/-70.6

Subject	ZCTA5 95202									
	Total			Male			Female			Margin of Error
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error		
Fire fighting and prevention, and other protective service workers including supervisors	19	+/-21	100.0%	+/-70.6	0.0%	+/-70.6			+/-70.6	
Law enforcement workers including supervisors	0	+/-17	-	**	-	**			**	
Food preparation and serving related occupations	73	+/-51	32.9%	+/-32.2	67.1%	+/-32.2			+/-32.2	
Building and grounds cleaning and maintenance occupations	44	+/-37	65.9%	+/-45.2	34.1%	+/-45.2			+/-45.2	
Personal care and service occupations	119	+/-80	25.2%	+/-22.6	74.8%	+/-22.6			+/-22.6	
Sales and office occupations:	239	+/-111	37.2%	+/-25.4	62.8%	+/-25.4			+/-25.4	
Sales and related occupations	109	+/-75	38.5%	+/-34.6	61.5%	+/-34.6			+/-34.6	
Office and administrative support occupations	130	+/-86	36.2%	+/-36.3	63.8%	+/-36.3			+/-36.3	
Natural resources, construction, and maintenance occupations:	235	+/-114	96.2%	+/-5.7	3.8%	+/-5.7			+/-5.7	
Farming, fishing, and forestry occupations	118	+/-85	92.4%	+/-12.5	7.6%	+/-12.5			+/-12.5	
Construction and extraction occupations	88	+/-62	100.0%	+/-31.6	0.0%	+/-31.6			+/-31.6	
Installation, maintenance, and repair occupations	29	+/-35	100.0%	+/-57.1	0.0%	+/-57.1			+/-57.1	
Production, transportation, and material moving occupations:	270	+/-105	73.3%	+/-18.4	26.7%	+/-18.4			+/-18.4	
Production occupations	123	+/-80	52.0%	+/-33.4	48.0%	+/-33.4			+/-33.4	
Transportation occupations	30	+/-36	100.0%	+/-56.2	0.0%	+/-56.2			+/-56.2	
Material moving occupations	117	+/-67	88.9%	+/-17.9	11.1%	+/-17.9			+/-17.9	
PERCENT IMPUTED										
Occupation	10.7%	(X)	(X)	(X)	(X)	(X)			(X)	

Subject	ZCTA5 95202								
	Median earnings (dollars)			Median earnings (dollars) for male			Median earnings (dollars) for female		
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error	
Civilian employed population 16 years and over	18,199	+/-3,175	21,550	+/-1,213	12,038	+/-4,057			
Management, business, science, and arts occupations:	31,500	+/-24,536	32,125	+/-31,111	26,364	+/-84,123			
Management, business, and financial occupations:	60,625	+/-38,176	60,781	+/-111,977					
Management occupations	31,786	+/-323,270							
Business and financial operations occupations	61,250	+/-25,837							
Computer, engineering, and science occupations:	-	**							
Computer and mathematical occupations	-	**							
Architecture and engineering occupations	-	**							
Life, physical, and social science occupations	-	**							
Education, legal, community service, arts, and media occupations:	21,450	+/-8,395	22,250	+/-17,318					
Community and social services occupations	-	**							
Legal occupations	-	**							
Education, training, and library occupations	20,800	+/-1,668							
Arts, design, entertainment, sports, and media occupations	-	**							
Healthcare practitioner and technical occupations:	-	**							
Health diagnosing and treating practitioners and other technical occupations	-	**							
Health technologists and technicians	-	**							
Service occupations:	11,466	+/-4,253	20,167	+/-18,007	10,625	+/-4,203			
Healthcare support occupations	-	**							
Protective service occupations:	-	**							
Fire fighting and prevention, and other protective service workers including supervisors	-	**							
Law enforcement workers including supervisors	-	**							
Food preparation and serving related occupations	11,313	+/-5,335			10,938	+/-6,588			
Building and grounds cleaning and maintenance occupations	22,000	+/-2,493							
Personal care and service occupations	8,375	+/-1,463			8,317	+/-4,328			
Sales and office occupations:	20,096	+/-21,101	25,982	+/-25,829	4,457	+/-8,948			
Sales and related occupations	3,641	+/-34,647			2,500-	***			
Office and administrative support occupations	20,897	+/-11,245			11,587	+/-27,233			
Natural resources, construction, and maintenance occupations:	16,289	+/-7,559	16,304	+/-9,446					
Farming, fishing, and forestry occupations	12,500	+/-6,096	11,375	+/-5,662					
Construction and extraction occupations	24,167	+/-36,643	24,167	+/-36,643					
Installation, maintenance, and repair occupations	-	**							
Production, transportation, and material moving occupations:	19,402	+/-3,666	21,364	+/-11,235	18,750	+/-939			
Production occupations	18,668	+/-2,014	20,833	+/-11,905	18,397	+/-774			
Transportation occupations	-	**							
Material moving occupations	7,303	+/-33,426	6,447	+/-26,149					
PERCENT IMPUTED	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)	
Occupation									

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

Census occupation codes are 4-digit codes and are based on the Standard Occupational Classification (SOC). The Census occupation codes for 2010 and later years are based on the 2010 revision of the SOC. To allow for the creation of 2009-2013 tables, occupation data in the multyear files (2009-2013) were recoded to 2013 Census occupation codes. We recommend using caution when comparing data coded using 2013 Census occupation codes with data coded using Census occupation codes prior to 2010. For more information on the Census occupation code changes, please visit our website at <http://www.census.gov/people/fo/methodology/>.

While the 2009-2013 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2009-2013 5-Year American Community Survey

Explanation of Symbols:

1. An "***" entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An "-" entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An "-" following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An "+" following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An "***" entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An "*****" entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An "N" entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An "(X)" means that the estimate is not applicable or not available.

SB 535 Disadvantaged Communities

10-Stockton-4

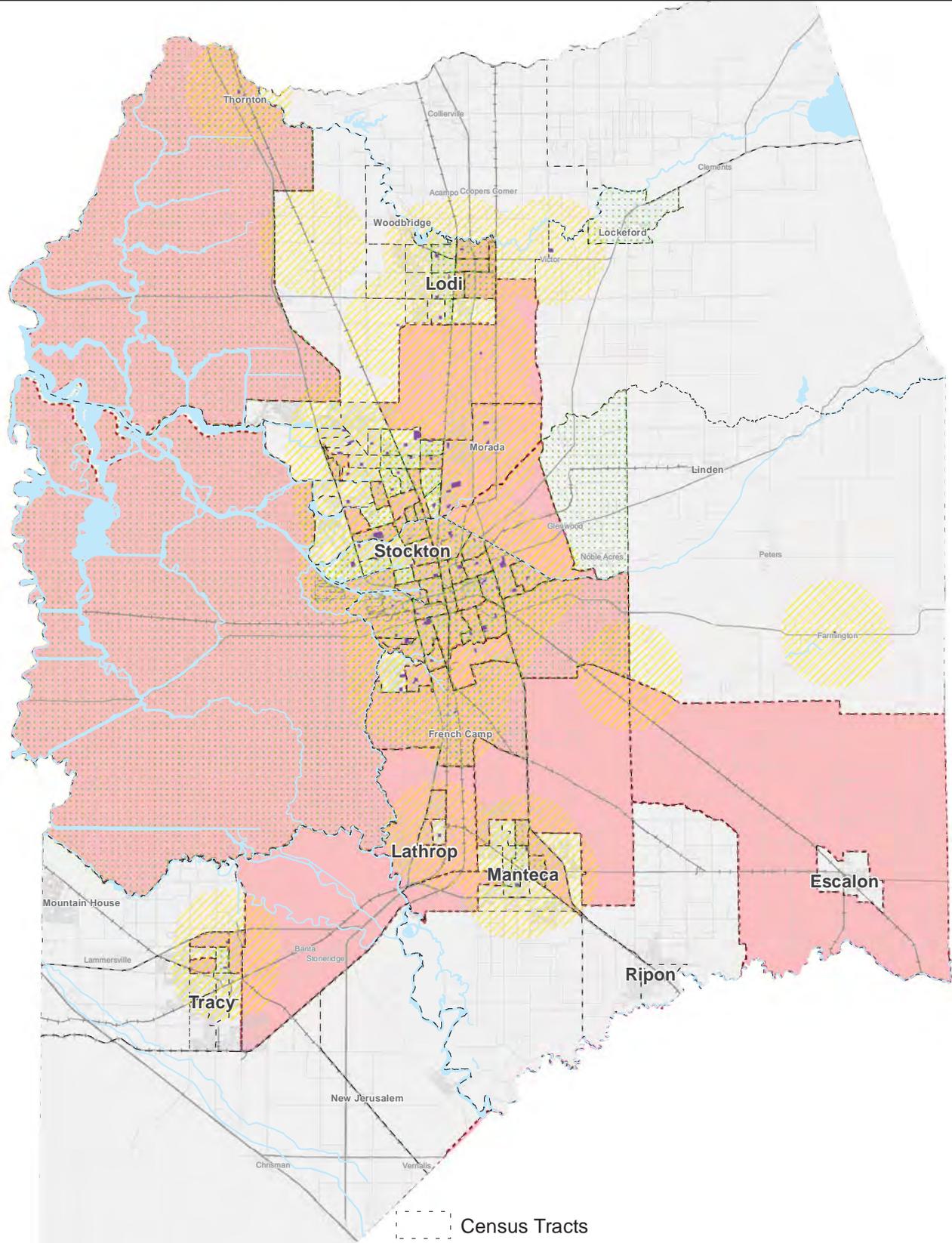
Census Tract	CalEnviroScreen 2.0 Score	CalEnviroScreen 2.0 Percentile Range	Pollution Burden Percentile	Population Characteristics Percentile	Total Population	California County	ZIP code census tract falls within	Nearby City (to help approximate location only)
6077000100	64.31	96-100% (highest scores)	89	100	3863	San Joaquin	95202	Stockton
6077000402	46.91	86-90%	67	94	4582	San Joaquin	95202	Stockton

10-Stockton-4

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	A	B	C	D	E	F	G	H	I	J	K
Academic Year	County Code	District Code	School Code	County Name	District Name	School Name	District Type	School Type	Educational Option Type	NSLP Provision Status	Charter School (Y/N)	Charter School Number	Charter Funding Type	IRC	Low Grade	High Grade	Enrollment (K-12)	Free Meal Count (K-12)	Percent (%) Eligible Free (K-12)	FRPM Count (K-12)	Percent (%) Eligible FRPM (K-12)	Enrollment (Ages 5-17)	Free Meal Count (Ages 5-17)	Percent (%) Eligible Free (Ages 5-17)	FRPM Count (Ages 5-17)	Percent (%) Eligible FRPM (Ages 5-17)	2013-14 CALPADS Fall 1 Certification Status
2014-2015	39	68676	0000001	San Joaquin	Stockton Unified	Nonpublic, Nonsectarian Schools	Unified School	N/A	N/A		N/A	N/A	N/A	N/A			29	12	41.4%	12	41.4%	26	10	38.5%	10	38.5%	Y
2014-2015	39	68676	0100206	San Joaquin	Stockton Unified	George W. Bush Elementary	Unified School	Elementary Scf Traditional		N				N	K	8	904	686	75.9%	769	85.1%	904	686	75.9%	769	85.1%	Y
2014-2015	39	68676	0108159	San Joaquin	Stockton Unified	Cesar Chavez High	Unified School	High Schools (F Traditional		N				N	9	12	2,157	1,561	72.4%	1,766	81.9%	2,084	1,513	72.6%	1,714	82.2%	Y
2014-2015	39	68676	0108647	San Joaquin	Stockton Unified	Aspire Rosa Parks Academy	Unified School	Elementary Scf Traditional		Y	0554	Directly fu	Y	K	5		376	318	84.6%	348	92.6%	369	311	84.3%	341	92.4%	Y
2014-2015	39	68676	0111310	San Joaquin	Stockton Unified	John Marshall Elementary	Unified School	Elementary Scf Traditional	Provision 2	N				N	K	8	626	440	70.3%	488	78.0%	626	440	70.3%	488	78.0%	Y
2014-2015	39	68676	0111328	San Joaquin	Stockton Unified	Maxine Hong Kingston Elementary	Unified School	Elementary Scf Traditional	Provision 2	N				N	K	8	862	635	73.7%	690	80.0%	862	635	73.7%	690	80.0%	Y
2014-2015	39	68676	0111336	San Joaquin	Stockton Unified	Pittman Charter	Unified School	Elementary Scf Traditional	Provision 2	Y	1197	Locally fun	N	K	8	648	544	84.0%	558	86.1%	648	544	84.0%	558	86.1%	Y	
2014-2015	39	68676	0111344	San Joaquin	Stockton Unified	Wilhelmina Henry Elementary	Unified School	Elementary Scf Traditional	Provision 2	N				N	K	8	935	754	80.6%	818	87.5%	935	754	80.6%	818	87.5%	Y
2014-2015	39	68676	0111351	San Joaquin	Stockton Unified	John C. Fremont Elementary	Unified School	Elementary Scf Traditional	Provision 2	N				N	K	8	928	780	84.1%	801	86.3%	911	768	84.3%	786	86.3%	Y
2014-2015	39	68676	0111369	San Joaquin	Stockton Unified	Alexander Hamilton Elementary	Unified School	Elementary Scf Traditional	Provision 2	N				N	K	8	839	656	78.2%	681	81.2%	817	644	78.8%	669	81.9%	Y
2014-2015	39	68676	0114876	San Joaquin	Stockton Unified	Aspire Port City Academy	Unified School	Elementary Scf Traditional		Y	1553	Directly fu	Y	K	5		411	236	57.4%	289	70.3%	401	227	56.6%	280	69.8%	Y
2014-2015	39	68676	0115303	San Joaquin	Stockton Unified	Valentine Peyton Elementary	Unified School	Elementary Scf Traditional		N				N	K	8	919	601	65.4%	735	80.0%	907	595	65.6%	728	80.3%	Y
2014-2015	39	68676	0115402	San Joaquin	Stockton Unified	Edward C. Merlo Institute of Environmental	Unified School	Alternative Sch Alternative Sch	Provision 2	N				N	9	12	220	189	85.9%	195	88.6%	211	180	85.3%	186	88.2%	Y
2014-2015	39	68676	0117853	San Joaquin	Stockton Unified	Dr. Lewis Dolphin Stallworth Sr. Charter	Unified School	K-12 Schools (F Traditional	Provision 2	Y	1027	Directly fu	Y	K	8		215	213	99.1%	215	100.0%	187	186	99.5%	187	100.0%	Y
2014-2015	39	68676	0118497	San Joaquin	Stockton Unified	Aspire Langston Hughes Academy	Unified School	High Schools (F Traditional		Y	1048	Directly fu	Y	K	12		691	451	65.3%	542	78.4%	687	450	65.5%	540	78.6%	Y
2014-2015	39	68676	0118752	San Joaquin	Stockton Unified	Spanos (Alex G.) Elementary	Unified School	Elementary Scf Traditional	Provision 2	N				N	K	8	516	437	84.7%	451	87.4%	516	437	84.7%	451	87.4%	Y
2014-2015	39	68676	0119743	San Joaquin	Stockton Unified	Stockton Unified Early College Academy	Unified School	High Schools (F Traditional		Y	1083	Locally fun	N	9	12		375	190	50.7%	256	68.3%	370	188	50.8%	252	68.1%	Y
2014-2015	39	68676	0119784	San Joaquin	Stockton Unified	Stockton High	Unified School	High Schools (F Traditional		Y	1084	Locally fun	N	9	12		191	120	62.8%	125	65.4%	144	96	66.7%	100	69.4%	Y
2014-2015	39	68676	0120725	San Joaquin	Stockton Unified	Stockton Collegiate International Elementary	Unified School	Elementary Scf Traditional		Y	1142	Directly fu	Y	K	5		413	187	45.3%	275	66.6%	413	187	45.3%	275	66.6%	Y
2014-2015	39	68676	0120733	San Joaquin	Stockton Unified	Stockton Collegiate International Secondary	Unified School	High Schools (F Traditional		Y	1143	Directly fu	Y	K	12		473	189	40.0%	258	54.5%	472	189	40.0%	257	54.4%	Y
2014-2015	39	68676	0121541	San Joaquin	Stockton Unified	Aspire APEX Academy	Unified School	Elementary Scf Traditional		Y	1552	Directly fu	Y	K	5		307	193	62.9%	226	73.6%	298	187	62.8%	219	73.5%	Y
2014-2015	39	68676	0121798	San Joaquin	Stockton Unified	Primary Years Academy	Unified School	Elementary Scf Traditional		N				N	K	5	295	171	58.0%	223	75.6%	295	171	58.0%	223	75.6%	Y
2014-2015	39	68676	0123802	San Joaquin	Stockton Unified	Health Careers Academy	Unified School	High Schools (F Traditional		Y	1283	Locally fun	N	9	12		473	347	73.4%	390	82.5%	459	335	73.0%	377	82.1%	Y
2014-2015	39	68676	0124248	San Joaquin	Stockton Unified	Pacific Law Academy	Unified School	High Schools (F Traditional		Y	1316	Locally fun	N	9	12		197	130	66.0%	157	79.7%	195	128	65.6%	155	79.5%	Y
2014-2015	39	68676	0124958	San Joaquin	Stockton Unified	TEAM Charter	Unified School	Elementary Scf Traditional		Y	1360	Directly fu	Y	K	5		441	343	77.8%	394	89.3%	423	329	77.8%	379	89.6%	Y
2014-2015	39	68676	3930211	San Joaquin	Stockton Unified	Jane Frederick High	Unified School	Continuation H Continuation School		N				N	9	12	230	189	82.2%	195	84.8%	193	163	84.5%	168	87.0%	Y
2014-2015	39	68676	3930427	San Joaquin	Stockton Unified	Weber Institute	Unified School	Alternative Sch Alternative School of Choice		N				N	9	12	387	311	80.4%	343	88.6%	379	306	80.7%	338	89.2%	Y
2014-2015	39	68676	3932100	San Joaquin	Stockton Unified	Edison High	Unified School	High Schools (F Traditional	Provision 2	N				N	9	12	1,957	1,449	74.0%	1,573	80.4%	1,875	1,392	74.2%	1,510	80.5%	Y
2014-2015	39	68676	3932564	San Joaquin	Stockton Unified	Franklin High	Unified School	High Schools (F Traditional		N				N	6	12	2,040	1,551	76.0%	1,755	86.0%	1,980	1,506	76.1%	1,706	86.2%	Y
2014-2015	39	68676	3937406	San Joaquin	Stockton Unified	Stagg Senior High	Unified School	High Schools (F Traditional		N				N	9	12	1,433	1,070	74.7%	1,184	82.6%	1,389	1,037	74.7%	1,148	82.6%	Y
2014-2015	39	68676	6042501	San Joaquin	Stockton Unified	Adams Elementary	Unified School	Elementary Scf Traditional	Provision 2	N				N	K	8	543	427	78.6%	440	81.0%	527	419	79.5%	432	82.0%	Y
2014-2015	39	68676	6042519	San Joaquin	Stockton Unified	August Elementary	Unified School	Elementary Scf Traditional	Provision 2	N				N	K	8	704	605	85.9%	626	88.9%	682	589	86.4%	608	89.1%	Y
2014-2015	39	68676	6042535	San Joaquin	Stockton Unified	Cleveland Elementary	Unified School	Elementary Scf Traditional	Provision 2	N				N	K	8	715	560	78.3%	594	83.1%	701	551	78.6%	585	83.5%	Y
2014-2015	39	68676	6042543	San Joaquin	Stockton Unified	El Dorado Elementary	Unified School	Elementary Scf Traditional	Provision 2	N				N	K	8	584	501	85.8%	526	90.1%	570	495	86.8%	519	91.1%	Y
2014-2015	39	68676	6042550	San Joaquin	Stockton Unified	Elmwood Elementary	Unified School	Elementary Scf Traditional	Provision 2	N				N	K	8	836	654	78.2%	718	85.9%	836	654	78.2%	718	85.9%	Y
2014-2015	39	68676	6042568	San Joaquin	Stockton Unified	King Elementary	Unified School	Elementary Scf Traditional	Provision 2	N				N	K	8	959	796	83.0%	841	87.7%	945	787	83.3%	832	88.0%	Y
2014-2015	39	68676	6042576	San Joaquin	Stockton Unified	Fillmore Elementary	Unified School	Elementary Scf Traditional	Provision 2	N				N	K	8	809	667	82.4%	702	86.8%	809	667	82.4%	702	86.8%	Y
2014-2015	39	68676	6042600	San Joaquin	Stockton Unified	Grunsky Elementary	Unified School	Elementary Scf Traditional	Provision 2	N				N	K	8	574	440	76.7%	453	78.9%	574	440	76.7%	453	78.9%	Y
2014-2015	39	68676	6042618	San Joaquin	Stockton Unified	Harrison Elementary	Unified School	Elementary Scf Traditional	Provision 2	N				N	K	8	607	471	77.6%	508	83.7%	591	468	79.2%	505	85.4%	Y
2014-2015	39	68676	6042626	San Joaquin	Stockton Unified	Hazelton Elementary	Unified School	Elementary Scf Traditional	Provision 2	N				N	K	8	741	594	80.2%	619	83.5%	741	594	80.2%	619	83.5%	Y
2014-2015	39	68676	6042634	San Joaquin	Stockton Unified	Hoover Elementary	Unified School	Elementary Scf Traditional	Provision 2	N				N	K	8	581	427	73.5%	454	78.1%	558	416	74.6%	443	79.4%	Y
2014-2015	39	68676	6042667	San Joaquin	Stockton Unified	Kennedy Elementary	Unified School	Elementary Scf Traditional	Provision 2	N				N	K	8	479	365	76.2%	389	81.2%	472	361	76.5%	385	81.6%	Y
2014-2015	39	68676	6042683	San Joaquin	Stockton Unified	Madison Elementary	Unified School	Elementary Scf Traditional	Provision 2	N				N	K	8	735	548	74.6%	598	81.4%	735	548	74.6%	598	81.4%	Y
2014-2015	39	68676	6042691	San Joaquin	Stockton Unified	McKinley Elementary	Unified School	Elementary Scf Traditional	Provision 2	N				N	K	8	794	613	77.2%	638	80.4%	794	613	77.2%	638	80.4%	Y
2014-2015	39	68676	6042709	San Joaquin	Stockton Unified	Monroe Elementary	Unified School	Elementary Scf Traditional	Provision 2	N				N	K	8	516	391	75.8%	424	82.2%	516	391	75.8%	424	82.2%	Y
2014-2015	39	68676	6042717	San Joaquin	Stockton Unified	Montezuma Elementary	Unified School	Elementary Scf Traditional	Provision 2	N				N	K	8	733	567	77.4%	601	82.0%	713	552	77.4%	585	82.0%	Y
2014-201																											

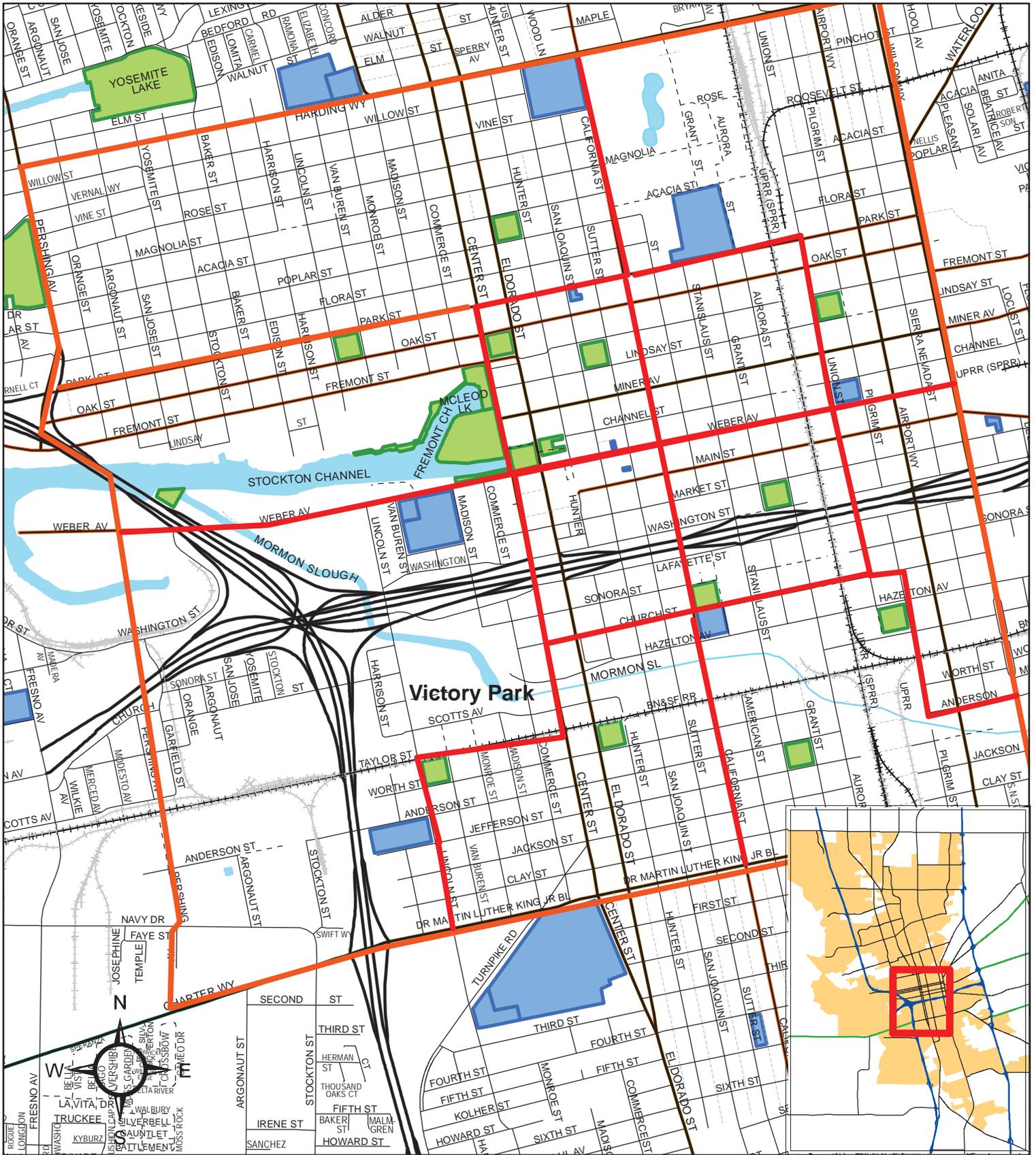


Active Transportation Program Disadvantaged Communities, San Joaquin County



-  Census Tracts
 -  Census Tracts With Median Household Income <80% State Median
 -  Schools with 75%+ Free or Reduced Price Meals
 -  2 Mile Buffer from 75%+ FRPM Schools
 -  CalEnviroScreen Top 25% Census Tracts
- ATP-Cycle 2-Attachment I-5B

Active Transportation Plan Greater Downtown District (Project Improvements Area)



0 0.1 0.2 0.4 0.6 0.8 Miles

CITY OF STOCKTON CALIFORNIA

Legend

-  Public Schools
-  Parks

SCHOOL NAME, ADDRESS, AND TELEPHONE NUMBER

1. **Edison High School**
1425 S. Center Street, Stockton, CA 95206
Tel. (209) 933-7425
2. **Pittman Charter School**
701 E. Park Street, Stockton, CA 95202
Tel. (209) 933-7496
3. **John Fremont Elementary School**
2021 Flora Street, Stockton, CA 95205
Tel. (209) 933-7385
4. **Alex Spanos Elementary School**
536 California Street, Stockton, CA 95203
Tel. (209) 933-7335
5. **El Dorado Elementary School**
1540 N. Lincoln Street, Stockton, CA 95204
Tel. (209) 933-7175
6. **Grunsky Elementary School**
1550 N. School Avenue, Stockton, CA 95205
Tel. (209) 933-7200
7. **Hazelton Elementary School**
535 W. Jefferson Street, Stockton, CA 95206
Tel. (209) 933-7210
8. **Weber Technical Institute**
302 W. Weber Avenue, Stockton, CA 95203
Tel. (209) 933-7330

NON-INFRASTRUCTURE

Project Name: Active Transportation Plan in Greater Downtown District
Project Location: Greater Downtown District

Outreach (SR2S)- (Box 2A)	
Participants (School Enrollment)	6,140
Current Active Trans Walker/Bicyclist Users	921
Percentage of Current Active Trans Walkers/Bicyclists	15%
Project Cost	\$396,000
ATP Requested Funds	\$396,000
Duration of Outreach (months)	2
Outreach to new users	5,219

Outreach (Non SR2S)- (Box 2B)	
Participants	5,000
Current Active Trans Walker/Bicyclist Users	
Percentage of Current Active Trans Walkers/Bicyclists	4%
Project Cost	
ATP Requested Funds	
Duration of Outreach (months)	2
Outreach to new users	5,000

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

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

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

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

Projected New Active Trans Riders	
Longitudinal New Users	848

Projected New Active Trans Riders	
Longitudinal New Users	813

CRASH DATA - (Box 2G)		
Fatal Crashes Injury Crashes PDO	Last 5 Yrs	Annual
	13 251 34	2.6 50.2 6.8

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

20 Year Invest Summary Analysis

Total Costs	\$396,000.00
Net Present Cost	\$380,769.23
Total Benefits	\$37,431,918.51
Net Present Benefit	\$33,276,337.46
Benefit-Cost Ratio	87.39

20 Year Itemized Savings

Mobility	\$0.00
Health	\$644,368.29
Recreational	\$0.00
Gas & Emissions	\$839,973.78
Safety	\$35,947,576.44

Funds Requested	\$396,000.00
Net Present Cost of Funds Requested	\$380,769.23
Benefit Cost Ratio	87.39



SAN JOAQUIN COUNCIL OF GOVERNMENTS

555 E. Weber Avenue • Stockton, California 95202

209.235.0600 • 209.235.0438 (fax)

www.sjcog.org

April 22, 2015

Steve Dresser
CHAIR

Anthony Silva
VICE CHAIR

Andrew T Chesley
EXECUTIVE DIRECTOR

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

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

CITY OF STOCKTON ACTIVE TRANSPORTATION GRANT APPLICATIONS

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

City of Stockton Public Works staff identified and reviewed candidate projects for ATP funding consideration in consultation with the City's Safe Routes to School Committee, including representatives from the four School Districts within the City of Stockton, the Community Development Department, the Economic Development Department/Housing Division, and representatives from the San Joaquin Council of Governments. As a result of the meetings, City staff are submitting applications for funding consideration under the ATP for the 13 projects shown in the attached list.

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

The projects identified will directly support implementation of SJCOG's 2014 Regional Transportation Plan (RTP) that the SJCOG Board adopted in June 2014. This is the first RTP to include a Sustainable Communities Strategy (SCS) – aligning sustainability goals with transportation investments strategies that seek to facilitate/encourage infill development, emphasize a true multi-modal approach, and provide increased funding for active transportation improvements.



115 N Sutter St, Ste 307
Stockton, CA 95202
209.469.2678
info@tenspacedev.com
www.tenspacedev.com

May 8, 2015

California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

RE: Ten Space support for the Greater Downtown Stockton Active Transportation Plan

I am writing in support of the City of Stockton's Active Transportation Program (ATP) application for the Greater Downtown Stockton Active Transportation Plan. Due in large part to the neighborhood's classic street-grid layout and critical mass of employers and amenities, Downtown Stockton has tremendous potential to be transformed into a haven for pedestrians and cyclists. However, decades of car-dependent planning have made turned what once was a bustling urban core into a speedway for automobiles. Crumbling sidewalks and intimidating arterials greatly deter downtown residents and workers from walking or biking to nearby amenities. This is why the Greater Downtown Stockton Active Transportation Plan is crucial to the future of downtown. We need to identify locations where streets can be calmed and enhanced pedestrian and cyclist infrastructure can be implemented to reconnect Downtown Stockton to residential neighborhoods to the north, the waterfront area to the west and commuter and intercity rail service to the east. Downtown Stockton cannot succeed as a true urban core unless we can identify how to make the area more walkable and bikeable.

As an infill developer focused on creating complete, walkable communities, Ten Space strongly supports projects that strengthen connectivity to key destinations. The Greater Downtown Stockton Active Transportation Plan embodies all of the goals of the Active Transportation Program and will help to identify to highest areas of need and feasibility for active transportation projects in the urban core.

We strongly urge you to support the Greater Downtown Stockton Active Transportation Plan and look forward to seeing this plan become a reality.

Sincerely,

David Garcia

Director of Community Development
Ten Space
209 598 3484
www.tenspacedev.com

SAN JOAQUIN COUNTY
Public Health Services
Healthy Future

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

April 23, 2015

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

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

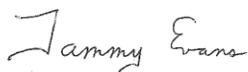
Dear Mr. MacKay:

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

PHS will continue to collaborate with the City's Public Works Department to support and promote these active transportation projects, in addition to actively participating in the Safe Routes to School (SRTS) Committee to identify schools that would benefit most from the proposed school-centered projects. We have a strong track record in community engagement and are committed to helping the City of Stockton mobilize neighborhood residents to ensure that their voices are heard as planning for the new projects unfolds. PHS also looks forward to working with the City of Stockton on its proposed Pedestrian Master Plan, in conjunction with updates to the City's General Plan and Bicycle Master Plan, and supporting the many educational components that promote safer streets and travel for all residents.

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

Sincerely,



Tammy Evans, RN, PHN, MSN, PhD, Director
San Joaquin County Public Health Services

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

Sincerely,

A handwritten signature in black ink that reads "Diane Nguyen". The signature is written in a cursive style with a horizontal line above the first letter "D".

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

Attachment

STATE OFFICE
10-Stockton-4
ROOM 2059
SACRAMENTO, CA 95814
TEL (916) 651-4005
FAX (916) 651-4905

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

MODESTO DISTRICT OFFICE
1010 10TH STREET,
SUITE 5800
MODESTO, CA 95354
TEL (209) 576-6273
FAX (209) 576-6277

California State Senate

SENATOR
CATHLEEN GALGIANI
FIFTH SENATE DISTRICT



STANDING COMMITTEES

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CHAIR

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CHAIR

BANKING AND FINANCIAL
INSTITUTIONS

BUSINESS, PROFESSIONS &
ECONOMIC DEVELOPMENT

GOVERNMENTAL
ORGANIZATION

JOINT LEGISLATIVE AUDIT
COMMITTEE

TRANSPORTATION &
HOUSING

April 21, 2015

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

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

I am writing to express my strong support for the City of Stockton's grant applications to secure Active Transportation Program (ATP) funding.

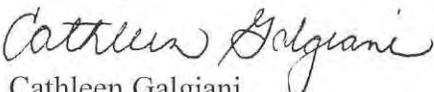
City of Stockton Public Works staff identified and reviewed candidate projects for ATP funding consideration in consultation with the City's Safe Routes to School Committee, including representatives from the four School Districts within the City of Stockton, the Community Development Department, the Economic Development Department/Housing Division, and the San Joaquin Council of Governments. As a result of the meetings, City staff is submitting applications for funding consideration under the ATP for the 13 projects on the attached list.

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

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

I respectfully urge your favorable consideration of this request. If you have any questions, please do not hesitate to contact me at (209) 948-7930.

Sincerely,


Cathleen Galgiani
Senator, District 5



10-Stockton-4
STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0013
(916) 319-2013
FAX (916) 319-2113

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

Assembly California Legislature



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

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

April 13, 2015

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

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

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

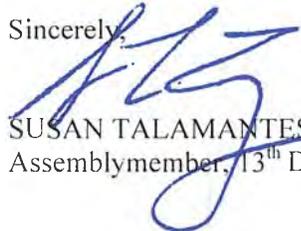
City of Stockton Public Works staff identified and reviewed candidate projects for ATP funding consideration in consultation with the City's Safe Routes to School Committee, including representatives from the four School Districts within the City of Stockton, the Community Development Department, the Economic Development Department, and representatives from the San Joaquin Council of Governments. As a result of the meetings, City staff are submitting applications for funding consideration under the ATP for the 14 projects shown in the attached list.

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

As an active advocate for sustainable communities, clean air and climate change, I know all too well the need for safety and sustainability projects in Stockton that encourage non-motorized modes of transportation. All of these proposed projects will directly or indirectly benefit disadvantaged communities as well as all residents and businesses in our community.

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

Sincerely,


SUSAN TALAMANTES EGGMAN
Assemblymember, 13th District





April 14, 2015



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

As CEO of the 114 Year-strong Greater Stockton Chamber of Commerce, I am pleased to offer my support to the City of Stockton for funding applications to the California Active Transportation Program (ATP).

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

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

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

Sincerely,

Douglass W. Wilhoit, Jr.
CEO



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