ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Application Form for Part A

Parts B & C must be completed using a separate document

PROJECT unique APPLICATION NO.: 05-SLO REGIONAL RIDESHARE-2

Auto populated

Total ATP Funds Requested: $ 294,847 (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:

SLO REGIONAL RIDESHARE

IMPLEMENTING AGENCY'S ADDRESS	CITY		ZIP CODE
1114 Marsh St.	San Luis Obispo	CA	93401

IMPLEMENTING AGENCY'S CONTACT PERSON: Stephanie Hicks

CONTACT PERSON'S TITLE: Rideshare Program Manager

CONTACT PERSON'S PHONE NUMBER: (805) 781-4462

CONTACT PERSON'S EMAIL ADDRESS : shicks@rideshare.org

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

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

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

PROJECT PARTNERING AGENCY'S NAME:

PROJECT PARTNERING AGENCY'S ADDRESS | **CITY** | **ZIP CODE**

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

Implementing Agency's State Caltrans MA number 74A0819

* 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)

SLO Regional Rideshare Safe Routes to School Learn-By-Doing Active Transportation Program

Application Number: 2 **out of** 2 **Applications**

PROJECT DESCRIPTION: (Max of 250 Characters)

This learn-by-doing SRTS program consists of in-class education including on-bike instruction, active transportation maps created by parents and students, and encouragement activities (walk/bike to school days, rodeos, etc.).

PROJECT LOCATION: (Max of 250 Characters)

Public Schools in San Luis Obispo County with a focus on three pilot learn-by-doing schools in year 1: Oceano, Lillian Larsen and Nipomo Elementary Schools.

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. _____ /long. _____

Congressional District(s):	24						
State Senate District(s):	17			**State Assembly District(s):**	35		
Caltrans District(s):	05						
County:	San Luis Obispo						
MPO:	Other						
RTPA:	SLOCOG						
MPO UZA Population:	Small Urban (Pop =or<200,000 but > than 5,000)						

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

ESTIMATION OF ACTIVE TRANSPORTATION USERS

Existing Counts:	**Pedestrians**	3,437	**Bicyclists**	2,062
One Year Projection:	**Pedestrians**	4,582	**Bicyclists**	2,978
Five Year Projection:	**Pedestrians**	9,164	**Bicyclists**	5,728

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

Bicycle: **Class I** ☐ **Class II** ☐ **Class III** ☐ **Other** _____

Pedestrian: **Sidewalk** ☐ **Crossing** ☐ **Other** _____

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

DISADVANTAGED COMMUNITIES

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

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

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

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

CORPS

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

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

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

"Plan" applications to show as NI only

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

If Yes, check all Plan types that apply:

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

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

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

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

☒ **Bicycle Transportation** **% of Project** 65.0 % (ped + bike must = 100%)

☒ **Pedestrian Transportation** **% of Project** 35.0 %

☒ **Safe Routes to School** *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

How many schools does the project impact/serve: _____

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:

District address:

Co.-Dist.-School Code: Multiple Schools

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

Total student enrollment: 22,910

% of students that currently walk or bike to school% 24.0 %

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

Percentage of students eligible for free or reduced meal programs ** 84.1 %

**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:			N/A
* NEPA Environmental Clearance:			N/A
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:			7/1/19
* Submittal of "Final Report"			N/A

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:	294,847	*(All NI funding is allocated in a project's Construction Phase)*
Total ATP funds being requested for this application/project:		294,847
Local funds leveraging or matching the ATP funds:		65,770

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: 76,000

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: 436,617

ATP - FUNDING TYPE REQUESTED:

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

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

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

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

Part A: List of Schools & Contact Information

School	Address	District	Principal's name	Principal's Phone	Principal's email
Atascadero Junior High	6501 Lewis Ave, Atascadero, CA 93422	Atascadero	Jessica Lloyd	(805) 462-4360	jessicalloyd@atasusd.org
Bauer/Speck Elementary	401 17th Street, Paso Robles, CA 93446	Paso Robles Joint	Karen Grandoli	(805) 769-1350	kgrandoli@pasoschools.org
Baywood Elementary	1330 9th Street, Los Osos, CA 93402	San Luis Coastal Unified	Jennifer Dinielli	(805) 534-2856	jdinielli@slcusd.org
Bishop's Peak Elementary	451 Jaycee Drive, SLO, CA 93405	San Luis Coastal	Dan Block	(805) 596-4030	DBlock@slcusd.org
Branch Elementary	970 School Road A.G., CA 93420	Lucia Mar Unifed School District	Paul Jarvis	805.474.3720	pjarvis@lmusd.org
Cambria Grammar	3223 Main Street, Cambria, CA 93428	Coast	Bob Watt	(805) 972-4400	bwatt@coastusd.org
Cappy Culver Elementary	11011 Heritage Ranch Loop Rd., Paso Robles, CA 93446	San Miguel	Judy Bedell	(805) 467-3216	jbedell@sanmiguelschools.org
Carrisa Plains Elementary	Star Rt. Box 88-A, Santa Margarita, CA, 93453	Atascadero Unified School District	Michelle Fox	(805) 475-2244	michellefox@atasusd.org
Cayucos Elementary	301 Cayucos Drive, Cayucos, CA 93430	Cayucos Elementary School District	Dr. Brescia	805.995.3694	jbrescia@cayucosschool.org
Creston Elementary	PO Box 238, Creston, CA, 93432-0238	Coastal Unified	Kibbe Rubin	(805) 238-4771	kibberubin@atasusd.org
Dana Elementary	920 West Tefft Street Nipomo, CA 93444	Lucia Mar	Stacey Russell	(805) 474-3790	srussell@lmusd.org
Daniel Lewis Middle	900 Creston Road, Paso Robles, CA 93447	Paso Robles Joint	Stuart Hamill	(805) 769-1450	SSHamill@pasoschools.org
Del Mar Elementary	501 Sequoia, Morro Bay, CA 93442	San Luis Coastal	Janet Gould	(805) 771-1858	jgould@slcusd.org
Fairgrove Elementary	2101 The Pike Grover Beach, CA 93433	Lucia Mar	Carol Littlefield-Halfman	(805) 474-3740	clittlefield
Fine Arts Academy	6100 Olmeda Ave., Atascadero, CA, 93422-4204	Atascadero Unified School District	Kibbe Rubin	(805) 238-4771	kibberubin@atasusd.org
George H. Flamson Middle	2405 Spring Street, Paso Robles, CA 93446	Paso Robles Joint	Gene Miller	(805) 769-1400	ejmiller@pasoschools.org
Georgia Brown Elementary	525 36th Street, Paso Robles, CA 93446	Paso Robles Joint	Ellalina A. Erich Keller	(805) 769-1200	ekeller@pasoschools.org
Grover Beach Elementary	365 South 10th Street Grover Beach, CA 93433	Lucia Mar	James Snyder	(805) 474-3770	jsnyder@lmusd.org
Grover Heights Elementary	770 North 8th Street Grover Beach 93433	Lucia Mar	Susan Kesselring	(805) 474-3700	skesselring@lmusd.org
Harloe Elementary	901 Fair Oaks Avenue Arroyo Grande, CA 93420	Lucia Mar	Peter Ponomoroff		pponomaroff@lmusd.org
Hawthorne Elementary	2125 Story Street, SLO, CA 93401	San Luis Coastal	Kirt Collins	(805) 596-4070	KCollins@slcusd.org
Judkins Middle	680 Wadsworth Street, Pismo Beach, CA 93449	Lucia Mar	Ian Penton	(805) 474-3600	ipenton@lmusd.org
Kermit King Elementary	700 Schoolhouse Circle, Paso Robles, CA 93447	Paso Robles Joint	Carol Kenyon	805-769-1700	ckenyon@pasoschools.org
Laguna Middle	11050 Los Osos Valley Road, SLO, CA 93405	San Luis Coastal	John Calandro	(805) 596-4055	jcalandro@slcusd.org
Lange (Dorothea) Elementary	1661 Via Alta Mesa Nipomo, CA 93444	Lucia Mar	Deborah Schimandle	(805) 474-3670	dschimandle@lmusd.org
Lillian Larsen Elementary	1601 "L" Street, San Miguel, CA 93451	San Miguel	Judy Bedell	(805) 467-3216	jbedell@sanmiguelschools.org
Los Osos Middle	1555 El Moro, Los Osos, CA 93402	San Luis Coastal	Mr. Illig	(805) 534-2835	aillig@slcusd.org
Los Ranchos Elementary	5785 Los Ranchos Road, SLO, CA 93401	San Luis Coastal	Marlie Schmidt	(805) 596-4075	mschmidt@slcusd.org
Mesa Middle	2555 Halcyon Rd. Arroyo Grande, CA. 93420	Lucia Mar	Andy Stenson	(805) 474-3400	astenson@lmusd.org
Monarch Grove Elementary	348 Los Osos Valley Road, Los Osos, CA 93402	San Luis Coastal	Lara Storm	(805) 534-2844	lstorm@slcusd.org
Monterey Road Elementary	3355 Monterey Rd., Atascadero, CA, 93422-1869	Atascadero Unified School District	JulieAnn Davis	(805) 462-4270	julieAnnDavis@atasusd.org
Nipomo Elementary	190 East Price Street, Nipomo, CA 93444	Lucia Mar Unifed School District	Brett Gimlin	805.474.3780	bgimlin@lmusd.org
Ocean View Elementary	1208 Linda Drive Arroyo Grande, CA 93420	Lucia Mar Unifed School District	Sarah Butler	805.474.3730	sbutler@lmusd.org
Oceano Elementary	1551 17th St. Oceano, CA 93445	Lucia Mar	Ron Walton	(805) 474-3800	rwalton@lmusd.org
Pacheco Elementary	261 Cuesta Drive, SLO, CA 93405	San Luis Coastal Unified	Rick Mayfield	805.596.4081	rmayfield@slcusd.org
Pat Butler Elementary		Paso Robles Joint	Dorothy Halic	805-769-1750	dhalic@pasoschools.org
Paulding Middle	600 Crown Hill, Arroyo Grande, CA 93420	Lucia Mar Unifed School District	Chuck Fiorentino	805.474.3500	cfiorentino@lmusd.org
Pleasant Valley Joint Union Elementary School	7000 Ranchita Canyon Road, San Miguel, CA 93451	San Miguel	Lisa Bushong	(805) 467-3453	lbushlong@sanmiguelschools.org
San Benito Elementary	4300 San Benito Rd., Atascadero, CA, 93422-1938	Atascadero	Patty Newman	(805) 462-4330	pattynewman@atasusd.org

San Gabriel Elementary	8500 San Gabriel Rd., Atascadero, CA, 93422-4940	Atascadero	Shauna Ames	(805) 462-4340	shaunaames@atasusd.org
Santa Lucia Middle	2850 Schoolhouse Lane, Cambria, 93428	Coast	Kyle Martin	(805) 927-3693	kmartin@coastusd.org
Santa Margarita Elementary		Atascadero	Michelle Fox	(805) 438-5633	michellefox@atasusd.org
Santa Rosa Road Academic Academy	8655 Santa Rosa Rd., Atascadero, CA, 93422-4910	Atascadero Unified School District	Chris Allen	805-462-4290	chrisallen@atasusd.org
Shandon Elementary	P.O. Box 49, Shandon, CA 93461	Shandon	Teresa Taylor	(805) 238-1782	ttaylor@shandonschools.org
Shell Beach Elementary	2100 Shell Beach Road Pismo Beach, CA 93449	Lucia Mar	Sammie Cervantez	(805) 474-3760	scervantez@lmusd.org
Sinsheimer Elementary	2755 Augusta, SLO, CA 93401	San Luis Coastal	Jeff Martin	(805) 596-4088	jpmartin@slcusd.org
Smith (C. L.) Elementary	1375 Balboa, SLO, CA 93405	San Luis Coastal	Joyce Hansen	(805) 596-4094	jhansen@slcusd.org
Teach Elementary	145 Grand Ave San Luis Obispo, CA	San Luis Coastal	James McMillen	(805) 596-4100	jmcmillen@slcusd.org
Templeton Elementary	215 Eighth Street, Templeton, CA 93465	Templeton	Jill Southern	(805) 434-5820	http://tes.tusd.ca.schoolloop.com/misc/cms_contact?d=x&id=1314533813796&return_url=1417717473302
Templeton Middle	925 Old County Rd, Templeton, CA 93465	Templeton	Kristina Benson	(805) 434-5813	https://templetonms.schoolloop.com/misc/cms_contact?d=x&id=1282485185359&return_url=1417717544668
Vineyard Elementary	2121 Vineyard Drive, Templeton, CA 93465	Templeton	Laura Brooks	(805) 434-5840	http://ves.tusd.ca.schoolloop.com/misc/cms_contact?d=x&id=1276351928109&return_url=1417717643902
Virginia Peterson Elementary	2501 Beachwood Drive, Paso Robles, CA 93446	Paso Robles Joint	Catherine Rondeau	(805) 769-1250	crrondeau@pasoschools.org
Winifred Pifer Elementary	1350 Creston Rd., Paso Robles, CA 93446	Paso Robles Joint	Carol Stoner	(805) 769-1300	cstoner@pasoschools.org

ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Part B: Narrative Questions

(Application Screening/Scoring)

Project unique application No.: 05-SLOREGIONALRIDESHARE-02

Implementing Agency's Name: SLO REGIONAL RIDESHARE

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

1. **Demonstrated fiscal needs of the applicant:**
San Luis Obispo County has the desire to increase the use of active transportation through education and encouragement; however, the resources are not currently there to fully support these endeavors. The Safe Routes to School (SRTS) Learn-by-Doing Active Transportation Program is consistent with many of Rideshare's ongoing efforts in the region, but sufficient funding has not been identified through our limited regional discretionary funds. Our region is not a Self-Help County and relies on grant funding to help jump start these types of pilot programs. We want to take our current SRTS Program to the next level with increased parent and student engagement in-the-classroom and afterschool interacting with active transportation with the goal of creating lifetime users but supplemental funding is needed.

2. **Consistency with Regional Plan.**
The 2014 RTP has been approved with policies that directly align with implementing a Safe Routes to School Program in San Luis Obispo County. The program is specifically highlighted as a priority through the Maximizing System Efficiency (MSE) Chapter Strategy 1 and Active Transportation (AT) Chapter under Policy 2 & 11.

- MSE 1 - Support SLO Regional Rideshare and partner agencies as the primary means of implementing Transportation Demand Management strategies, Regional Mobility Management and regional Safe Routes to School non-infrastructure programs (p. 3-20).
- AT 2 - Promote livable community cores and a well-connected bike and pedestrian system that promote walking and biking.
- AT 11 - Assure that efforts are made to reduce barriers to cycling and walking (pg.6-5).

The main strategy related to these policies is Active Transportation Strategy 15: Continue to program funding for bike and pedestrian improvements to enhance safety, reduce accidents, improve mobility, enhance economic development and community vitality through the encouragement of ongoing Safe Routes to School and other programs be conducted for grades K-8 by the police departments, health agencies, bike coordinators, and/or local bike clubs (pg.6-6).

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.)

In San Luis Obispo (SLO) County, there are ten school districts with 74 schools educating nearly 23,000 elementary and middle school students. Each of these students

interact with the transportation system every day; however, active transportation use for school commuting is a marginal compared to private vehicle use with 71% mode share according to the recently conducted 2015 SRTS Parent Survey. Rideshare has been implementing the SRTS education and encouragement program since 2009 reaching over 27,000 students. During the 2014-2015 school year, the Regional Task Force hosted 20 safety assemblies reaching over 6,500 students, 34 Bike/Walk to School Days, and 48 SRTS events. However, there have been significant shifts in learning techniques, curriculums, and support for the program. Because of this, we need to change the way we educate and impact students by moving forward with a learn-by-doing SRTS Program in-the-classroom and afterschool engaging students and parents.

According to the 2015 SRTS Survey, 24% of students in the region either walk to bike to school on a regular basis that is 5,498 elementary and middle school students. The *2013 Travel to School in California* done by Travel Behavior Analyst, Nancy McGuckin, stated children living within two miles of school, 51% are driven to school in a private vehicle (p.2). In our region, the SRTS Parent Survey painted a different picture stating that over 60% of students living 2 miles away from school are driven. We want to decrease that number by at least 9% to keep with the state average and add to the existing active transportation mode share. As a result of this pilot project, we want to have at least 32% walking and biking to school of the over 22,910 elementary and middle school students in the region.

We plan to achieve this mode shift through engagement of both students and parents through interactive education and encouragement. Using California Safe Routes to School Technical Assistance Resource Center (TARC)'s Pedestrian and Bicycle Safety Curriculum including on-bike education, we will reach almost 1,300 4th & 5th grade disadvantaged students in three years. When creating the SRTS Active Transportation Maps, we are going to do outreach to not only staff but also to students and parents through classroom activities and parent walkability/bikeability assessment workshops. Our goal is to reach 50 schools in 3 years. This collaborative process will provide the school community with a sense of ownership when it comes to active transportation.

Rideshare has been committed to collaborating with agencies across the region through the SRTS Task Force, a collaborative oversight committee comprised of representatives from each of the 10 school districts, local planning and public works agencies, regional health agencies, law enforcement, local non-profits, and regional transportation agencies. With the help of the Task Force, Rideshare has been able to collect and provide two important data sources to help identify barriers for students when active commuting. These data sources are the 2014 Infrastructure Inventory (SRTSII) and the 2015 SRTS Parent Survey. SRTSII includes a GIS map of a ½ and ¼ radius of all the schools, vehicle counts, obesity, collision (TIMS), and speed data. Through the 2015 SRTS Parent Survey, the Task Force wanted to get a better understanding of parent perceptions on active transportation. We were able to get responses from over 1,400 parents at 56 of the 74 public schools (+/- 3.38 margin of error with a confidence level of 99%). In addition to the current data sources, the data

from this proposed pilot program will be collected through event participation, quarterly 'Walk 'N' Roll' day tallies, reporting by community/school organizers and a pre-and post-pilot project landscape survey.

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

a. creation of new routes

b. removal of barrier to

mobility c. closure of gaps

d. other improvements to routes

e. educates or encourages use of existing routes

Roads can be hazardous and to reduce risk, children need to be formally educated to skillfully maneuver the streets. As the children get older, typically the distance they travel increases thus exposing them to higher traffic streets. Studies show that parents grant their children a greater degree of freedom to travel from home between the ages of 10-12. This was confirmed as a result of the 2015 SRTS Parent Survey, over 60% of the 1,428 respondents stated that at age 9-12 is when they would allow independent travel. We want to encourage safe walking and biking behavior early on by providing additional encouragement and adding a learn-by-doing element into the classroom. Through this program, parents will gain assurance from the first-hand knowledge of seeing their child act in a safe manner while active commuting. This in turn increases the likelihood of students walking and biking therefore reducing the overall congestion around a school site and possible collisions. In *Task C: Learn-by-doing On-Bike Education,* the classroom teaching will help inform students on how to safely use the road through bike training during P.E. Class. This education is designed to increase bike ridership, physical activity and safe and predictable riding amongst disadvantaged pilot program schools. Interactive education during elementary school years will better prepare students in the region to successfully engage in biking and walking safely by middle and high school age.

Task E: Active Transportation Encouragement is a way for parents and students to interact with active transportation together through afterschool bike rodeos and walk/bike to school days (walking school buses and bike trains). According to the SRTS Parent Survey, highest mentioned encouragement activity was monthly bike/walk events and with the second being annual bike/walk days. By implementing events through this pilot program at participating disadvantaged schools, students will be better equip to be a part of the transportation system. It will also give them ownership of their own mobility and parents will have better ease if they are part of the safe routes concepts because they are engaged through the process. Of the schools that have consistent SRTS engagement (an assembly and at least one SRTS event), we have seen participation in active transportation to and from school increased by over 1000% compared to traditional school days. Through this

program, we want to bridge that gap between SRTS event days and non-event days to increase the health and community of disadvantaged schools in the area. Table 1 depicts the percent change in active transportation use between currently engaged schools.

Table 1

School	# Students	Bicycle Count	Ped Count	Walk/Bike to School Day	Event Difference
Arroyo Grande High	2231	6	23	43	617%
Baywood Elementary	375	5	29	110	2100%
Bishop's Peak Elementary	397	11	43	161	274%
Cayucos Elementary	208	3	10	125	1150%
Del Mar Elementary	554	1	19	100	426%
Hawthorne Elementary	355	8	23	164	1950%
Laguna Middle	691	16	41	20	25%
Los Osos Middle	550	28	9	60	114%
Los Ranchos Elementary	488	24	33	300	809%
Monarch Grove Elementary	335	7	30	135	1829%
Oceano Elementary	399	3	56	64	2033%
Pacheco Elementary	491	18	7	70	289%
San Luis Obispo High	1379	52	45	55	6%
Santa Margarita Elementary	271	1	18	32	3100%
Sinsheimer Elementary	373	10	38	98	880%
				Average	**1040%**

Parents and students are going to play a critical role in the creation of the active transportation maps in *Task D: SRTS Active Transportation Maps*. Outreach focused on parents and students will lead to better understanding and more ease. During the map creation process, we will have parents and students go through a walkability and bikeability audit of each school site. The 4th & 5th grade students using the learn-by-doing curriculum will provide feedback on how to improve infrastructure around the school teaching them about planning and engineering. Their suggestions will be compiled and will help inform the parent workshops with the goal of suggesting safest routes and what improvements need to be made. From this outreach, maps will be created and distributed to stakeholders.

Through SRTS, we are not just closing the gaps in active transportation but also regional communication. Rideshare created the Regional SRTS Task Force to establish a direct dialogue between the agencies that build the infrastructure and the people and organizations that use the infrastructure. Through this dialogue both the builders and the users of the walking and bicycling routes are able to discuss current conditions and improve them. All feedback enables the partners that play a role in the construction of facilities to best understand how they are actually being used. This allows for increased

usage of said routes as the students become familiar with them. Coordination of the SRTS Task Force is a continued goal through *Task B.*

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.)

Rideshare's highest mandate with regard to active transportation is to encourage mode shift. We do this through multiple channels. SLOCOG's support and prioritization of Rideshare and our campaigns is longstanding and well documented. SLOCOG positioned itself as the outreach coordinator for the region when Rideshare became part of SLOCOG in 2007. The SLOCOG Board – made up of representatives from each of the local agencies – consistently prioritizes the work that Rideshare does. In addition to supporting Rideshare programs through annual funding, local agencies rely heavily on Rideshare's outreach programs to promote their active transportation infrastructure projects. In this manner, SLO Regional Rideshare supports all of the region's highest priority infrastructure projects and is the region's highest non-infrastructure priority. This is true for Rideshare's Safe Routes to School program.

This program is a high priority because it provides much needed learn-by-doing education for transportation system users, better communication between stakeholders, and builds the sustainability of the program. We have done the traditional safety assemblies but we want to take the program to the next level with the learn-by-doing education and encouragement pilot project. As recommended by TARC, these 9 in-class lessons will be reinforced through active transportation events and afterschool rodeos. The goal of this program is to ultimately get parents and students to comfortable enough to use active transportation safely. This will increase physical activity, reduce congestion around schools, get parents and students engaged and educated about interacting in the transportation system while shifting modes.

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.)

As new pedestrian and bike facilities are included in San Luis Obispo County's transportation system, the region has noticed a trend of being included in the top 10 of OTS's Collision Rankings for bicyclists injured or killed in Motor Vehicle Crashes (MVCs). In 2012, SLO County was ranked 6th out of the 58 counties in the State in this category. Even more concerning, the City of San Luis Obispo was ranked 1st out of 92 cities of a similar size for bicyclists who were injured or killed in MVCs. Between 2009-2014, San Luis Obispo County

had 21 bicycle and pedestrian related fatalities and 1,003 injuries related to crashes according to Statewide Integrated Traffic Record System (SWITRS) Data. According to the 2015 SRTS Parent Survey, the top three issues deterring parents from allowing their children to walk or bike to school are speed of traffic, safety of the intersection, and the amount of traffic along the route. These parents sited that cars around the school and in the parking lot during peak times restrain them from using active transportation and a are safety concern. This is what we want to reduce through the pilot program. According to the SRTSII, of the 75 schools inventoried there were 774 reported collisions within ½ mile radius of the schools on average that is about 10 per school between 2003-2011. Additionally, the numbers of collisions are on the rise in the largest school district, Lucia Mar. This district is largely populated with low income families in an area where agriculture is predominant. This district is the most disadvantaged in the region and much of this pilot project's efforts will be focused on these parents and students. Figure 1-3 depict TIMS Map Queries for Fatal, Injury, and Property Damage Only in the region within the last 5 years.

Figure 1: Fatal Crashes in the last 5 years

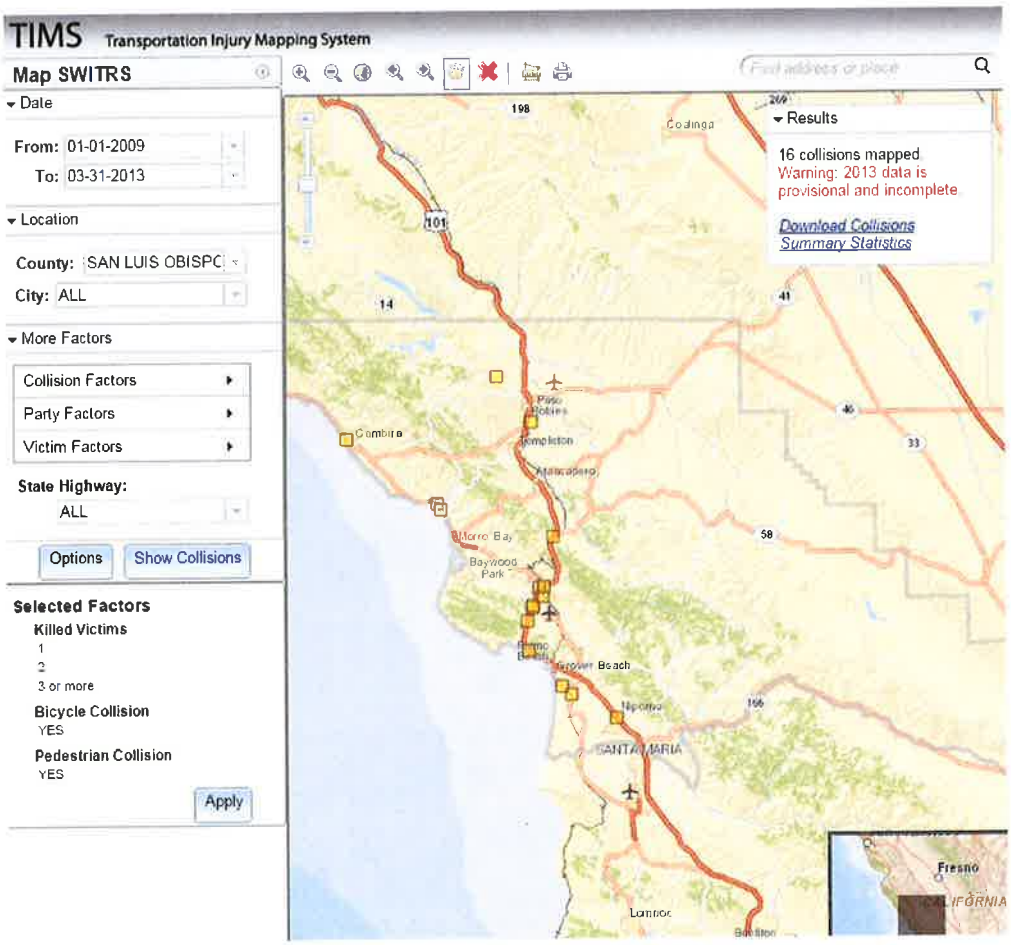


Figure 2: Injury Crashes in the last 5 years

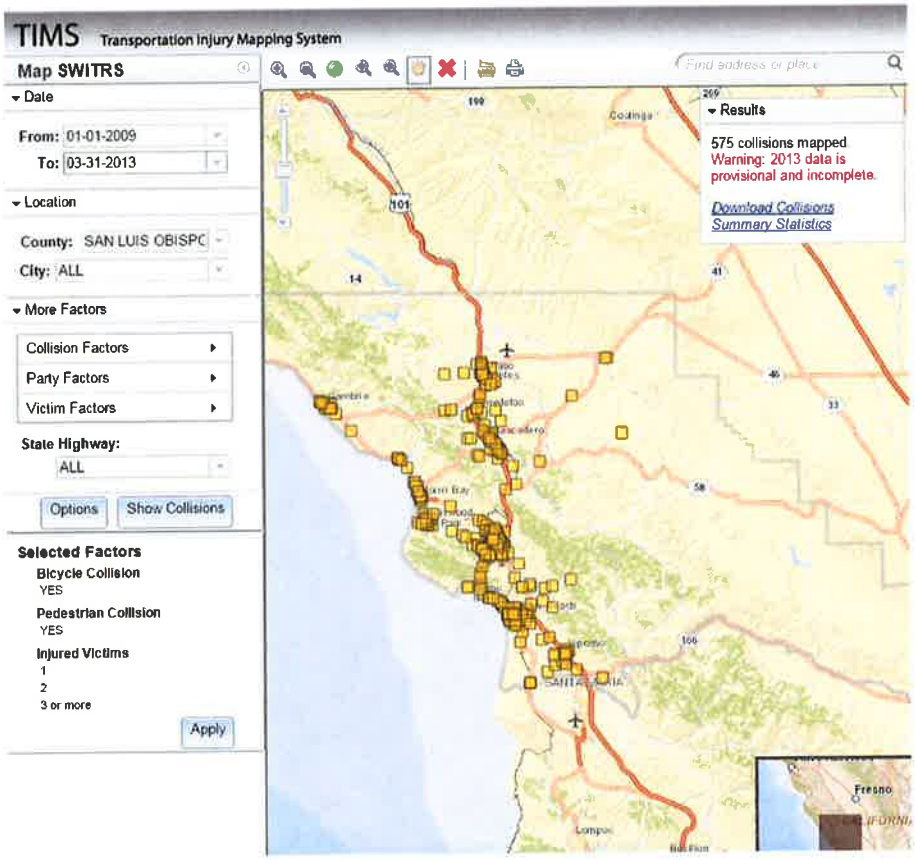
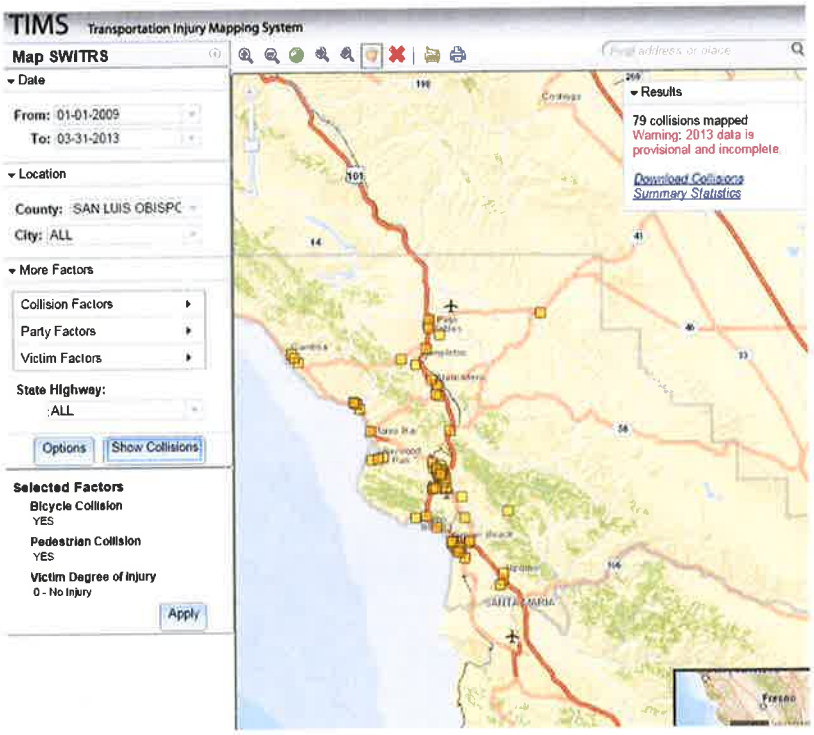


Figure 3: PDO in the last 5 years



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.)

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

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

According to the SRTSII, over 20 regional schools have large physical barriers within ½ mile such as the Union Pacific Railroad Line and Highway 101. Districts and principals have reported that schools with little to no education programs but with recent infrastructure projects are having difficulty getting students and parents to utilize the improvements. Through this pilot program, we hope to remedy that by educating and encouraging both parents and students.

Typically there are three ways of learning information – visual, auditory and kinesthetic. The best chances for full comprehension are when all three are used. Currently in SRTS program, the Task Force is succeeding by teaching students through visual and auditory means. The assemblies have instructors who lead by example and review the critical pedestrian and bicycle safety information aurally and with video segments. What is lacking is a hands-on opportunity for students to learn-by-doing. By expanding the education offerings, we will be able to teach bicycle and pedestrian safety to students with all three modalities which increases learning retention in each student and increases the likelihood of students making safe decisions while actively commuting.

Similar on-bike education programs have been implemented in Colorado, Oregon, Florida, Montana, Minnesota, and by national cycling organizations such as the League of American Bicyclists and the National Center for Bicycling and Walking. These programs have been documented as effective in reducing bicycling related crashes causing injury and fatalities among youth (Harborview Injury Prevention and Research Center,*1998).* This is why TARC developed a curriculum (that we plan to use) for California. The curriculum emphasizes educating students to use active transportation by following traffic laws in order to make them safe and predictable roadway users. It also promotes increased independence and physical activity for an increasingly overweight youth population.

The pilot program will also make parents and students more aware of the surrounding environment through walkability/bikeability audits of the routes to school. Understanding the barriers and how to safely navigate them is a main theme of the project. For example, at one of the disadvantaged schools, Lillian Larsen Elementary, it is more convenient to cross railroad tracks to get to school rather than take another 5-10 minutes to the safety cross walk. The picture below in Figure 1 illustrates parents and students crossing the street to get to school after coming from the other side of the tracks.

San Miguel, CA – Parents and Students walk to school after crossing the tracks to get to Lillian Larsen Elementary .

QUESTION #3

PUBLIC PARTICIPATION and PLANNING *(0-15 POINTS)*

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

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

The following are current stakeholders that developed the scope for this program:

- **SRTS Task Force –**
  - The creation of this program began with the SRTS Task Force, a collaborative oversight committee comprised of representatives from each of the 10 school districts, local planning and public works agencies, regional health agencies, law enforcement, local non-profits, and regional transportation agencies. All together there are a total of 29 active organizations in the Task Force that attend quarterly meetings. This oversight committee approved the pilot program concept after feedback from the other stakeholder groups was incorporated into the learn-by-doing education and encouragement model.
  - **10 School Districts –**
    - There is a representative from each of the ten school districts on the SRTS Task Force. They are critical to building relationships at the local schools and to understanding the issues that schools face at the district level. The districts continue to be supportive of the SRTS efforts due to the desired encouragement activities and need for infrastructure improvements. There is a sampling of school district support through Letters of Support in Attachment J.
  - **60 Individual School Administrations –**
    - Of the 74 schools in our region, 60 schools have continued to participate in various SRTS efforts. At the individual school level, the administration knows the best way to communicate with stakeholders and have direct knowledge on school specific problem areas. Through walk/bike to school days, rodeos, and assemblies, these administrations really help bring the message home to parents about SRTS happenings.
- **Parents –**
  - Parents play the most critical role in changing commuting habits of children, so understanding their concerns was imperative to creating this program. The main source of information and outreach to parents was done in January

2015 through the SRTS Parent Survey. It was an online parent survey based off of the SRTS National Partnership Parent Survey, distributed across the county in Spanish and English. From this outreach, there were 1,428 English and Spanish responses making it statically significant for the region (+/- 3.38 margin of error with a confidence level of 99%). Also during the annual bike/walk to school days, we receive information from school SRTS champions and PTAs. They provide feedback to Rideshare quarterly on the effectiveness of certain programs.

- **Students –**
  - The Task Force hosted 20 walk/bike safe assemblies, 34 Bike/Walk to School Days, 48 events during the 2014-2015 school year. Through this outreach, feedback about SRTS program was given. Students are more interested and engaged when they are part of the process and we hope to provide that with this pilot program.

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

One of the components of this pilot program is educating parents and having them gain comfort with allowing their students to actively commute. Rideshare began this process through the creation of an online parent survey based off of the SRTS National Partnership Parent Survey. This survey was distributed across the county through the schools, PTAs, school district newsletters, SRTS champions, and 35,000 Spanish and English flyers advertising the survey. By the end of the response period, there were enough responses to be a statically significant representation of the current travel habits and concerns of families in the region. We received 1,428 English and Spanish responses to the survey and these results made us realize that our active transportation education needed an update. Results can be seen in Attachment I-3.

There have been significant shifts in learning techniques, curriculums, and support for the SRTS Program in the last seven years. Because of this, the program needs to evolve with the Common Core State Standards (CCSS) in schools. CCSS are educational standards that describe what students should know and be able to do in each subject in each grade that is consistent throughout participating states. Through the outreach done, the next step of the SRTS efforts will be a learn-by-doing SRTS Program to better impact change. The Task Force used the recent parent survey as a way to test the waters and understand how to increase the use of active transportation. As a result of this survey, it was decided that the main focus group for the in-class active transportation curriculum would be between ages 9-10. This age range was cited as when parents would allow their children to commute without adult supervision with 60% of the parent response. This is also the age range for TARC's Walking and Biking Curriculum.

The pilot program was crafted and enhanced with the leadership of the Regional SRTS Task Force. Through the SRTS Task Force, we have collaborated on campaign ideas and gained imperative partnerships to unify and multiply SRTS efforts in the region. Because of the Task Force, we are able to partner with the Bike Coalition to provide needed educational and instructional support, the supportive school districts for the pilot program, the safety efforts provided by Public Health, and the donated bikes through the County Sheriff's Honor Farm.

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

The best feedback was from school districts, parents, and students. The school districts are very interested in reducing congestion around schools and the SRTS program provides tools to help reduce congestion. The traditional SRTS Program continued to book school-wide safety assemblies but the education seemed to stop there. We could see that there needed to be a multi-lessoned approach that allowed students to engage in the conversation but we struggled with how to formally incorporate active transportation into the classroom until TARC's California Pedestrian and Bicycle Safety Curriculum was finalized in April 2015. This approach gave us buy back from school districts due to the fact that it uses the CCSS Curriculum. The curriculum continued to evolve through outreach to parents and students. Through SRTS engagement and assemblies, students provided information on what approach worked better. The result is an interactive approach that this learn-by-doing program is based upon. Combining on-bike training and the TARC curriculum, we hope this pilot project will contribute to an increase in life-long active transportation users that interact with the transportation system safely. Safety is the largest concern for a parent when they are taking their children to and from school. We want to address the concerns heard from the parent survey by engaging with parents more than the current SRTS program. Talking with administration from Lucia Mar Unified School District, the largest and most disadvantaged school district in the county, we gathered that the program has to be tailored to the underserved households. We will be distributing more paper material rather than digital information in these communities. Through this pilot program, we want students and parents to engage in the use of active transportation. As it is stated in the SLOCOG 2014 RTP, we will assure that efforts are made to reduce barriers to cycling and walking (SLOCOG 2014 RT/SCS, pg.6-5, 2014). This RTP Policy goes along with all five of the goals of ATP, which were all considered in combination with stakeholder feedback in the creation of the learn-by-doing education.

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

We need parents and students to participate in every step of the pilot program through in-class and after/before school SRTS activities. Without them, this program would not exist so having both parties constantly engaged in the process is imperative. We also plan on doing a landscape survey at each of the disadvantaged pilot schools before the program begins and after it has been implemented in the schools. School Districts and the individual schools play a very important role in understanding the big picture site limitations as well as encouraging of their students to use active transportation. Since the Task Force meets quarterly, they will be informed and provide feedback on efforts.

QUESTION #4

IMPROVED PUBLIC HEALTH *(0-10 points)*

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

One of the core members of the SRTS Task Force is Public Health. We worked closely with Kathleen Karle, San Luis Obispo County Public Health Department's Division Manager for Health Promotion. According to Karle, in 2005–2006, the SLO County Public Health Department (PHD) found that 29 percent of local, preschool children, 3–5 years old, were at-risk or overweight. In 2009, Cal Poly, in partnership with the Maternal Child and Adolescent Health Program of PHD conducted a study at 16 preschools measuring the height and weight of 512 children. Data revealed that 37 percent of SLO County preschoolers were overweight or obese (Jankovitz, et al., 2012). According to Kris Jankovitz, kinesiology professor and faculty advisor for the project, "South County had the highest overweight and obesity rate. They were 1.5 times more likely to be overweight or obese than children in the North County." Two of the learn-by-doing pilot schools are in South County and this region will be a focus of the active transportation maps. Karle also stated that according to data from the California Department of Education, in 2005-2006, 32.1 percent of SLO County 5th, 7th, and 9th graders are at risk or overweight and 68.4 percent are not physically fit. We want to instill the importance of active transportation in students starting with walk/bike to school days and rodeos for younger students and interactive training in the classroom with 4 & 5th grade students. This program does not stop with the students, instilling program ownership with parents and school staff is critical to the sustainability of the program. It might even inspire these adults to inject more active transportation into their daily routines. According to the California Health Interview Survey (CHIS) results for the Gold Coast Region in 2012-2013, only 29.7% engaged in regular walking in the last week, which is almost 3% less than the California State Average. According to the 2015 Parent Survey, more than 41% of the parents said they never walk and 62% never bike on a regular basis. This program is focused on engaging students in active transportation but will also benefit their parents.

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

This pilot program is focused on getting students to use active transportation. There a number of co-benefits associated with transitioning school commuting habits such as a reduction in obesity, better sense of community, improved air quality and safety around schools. Research demonstrates that children who walk or bicycle to school have higher daily levels of physical activity, lower body mass index and waist circumference, and better cardiovascular fitness than do children who do not actively commute to school (Mendoza et al., 2011; Davison, et al., 2008). According to a recent study published in the *Journal of Social Science & Medicine* that looked at the connection between school-based physical activity interventions and inequalities

in health, implementing SRTS programs in socioeconomically disadvantaged neighborhoods helped reduce inequalities in physical activity (Vander Ploeg KA, et al, 2014). Focusing the program at the disadvantaged schools in the region will help reduce inequalities in physical activity and increase co-benefits active transportation creates in a community. A report done by Johns Hopkins University, to understand the effectiveness of childhood obesity prevention programs, concluded that the SRTS program strategy of physical activity through active travel as a school based program with home and community components being one of the most effective prevention strategies for pediatric obesity (Youfa Wang, et al., 2013). Children who walk to school get three times as much moderate to vigorous physical activity during their walk to school than during recess (Cooper et al., 2010). Implementation of Safe Routes to School initiatives like Walking School Buses have demonstrated improved rates of walking to school, increased daily moderate-to-vigorous physical activity, and decreased overweight and obesity (Quarles, 2012, Mendoza et al., 2011).Walking or biking to school provides an average of 16 of the recommended 60 minutes of daily physical activity for children and adolescents (Bassett DR, Fitzhugh EC, Heath GW, et al, 2013). SRTS has increased the number of students who walk or bike to and from school. A study of 801 schools in the District of Columbia, Florida, Oregon, and Texas found that SRTS increased the proportion of students walking and biking to school, and that these effects built over time. Education and encouragement programs are associated with walking and biking going up by 1 percentage point per year, a relative increase of 25 percent over five years (McDonald, et al, 2014). On average, we have seen through annual walk/bike to school days that participation in active transportation to and from school increases by over 1000% compared to traditional days without events in our region. Through this program, we want to bridge that gap between SRTS event days and non-event days to increase the health and community of disadvantaged schools in the area. With increased parent and student engagement in-the-classroom and afterschool interacting with active transportation, we want to create lifetime active transportation users.

QUESTION #5

BENEFIT TO DISADVANTAGED COMMUNITIES *(0-10 points)*

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

Option 3: Percentage of students eligible for the Free or Reduced Price Meals Programs:84.1%

As a measure of Social Equity and a Disadvantaged Community indicator, the Free or Reduced Price Meal data - reported by the California Department of Education for *2014-2015* identifies that the three learn-by-doing curriculum schools exceed the 75% threshold of students eligible to receive free or reduced price meals.

- Lillian Larsen Elementary – 89%
- Oceano Elementary - 87.3%
- Nipomo Elementary – 76.2%

This program will also create active transportation maps for these three schools in addition to 12 other disadvantaged schools in our region in the first year. According to CALPADS, 32 of the 74 public schools have at least 50% of the student population eligible for the free or

reduced price meals programs. Figure 5, is the list of the 74 schools in the region. Within the highlighted ranges, we will target the Elementary and Middle schools for SRTS activities including bike/walk to school days, active transportation maps, and SRTS after-school events proposed in this pilot program Figures 6-9 depict subsections of the county with dots representing the location of local schools. The dots have colors that correspond with the percentage of students eligible to receive free or reduced price meals.

Figure 5

School Name	Enrollment (Ages 5-17)	FRPM Count (Ages 5-17)	Percent (%) Eligible FRPM (Ages 5-17)
Lillian Larsen Elementary	345	307	89.0%
Oceano Elementary	425	371	87.3%
Pacific Beach High	49	41	83.7%
Shandon High	58	48	82.8%
Nipomo Elementary	453	345	76.2%
Grover Beach Elementary	486	370	76.1%
Bauer/Speck Elementary	478	360	75.3%
San Luis Obispo County Community	182	136	74.7%
San Luis County Special Education	41	29	70.7%
Carrisa Plains Elementary	33	23	69.7%
Santa Rosa Road Academic Academy	363	250	68.9%
Grizzly ChalleNGe Charter	191	130	68.1%
Cambria Grammar	306	208	68.0%
Mesa Middle	527	357	67.7%
Fairgrove Elementary	469	317	67.6%
Lopez Continuation High	105	69	65.7%
Virginia Peterson Elementary	460	302	65.7%
Dana Elementary	611	399	65.3%
Hawthorne Elementary	310	200	64.5%
Shandon Elementary	210	132	62.9%
Georgia Brown Elementary	533	324	60.8%
Lange (Dorothea) Elementary	564	335	59.4%
Winifred Pifer Elementary	432	256	59.3%
Del Mar Elementary	432	255	59.0%
Baywood Elementary	352	206	58.5%
Santa Lucia Middle	157	89	56.7%
Grover Heights Elementary	431	241	55.9%
Judkins Middle	427	238	55.7%
Nipomo High	965	523	54.2%
Smith (C. L.) Elementary	405	213	52.6%
Creston Elementary	94	49	52.1%
Liberty High (Continuation)	103	53	51.5%
George H. Ramson Middle	689	344	49.9%
Harloe Elementary	661	324	49.0%
Pleasant Valley Elementary	133	64	48.1%
Coast Union High	211	98	46.4%
Del Rio Continuation High	80	37	46.3%
Pacheco Elementary	541	250	46.2%
Los Osos Middle	583	258	44.3%
Morro Bay High	845	360	42.6%
Daniel Lewis Middle	766	317	41.3%
Cappy Culver Elementary	236	98	41.2%
Atascadero Junior High	740	298	40.3%
San Benito Elementary	477	187	39.2%
Pat Butler Elementary	451	174	38.6%
Monarch Grove Elementary	333	128	38.4%
Paulding Middle	605	228	37.7%
Arroyo Grande High	2,118	789	37.3%
Sinsheimer Elementary	359	125	34.8%
Paso Robles High	1,913	666	34.8%
Laguna Middle	688	239	34.7%
Cayucos Elementary	193	67	34.7%
Monterey Road Elementary	389	131	33.7%
Kermit King Elementary	456	146	32.0%
Central Coast New Tech High	277	87	31.4%
Fine Arts Academy	214	63	29.4%
Independence High	109	32	29.4%
San Gabriel Elementary	592	171	28.9%
Atascadero High	1,291	371	28.7%
Bishop's Peak Elementary	415	118	28.4%
San Luis Obispo High	1,374	347	25.3%
Vineyard Elementary	488	123	25.2%
Almond Acres Charter Academy	250	62	24.8%
Shell Beach Elementary	425	99	23.3%
Templeton Elementary	529	115	21.7%
Santa Margarita Elementary	277	58	20.9%
Branch Elementary	329	68	20.7%
Ocean View Elementary	615	125	20.3%
West Mall Alternative	81	16	19.8%
Templeton Middle	538	91	16.9%
Teach Elementary	182	26	14.3%
Templeton Independent Study High	77	11	14.3%
Los Ranchos Elementary	453	59	13.0%
Templeton High	736	64	8.7%

Exceeds Regional Average	43.1%
Exceeds Statewide Average	58.6%
Exceeded 75%	75.0%

Figure 5 provides a list of schools and shows the percent of students that are eligible for the Free or Reduced Price Meals Program.

Figure 6

Area Schools with Free or Reduced Price Meal Recipients

North County

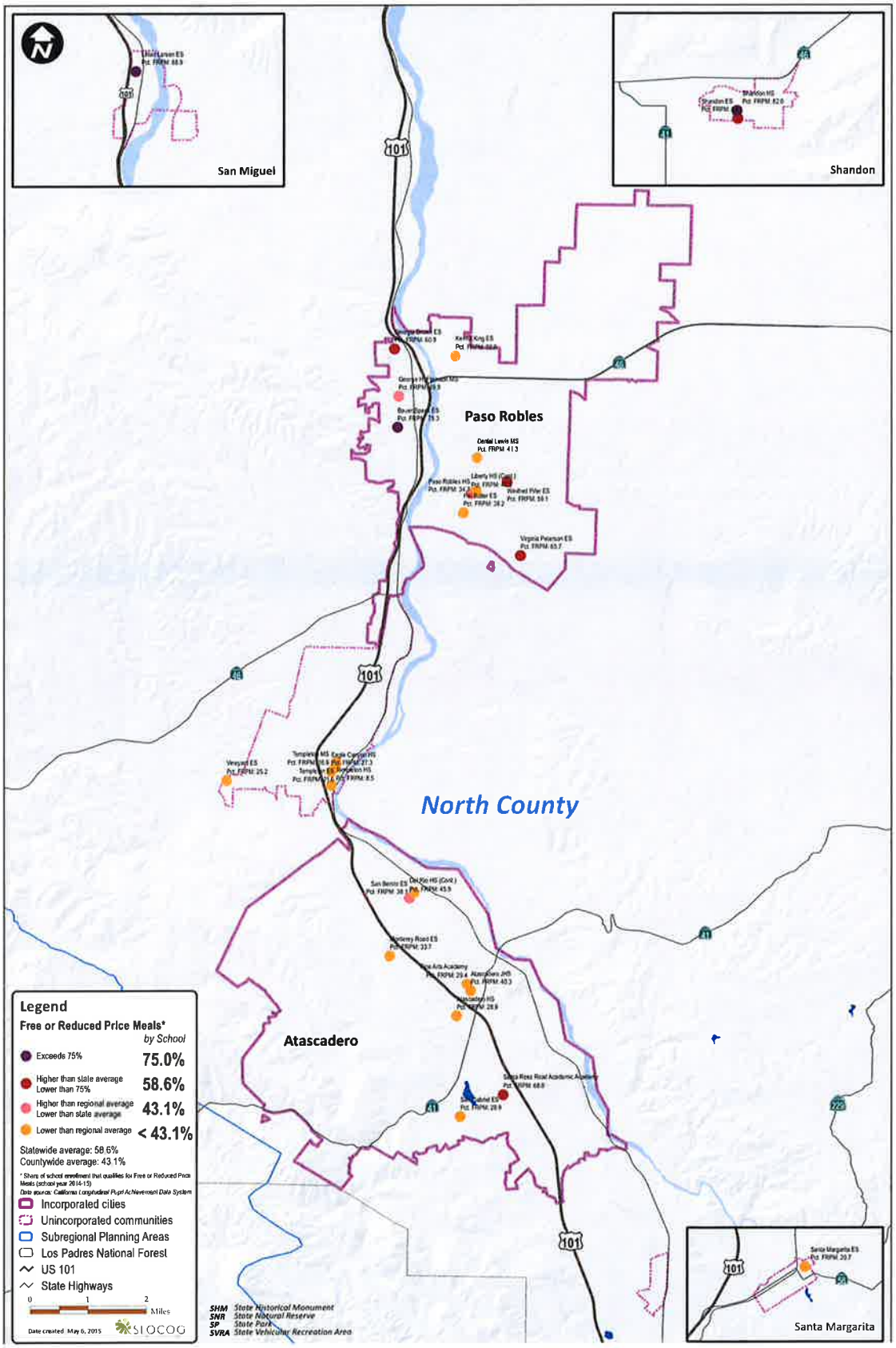


Figure 7

Area Schools with Free or Reduced Price Meal Recipients

North Coast

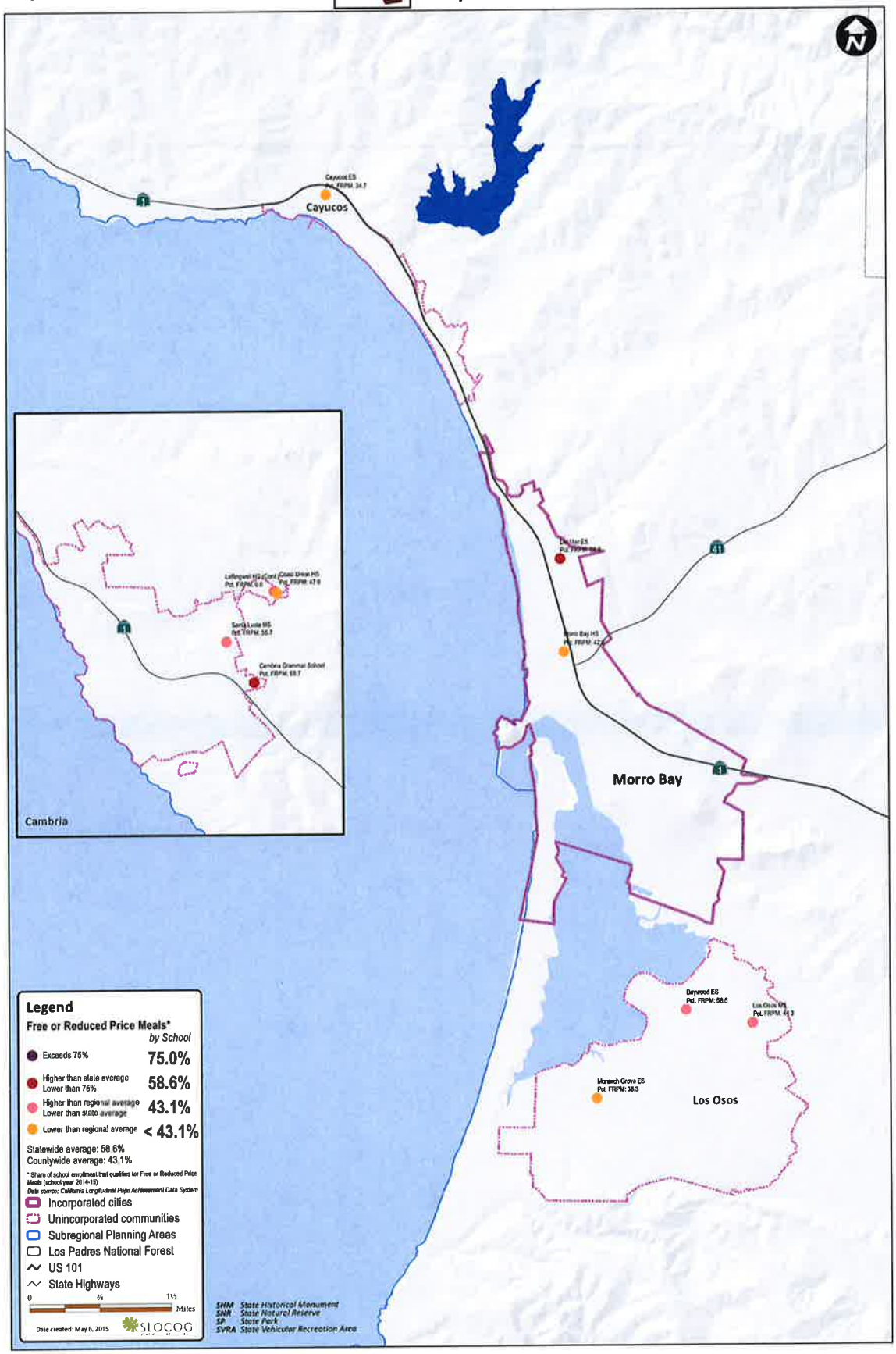


Figure 8

Area Schools with Free or Reduced Price Meal Recipients

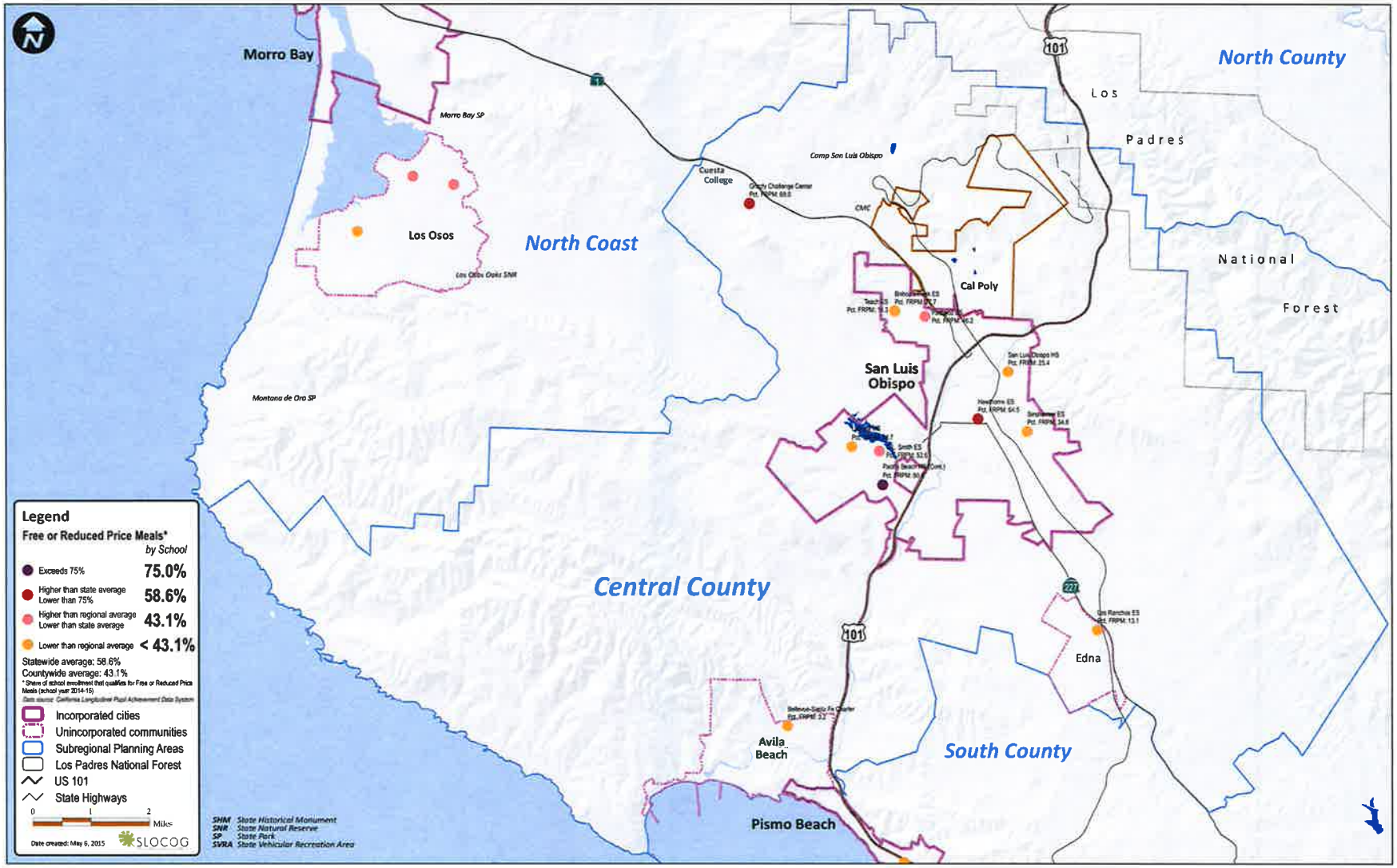


Figure 9

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Area Schools with Free or Reduced Price Meal Recipients

South County

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

What percent of the funds requested will be expended in the disadvantaged community? 83% Explain how this percent was calculated.

This percentage was calculated by looking Tasks A-E and understanding where the resources were to be used. The Tasks with associated activities are listed below:

- **Task A: Formulate SLO County Safe Routes to School Pedestrian and Bicycle Safety Curriculum** using TARC's California Pedestrian and Bicycle Safety Curriculum for Grades 4 & 5
- **Task B: Administration and Program Management** –Creation of educational collateral for pilot program, SRTS Task Force Collaboration, Staff Time
- **Task C: Learn-by-Doing On-Bike Education** – in-class education using TARC's Curriculum, On-bike education partnering with PE Classes, Maintenance of donated bikes
- **Task D: School Active Transportation Maps** – Conduct walkability/bikeability workshops, conduct walkability/bikeability assessments, create SRTS active transportation maps for stakeholders
- **Task E: Active Transportation Encouragement & Engagement** – Bike/Walk to School Days, School Champion recruitment, afterschool rodeos, other SRTS Events hosted by school using Mini-Grant program

For example both Task A and C, will be completed at disadvantaged pilot schools so 100% of the funds requested for those tasks are allocated for disadvantaged schools. At least 77% of the funds requested in B, D, and E will be used at the schools with at least 50% of students eligible for the free or reduced meal program.

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)

According to a recent study published in the *Journal of Social Science & Medicine* that looked at the connection between school-based physical activity interventions and inequalities in health, implementing SRTS programs in socioeconomically disadvantaged neighborhoods helped reduce inequalities in physical activity (Vander Ploeg KA, et al, 2014). This pilot program is a multi-faceted community benefits generator with the main goal of increasing the use of active transportation for disadvantaged youth in the region. Working with the school districts and schools, we will tailor outreach efforts to those stakeholders. For this program, we define direct, meaningful, and assured benefit to members of the disadvantaged community as a benefit that makes a sustainable and long-lasting impact within the participating school community. We want to give parents the confidence in active transportation and provide them the sense of ownership of the SRTS program. With parents participating in encouragement activities and the creation of school specific active transportation maps, we do not just want them to keep them in the loop but make them the leaders of the conversation. Having parents direct the conversation provides us with the

opportunity to create a sustaining program after the pilot year. With parents leading the discussion, there will be an increased willingness for students to participate in active transportation; the main focus. The schools that this pilot program focuses on are the disadvantaged schools as defined by over 50% of the student body eligible for FRMP with the addition of the schools with over 75% as the focus of the learn-by-doing education. We will measure the success of the program through pre- and post- implementation landscape survives and participation rates at SRTS events.

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 were two alternative considered in the creation of the Final Pilot Project:

1) **Bikes & Trailer in requested funding** – We considered including the cost of the 30 bikes and trailer in the requested ATP funding allocation; however, we decided to increase the encouragement activities. It is estimated that the 30 bikes and trailer would cost around $12,000. Talking with the law enforcement and the Bike Coalition, we decided that this funding would be more effective if it went to the additional afterschool Bike Rodeos and Bike/Walk to School Day activities. This program focuses on learn-by-doing and we would rather have students participating in active transportation than use that funding for the purchase of equipment. Through this consideration we gained a partner in the SLO County Honor Farm, working with inmates to fix donated bikes.
2) **Focus on Safety Assemblies** – Our traditional SRTS Program was focused on teaching school wide walk/bike safe assemblies. Over the 7 years that SRTS has been a program in our region, we have seen a shift in education. We want students to learn-by-doing and also want parents to gain comfort with their children using active transportation. Through our final program, we are able to provide parents the ownership of their schools program but also teaching the important techniques when interacting with the transportation system. We still think safety assemblies can be beneficial for younger students but really interacting with the concepts we are teaching will provide 4th & 5th grade students the lasting knowledge that will hopefully make them into live-long active transportation users.

With TARC's Curriculum, we will be reaching over 450 students in the classroom, 15 school communities through the walkability/bikeability assessments, and continue to engage the 78 public schools in annual Walk/Bike to School Days in the first year. This outreach strategy will allow us to increase the sustainability of the program through designated point people at schools. These "champion" efforts will be multiplied and more people will be engaged in active transportation with limited funding use.

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.)**

$$\left(\frac{\$87,436,302}{\$360,617} \text{ and } \frac{\$87,436,302}{\$294,847}\right).$$

The tool was user friendly and the instructions were thorough. Knowing where the numbers came from was beneficial; however, the Benefit-Cost Ratio was very high. Typically there is not a BC Ratio of 282. The numbers that were inputted correspond to the numbers from the 2015 SRTS Parent Survey (24% of students in the county either walk or bike to school). The crash numbers correspond to the last 5 years of SWITRS information.

Project Name:	SLO Safe Routes to School Learn-By-Doing Active Transportation Program	**NON-INFRASTRUCTURE**
Project Location:	San Luis Obispo County	

Outreach (SR2S)- (Box 2A)	
Participants (School Enrollment)	22,910
Current Active Trans Walker/Bicyclist Users	5,498
Percentage of Current Active Trans Walkers/Bicyclists	24%
Project Cost	$360,617
ATP Requested Funds	$294,847
Duration of Outreach (months)	36
Outreach to new users	17,412

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

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

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

20 Year Invest Summary Analysis	
Total Costs	$360,617.00
Net Present Cost	$346,747.12
Total Benefits	$87,436,302.14
Net Present Benefit	$77,729,382.09
Benefit-Cost Ratio	224.17

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

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

20 Year Itemized Savings	
Mobility	$0.00
Health	$2,315,102.51
Recreational	$0.00
Gas & Emissions	$3,017,878.83
Safety	$82,103,320.80

Projected New Active Trans Riders	
Longitudinal New Users	3,047

Projected New Active Trans Riders	
Longitudinal New Users	0

CRASH DATA - (Box 2G)	Last 5 Yrs	Annual
Fatal Crashes	21	4.2
Injury Crashes	976	195.2
PDO	133	26.6

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

Funds Requested	$294,847.00
Net Present Cost of Funds Requested	$283,506.73
Benefit Cost Ratio	274.17

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.)**

Part of the learn-by-doing education program is the on-bike portion. To get students on bikes, the program needs bikes. Both the SLO County Honor Farm and SLO County Bike Coalition have agreed to help Rideshare procure bikes. The Honor Farm is a program under the San Luis Obispo County Sheriff's Office which provides refurbished bicycles with new helmets to underprivileged children in the County. Inmates working at the Honor Farm complete all of the repairs to the bicycles. This instills in the inmates a positive work ethic, self-respect and a sense of giving back to the community. Through the two organizations, we will have 30 bikes to use in the program. All together these bikes have an estimated cost in refurbish time and materials of $3,000. The Bike Coalition will also procure a bike trailer to hold the 30 bikes and

equipment. The cost of this trailer is estimated to be around $9,000.

There are also two organizations in the SRTS Task Force that collaborate on the main SRTS efforts. The San Luis Obispo County Air Pollution Control District (APCD) is focused on improving our air quality in our region and SLO County Public Health is focused on the safety aspect of active transportation through their state grant funding. APCD budgets for a yearly Clean Air Ambassador Program, a partnership with Cal Poly. These college students go talk to younger students across the county about environmental issues. As part of the SRTS Task Force, they have committed at least one-third of their staff time ($3,000) for three years to being a part of this SRTS Pilot Program; engaging in walk/bike to school days and in the classrooms. SLO County Public Health has committed to work on improving pedestrian and bicycle safety. This includes 6 rodeos, 10 Safety Assemblies for younger elementary students in disadvantaged communities, and educational staff time amounting to around $32,700. These are activities that we do not have to fund with ATP funding.

Altogether, this program has a leveraged amount of $65,770, which means 18% of the funds are leveraged.

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.

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)

RE: San Luis Obispo County Safe Routes to School Learn-By-Doing On-Bike Education and Encouragement Program

Hsieh, Wei@CCC <Wei.Hsieh@CCC.CA.GOV> on behalf of ATP@CCC <ATP@CCC.CA.GOV>

Tue 5/19/2015 11:09 AM

Sara Sanders; inquiry@atpcommunitycorps.org

Stephanie Hicks; ATP@CCC; Hsieh, Wei@CCC; Anderson, Mike@CCC; Galvan, Jimmy@CCC

Hi Sara,

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

Thank you,

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

Active Transportation Program <inquiry@atpcommunitycorps.org>

You made changes to another copy of this item. This is the most recent version. Click here to see the other versions. If there are problems with how this message is displayed, click here to view it in a web browser.

Thu 5/21/2015 11:32 AM

Stephanie Hicks

atp@ccc.ca.gov; Sara Sanders; Rich Murphy

Hi Stephanie,

Sorry, meant to respond to both.

In terms of the San Luis Obispo County Safe Routes to School Learn-By-Doing Program, we are not able to participate in this project. Please include this email with your application as proof that you reached out to the Local Corps.

Thank you

Monica

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.

Neither SLOCOG (the region's RTPA) or SLO Regional Rideshare have had any grant failures in the past 5 years.

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

Part C: Application Attachments

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

List of Application Attachments

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

Application Signature Page	Attachment A
ATP - PROJECT PROGRAMMING REQUEST (ATP-PPR)	Attachment B
Engineer's Checklist	Attachment C
Project Location Map	Attachment D
Project Map/Plans showing existing and proposed conditions	Attachment E
Photos of Existing Conditions	Attachment F
Project Estimate	Attachment G
Non-Infrastructure Work Plan (Form 22-R)	Attachment H
Narrative Questions backup information I-1 SLOCOG 2014 RTP Relevant Text I-3 Relevant 2015 SRTS Parent Survey Results	Attachment I
Letters of Support 1. SRTS Task Force 2. Lucia Mar Unified School District 3. Paso Robles Unified School District 4. San Luis Coastal Unified School District 5. San Miguel Joint Union School District 6. SLO County Public Health 7. Cal Poly - Center for Solutions Through Research in Diet & Exercise 8. SLO County Bicycle Coalition 9. SLO County Sheriff's Office 10. SLOCOG	Attachment J
Additional Attachments K-1 Works Cited	Attachment K

ATTACHMENT A

APPLICATION SIGNATURE PAGE

Part C: Attachments
Attachment A: Signature Page

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

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

Signature:	[signature]	Date:	5/29/13
Name:	RONALD L. DECARLI	Phone:	805/781-4219
Title:	EXECUTIVE DIRECTOR	e-mail:	rondecarli@slocog.org

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

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

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

Signature:		Date:	
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

ATTACHMENT B

ATP - PROJECT PROGRAMMING REQUEST (ATP-PPR)

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

ATP PROJECT PROGRAMMING REQUEST

Date: 5/28/2015

Project Information:

Project Title:	SLO Regional Rideshare Safe Routes to School Learn-By-Doing Active Transportation Program				
District	County	Route	EA	Project ID	PPNO
5	SLO	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
E&P (PA&ED)								
PS&E								
R/W								
CON				106,473	94,187	94,187		294,847
TOTAL				106,473	94,187	94,187		294,847

Notes:

ATP Funds Infrastructure Cycle 2

Program Code:

Proposed Funding Allocation ($1,000s)

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

Funding Agency:

Notes:

ATP Funds Non-infrastructure Cycle 2

Program Code:

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON				106,473	94,187	94,187		294,847
TOTAL				106,473	94,187	94,187		294,847

Funding Agency:

Notes:

ATP Funds Plan Cycle 2

Program Code:

Proposed Funding Allocation ($1,000s)

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

Funding Agency:

Notes:

ATP Funds Previous Cycle

Program Code:

Proposed Funding Allocation ($1,000s)

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

Funding Agency:

Notes:

ATP Funds Future Cycles

Program Code:

Proposed Funding Allocation ($1,000s)

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

Funding Agency:

Notes:

Attachment B

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

ATP PROJECT PROGRAMMING REQUEST

Date:	5/28/2015

Project Information:

Project Title:	SLO Regional Rideshare Safe Routes to School Learn-By-Doing Active Transportation Program				
District	County	Route	EA	Project ID	PPNO
5	SLO	VAR			

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Fund No. 2: Future Source for Matching

Proposed Funding Allocation ($1,000s)

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

Program Code:

Funding Agency:

Notes:

Fund No. 3:

Proposed Funding Allocation ($1,000s)

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

Program Code:

Funding Agency:

Notes:

Fund No. 4:

Proposed Funding Allocation ($1,000s)

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

Program Code:

Funding Agency:

Notes:

Fund No. 5:

Proposed Funding Allocation ($1,000s)

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

Program Code:

Funding Agency:

Notes:

Fund No. 6:

Proposed Funding Allocation ($1,000s)

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

Program Code:

Funding Agency:

Notes:

Fund No. 7:

Proposed Funding Allocation ($1,000s)

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

Program Code:

Funding Agency:

Notes:

Attachment B

ATTACHMENT C

N/A

ATTACHMENT D

PROJECT LOCATION MAP

Attachment D

San Luis Obispo County: Location Map

SLOCOG

2014 RTP

ATTACHMENT E

N/A

ATTACHMENT F

N/A

ATTACHMENT G

N/A

ATTACHMENT H

NON-INFRASTRUCTURE WORK PLAN (FORM 22-R)

Exhibit 22-R ATP Non-Infrastructure Project Work Plan

Fill in the following items:

Date: (1)	8-May-15
Project Number: (2)	
Project Location(s): (3a)	Outreach throughout San Luis Obispo County
" " (3b)	3 Learn-by-doing On-Bike 1st year Pilot Schools (Lillian Larsen, Oceano, and Nipomo Elementary Schools)
" " (3c)	
Project Description: (4)	San Luis Obispo County Safe Routes to School Learn-By-Doing On Bike Education and Encouragement Program

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"	Formulate SLO County Safe Routes to School Pedestrian and Bicycle Safety Curriculum	Jul-2016	Aug-2016	$ 12,286.78
Task "B"	Administration and Program Management	Jul-2016	Jul-2019	$ 56,362.90
Task "C"	Learn-by-Doing On-Bike Education	Sep-2016	Jul-2019	$ 80,765.97
Task "D"	School Active Transportation Maps	Aug-2016	Jul-2019	$ 82,130.43
Task "E"	Active Transportation Encouragement & Engagement	Aug-2016	Aug-2019	$ 63,301.18
Task "F"				$ -
Task "G"				$ -
Task "H"				$ -
Task "I"				$ -
Task "J"				$ -
			GRAND TOTAL	**$ 294,847.26**

Attachment H

TASK "A" DETAIL

Task Name (5a):	**Formulate SLO County Safe Routes to School Pedestrian and Bicycle Safety Curriculum**		
Task Summary (5b):	Create a SLO County Curriculum		
Task Schedule (5c):	**Start Date :** Jul-2016	**End Date:**	Aug-2016

	Activities (6a):	**Deliverables** (6b):
1.	Assemble Working Group to create curriculum using TARC's California Pedestrian and Bicycle Safety Curriculum	Learn-by-doing Active Transportation Working Group
2.	Repurpose TARC's California Pedestrian and Bicycle Safety Curriculum (3 Pilot Schools)	SLO County Safe Routes to School Pedestrian and Bicycle Safety Curriculum
3.	Procure teaching equipment needed for new curriculum (cones, sidewalk chalk, bike repair kits, tubes, domes, helmets, bike lock cable	procure sufficient equipment for curriculum implementation
4.		
5.		
6.		
7.		
8.		
9.		
10.		

Staff Costs:

	Staff Title (7a):	**Staff Hours** (7b)	**Rate Per Hour** (7c)	**Total $**
Party 1 -	Rideshare Program Manager	20	$69.12	$ 1,382.40
Party 2 -	Rideshare Program Coordinator	85	$34.66	$ 2,946.10
Party 3 -	Administrative Support	15	$40.02	$ 600.30
Party 4 -				$ -
Party 5 -				$ -
Party 6 -				$ -
			Subtotal Party Costs (6d):	$ 4,928.80
			Indirect Costs (6e):	$ 2,994.48
			Total Staff Costs (6f):	$ 7,923.28

Task Notes (8):

Other Costs:

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

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

Itemized "Other Costs" Section

Travel (9a):	$ -
Equipment (9b):	$ 1,565.00
Supplies/Materials (9c):	$ 478.50
Incentives (9d):	$ -
Other Direct Costs (9e):	$ 2,320.00
" (9f):	$ -
Total Other Costs (9g):	$ 4,363.50
TASK GRAND TOTAL (10g):	**$ 12,286.78**

Attachment H

Task "A" Other Costs:

Itemized Travel Cost (9a)

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

Travel (9a)

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

Itemized Equipment Cost (9b)

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

Equipment (9b)

	Type of Equipment	Quantity	Units	Unit Cost $	Total $
1.	Helmets	30	each	$20	$ 600.00
2.	Wrenches	5	each	$10	$ 50.00
3.	Floor pump	6	each	$15	$ 90.00
4.	Patch Kits	10	each	$3	$ 30.00
5.	Tubes	15	each	$5	$ 75.00
6.	Cable Locks	30	each	$15	$ 450.00
7.	Laminated Pedestrian signs	6	each	$10	$ 60.00
8.	Bike Lights	30	each	$7	$ 210.00
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	132		$85	$ 1,565.00
				Total Equipment Cost:	$ 1,565.00

Attachment H

Itemized Supplies/Materials Cost (9c)

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

Supplies/Materials (9c)

	Type of Supplies/Materials	Quantity	Units	Unit Cost $	Total $
1.	Traffic Cones	30	each	$10	$ 300.00
2.	Sidewalk Chalk	1	Box	$10	$ 10.00
3.	Tennis Balls	12	cans	$3	$ 36.00
4.	Masking Tape	5	each	$2	$ 7.50
5.	First Aid Kit	3	each	$20	$ 60.00
6.	Printing	150	each	$0	$ 45.00
7.	Office Supplies	10	each	$2	$ 20.00
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	211		$47	$ 478.50
				Total Supplies/Materials Cost:	$ 478.50

Itemized Incentives Cost (9d)

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

Incentives (9d)

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

Task "A" Other Costs:

Itemized Other Direct Costs (9e)

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

Other Direct Costs (9e)

	Type of Other Direct Costs	Quantity	Units	Unit Cost $	Total $
1.	Bike Smart Instructor	80	Hours	$29	$ 2,320.00
2.					$ -
3.					$ -
4.					$ -
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	80		$29	$ 2,320.00
				Total Other Direct Cost:	**$ 2,320.00**

Itemized Other Direct Costs (9f)

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

Other Direct Costs (9f)

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

Attachment H

TASK "B" DETAIL

Task Name (5a):	**Administration and Program Management**		
Task Summary (5b):	Maintaining the pilot program from the bikes to the marketing materials and measuring the effectiveness of the pilot program		
Task Schedule (5c):	**Start Date :** Jul-2016	**End Date:**	Jul-2019

Activities and Deliverables:

	Activities (6a):	**Deliverables** (6b):
1.	Manage the Safe Routes to School Task Force	Maintain an Active Task Force that collaborates on Active Transportation Efforts
2.	Schedule Assemblies	Learn-by-doing Active Transportation Assemblies at three pilot schools
3.	Oversight of all marketing related efforts in the region for SRTS programs and projects in support of the expanded next level curriculum – new collateral, advertising of events and programs, SRTS website management and upgrades	Collateral piece to educate and encourage
4.	Pre- and Post-Program implementation landscape survey (Spanish and English)	Survey and counts that assesses the program's impact
5.	Administration billing, invoicing, and grant reimbursement	Billing, Invoicing
6.		
7.		
8.		
9.		
10.		

Staff Costs:

	Staff Title (7a):	**Staff Hours** (7b)	**Rate Per Hour** (7c)	**Total $**
Party 1 -	Rideshare Program Coordinator	495	$34.66	$ 17,156.70
Party 2 -	Rideshare Communications Coordinator	60	$39.26	$ 2,355.60
Party 3 -	Administrative Support	45	$40.02	$ 1,800.90
Party 4 -	Rideshare Program Manager	45	$69.12	$ 3,110.40
			Subtotal Party Costs (6d):	$ 24,423.60
			Indirect Costs (6e):	$ 4,332.30
			Total Staff Costs (6f):	$ 28,755.90

Task Notes (8):

Other Costs:

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

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

Itemized "Other Costs" Section

Travel (9a):	$ 1,848.00
Equipment (9b):	$ -
Supplies/Materials (9c):	$ 7,500.00
Incentives (9d):	$ 10,900.00
Other Direct Costs (9e):	$ 7,359.00
" " (9f):	$ -
Total Other Costs (9g):	$ 27,607.00
TASK GRAND TOTAL (10g):	**$ 56,362.90**

Attachment H

Task "B" Other Costs:

Itemized Travel Cost (9a)

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

Travel (9a)

	Type of Travel	Expense/Quantity	Total $
1.	Survey Distribution and Count Field Work	600 Miles	$ 1,008
2.	School Field Work and Assembly Days	500	$ 840
3.			$ -
4.			$ -
5.			$ -
6.			$ -
7.			$ -
8.			$ -
9.			$ -
10.			$ -
11.			$ -
12.			$ -
13.			$ -
14.			$ -
15.			$ -
16.			$ -
17.			$ -
18.			$ -
19.			$ -
20.			$ -
	Total	500	$ 1,848
		Total Travel Cost:	$ 1,848.00

Itemized Equipment Cost (9b)

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

Equipment (9b)

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

Itemized Supplies/Materials Cost (9c)

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

Supplies/Materials (9c)

	Type of Supplies/Materials	Quantity	Units	Unit Cost $	Total $
1.	Bike Maintenance Material	300	each	$5	$ 1,500.00
2.	Printing	15000	each	$0	$ 6,000.00
3.					$ -
4.					$ -
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	15300		$5	$ 7,500.00
				Total Supplies/Materials Cost:	$ 7,500.00

Itemized Incentives Cost (9d)

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

Incentives (9d)

	Type of Incentives	Quantity	Units	Unit Cost $	Total $
1.	Bike Giveaway	9	each	$100	$ 900.00
2.	T-shirts for successfully completing curriculum	1000	each	$10	$ 10,000.00
3.					$ -
4.					$ -
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	1009		$110	$ 10,900.00
				Total Incentives Cost:	$ 10,900.00

Attachment B

Task "B" Other Costs:

Itemized Other Direct Costs (9e)

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

Other Direct Costs (9e)

	Type of Other Direct Costs	Quantity	Units	Unit Cost $	Total $
1.	Translation	10	each	$300	$ 3,000.00
2.	Bike Education Director	96	hours	$29	$ 2,784.00
3.	Bike Smart Instructor	75	hours	$21	$ 1,575.00
4.					$ -
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	181		$350	$ 7,359.00
				Total Other Direct Cost:	$ 7,359.00

Itemized Other Direct Costs (9f)

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

Other Direct Costs (9f)

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

Attachment H

TASK "C" DETAIL

Task Name (5a):	**Learn-by-Doing On-Bike Education**		
Task Summary (5b):	Getting 4th and 5th grade students to safely engage in active transportation		
Task Schedule (5c):	**Start Date :** Sep-2016	**End Date:**	Jul-2019

Activities and Deliverables:

	Activities (6a):	**Deliverables** (6b):
1.	Work with school staff to implement SLO County Safe Routes to School Pedestrian and Bicycle Safety Curriculum	Three pilot program schools
2.	Keep Parents informed about active transportation SRTS Program	flyers, email information (English and Spanish)
3.	Create an Active Transportation License for students	Active Transportation License to be distributed to students completing the program
4.	In the classroom teaching (TARC Recommends 11 Hrs in Class + 3 On-Bike)	Student work examples, Pictures, Progress Reports, Best Practices information
5.	Prep Time/Travel/Etc. (6 hours per classroom)	Lesson plans, informational handouts
6.	Administration billing, invoicing, and grant reimbursement	Billing, Invoicing
7.	Maintain Bikes	Maintained fleet of bikes
8.		
9.		
10.		

Staff Costs:

	Staff Title (7a):	**Staff Hours** (7b)	**Rate Per Hour** (7c)	**Total $**
Party 1 -	Rideshare Program Manager	45	$69.12	$ 3,110.40
Party 2 -	Rideshare Program Coordinator	165	$34.66	$ 5,718.90
Party 3 -	Administrative Support	45	$40.02	$ 1,800.90
Party 4 -	SLOCOG Director	15	$82.49	$ 1,237.35
Party 5 -				$ -
Party 5 -				$ -
Party 6 -				$ -
			Subtotal Party Costs (6d):	$ 11,867.55
			Indirect Costs (6e):	$ 2,417.42
			Total Staff Costs (6f):	$ 14,284.97

Task Notes (8):

Other Costs:

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

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

Itemized "Other Costs" Section

Travel (9a):	$ -
Equipment (9b):	$ -
Supplies/Materials (9c):	$ 6,000.00
Incentives (9d):	$ 6,500.00
Other Direct Costs (9e):	$ 53,981.00
" " (9f):	$ -
Total Other Costs (9g):	$ 66,481.00
TASK GRAND TOTAL (10g):	**$ 80,765.97**

Attachment H

Task "C" Other Costs:

Itemized Travel Cost (9a)

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

Travel (9a)

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

Itemized Equipment Cost (9b)

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

Equipment (9b)

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

Attachment H

Itemized Supplies/Materials Cost (9c)

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

Supplies/Materials (9c)

	Type of Supplies/Materials	Quantity	Units	Unit Cost $	Total $
1.	Printing	15000	each	$0	$ 6,000.00
2.					$ -
3.					$ -
4.					$ -
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	15000		$0	$ 6,000.00
				Total Supplies/Materials Cost:	$ 6,000.00

Itemized Incentives Cost (9d)

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

Incentives (9d)

	Type of Incentives	Quantity	Units	Unit Cost $	Total $
1.	Healthy Snacks for Bike and Walk to School Day	3000	each	$1	$ 3,000.00
2.	"I Biked/ I Walked" Stickers for school participants	15000	each	$0	$ 3,000.00
3.	Bike Licenses	1000	each	$1	$ 500.00
4.					$ -
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	19000		$2	$ 6,500.00
				Total Incentives Cost:	$ 6,500.00

Task "C" Other Costs:

Itemized Other Direct Costs (9e)

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

Other Direct Costs (9e)

	Type of Other Direct Costs	Quantity	Units	Unit Cost $	Total $
1.	Bike Education Director	402	hours	$29	$ 11,658.00
2.	Bike Smart Instructor	438	hours	$21	$ 9,198.00
3.	Bike Maintenance Consultant	1325	hours	$25	$ 33,125.00
4.					$ -
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	2165		$75	$ 53,981.00
				Total Other Direct Cost:	$ 53,981.00

Itemized Other Direct Costs (9f)

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

Other Direct Costs (9f)

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

Attachment H

TASK "D" DETAIL

Task Name (5a):	**School Active Transportation Maps**		
Task Summary (5b):	Creation of Suggested Walking and Biking Maps for 15 schools		
Task Schedule (5c):	**Start Date :** Aug-2016	**End Date:**	Jul-2019

Activities and Deliverables:

	Activities (6a):	**Deliverables** (6b):
1.	Work with 4th & 5th Grade students on creation of maps	Walking/biking audit with students (one per pilot school)
2.	Work with Parents, Staff, and School Districts on creation of maps	Walking/biking audit with school staff and parents (one per pilot school)
3.	Create and Produce Maps (Spanish and English)	50 English and Spanish School Walkability/Bikeability Maps
4.	Distribute maps to Stakeholders	printed maps, flyers, digital copies
5.	Walkability/Bikeability Assessments (50 schools)	50 School Walkability/Bikeability Assessments
6.	Administration billing, invoicing, and grant reimbursement	Billing, Invoicing
7.		
8.		
9.		
10.		

Staff Costs:

	Staff Title (7a):	**Staff Hours** (7b)	**Rate Per Hour** (7c)	**Total $**
Party 1 -	Rideshare Program Manager	90	$69.12	$ 6,220.80
Party 2 -	Rideshare Program Coordinator	645	$34.66	$ 22,355.70
Party 3 -	Administrative Support	30	$40.02	$ 1,200.60
Party 4 -	Rideshare Communications Coordinator	300	$39.26	$ 11,778.00
Party 5 -				$ -
Party 6 -				$ -
			Subtotal Party Costs (6d):	$ 41,555.10
			Indirect Costs (6e):	$ 8,405.33
			Total Staff Costs (6f):	$ 49,960.43

Task Notes (8):

Other Costs:

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

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

Itemized "Other Costs" Section

Travel (9a):	$ 280.00
Equipment (9b):	$ -
Supplies/Materials (9c):	$ 3,000.00
Incentives (9d):	$ -
Other Direct Costs (9e):	$ 28,890.00
" " (9f):	$ -
Total Other Costs (9g):	$ 32,170.00
TASK GRAND TOTAL (10g):	**$ 82,130.43**

Attachment H

Task "D" Other Costs:

Itemized Travel Cost (9a)

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

Travel (9a)

	Type of Travel	Expense/Quantity	Total $
1.	Field Work at Schools	500 Miles	$ 280
2.			$ -
3.			$ -
4.			$ -
5.			$ -
6.			$ -
7.			$ -
8.			$ -
9.			$ -
10.			$ -
11.			$ -
12.			$ -
13.			$ -
14.			$ -
15.			$ -
16.			$ -
17.			$ -
18.			$ -
19.			$ -
20.			$ -
	Total:	0	$ 280
		Total Travel Cost:	$ 280.00

Itemized Equipment Cost (9b)

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

Equipment (9b)

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

Itemized Supplies/Materials Cost (9c)

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

Supplies/Materials (9c)

	Type of Supplies/Materials	Quantity	Units	Unit Cost $	Total $
1.	Printing - Walkability Assessments	2500	each	$0	$ 1,000.00
2.	Printing - Maps	5000	each	$0	$ 2,000.00
3.					$ -
4.					$ -
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	7500		$1	$ 3,000.00
				Total Supplies/Materials Cost:	$ 3,000.00

Itemized Incentives Cost (9d)

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

Incentives (9d)

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

Attachment H

Task "D" Other Costs:

Itemized Other Direct Costs (9e)

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

Other Direct Costs (9e)

	Type of Other Direct Costs	Quantity	Units	Unit Cost $	Total $
1.	Translation	18	each	$300	$ 5,400.00
2.	Bike Education Director	810	hours	$29	$ 23,490.00
3.					$ -
4.					$ -
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	828		$329	$ 28,890.00
				Total Other Direct Cost:	$ 28,890.00

Itemized Other Direct Costs (9f)

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

Other Direct Costs (9f)

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

Attachment H

TASK "E" DETAIL

Task Name (5a):	**Active Transportation Encouragement & Engagement**		
Task Summary (5b):	Having events that encourage participating schools to use active transportation		
Task Schedule (5c):	**Start Date :** Aug-2016	**End Date:**	Aug-2019

Activities and Deliverables:

	Activities (6a):	**Deliverables** (6b):
1.	Oversight and organization of Bike To School Day and Walk To School Day for schools	Bike and Walk to School Days at 9 Pilot Schools and other disadvantaged schools in the county
2.	Expansion of mini-grant program to new schools, with special emphasis on schools deemed disadvantaged per Free and Reduced Meal applications	Mini grants provided to 9 Pilot Schools and other disadvantaged schools in the county
3.	Organization and recruitment of Safe Routes to School Champions at 50 Pilot Schools to help insure program sustainability	Active Transportation Champions at 50 Schools
4.	Host Bike and Walk to School Days	At least two (Bike/Walk to school days) per pilot school
5.	Host 9 After School Bike Rodeos	nine after school Rodeos at schools in the pilot program
6.	Administration billing, invoicing, and grant reimbursement	Billing, Invoicing
7.		
8.		
9.		
10.		

Staff Costs:

	Staff Title (7a):	**Staff Hours** (7b)	**Rate Per Hour** (7c)	**Total $**
Party 1 -	Rideshare Program Manager	120	$83.04	$ 9,964.80
Party 2 -	Rideshare Program Coordinator	315	$51.90	$ 16,348.50
Party 3 -	Administrative Support	57	$56.84	$ 3,239.88
Party 4 -				$ -
Party 5 -				$ -
Party 6 -				$ -
			Subtotal Party Costs (6d):	$ 29,553.18
			Indirect Costs (6e):	
			Total Staff Costs (6f):	$ 29,553.18

Task Notes (8):

Other Costs:

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

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

Itemized "Other Costs" Section

Travel (9a):	$ 1,008.00
Equipment (9b):	$ 1,000.00
Supplies/Materials (9c):	$ 1,500.00
Incentives (9d):	$ 5,700.00
Other Direct Costs (9e):	$ 12,540.00
" " (9f):	$ 12,000.00
Total Other Costs (9g):	$ 33,748.00
TASK GRAND TOTAL (10g):	**$ 63,301.18**

Attachment H

Task "E" Other Costs:

Itemized Travel Cost (9a)

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

Travel (9a)

	Type of Travel	Expense/Quantity	Total $
1.	Field Work at Schools	600	$ 1,008
2.			$ -
3.			$ -
4.			$ -
5.			$ -
6.			$ -
7.			$ -
8.			$ -
9.			$ -
10.			$ -
11.			$ -
12.			$ -
13.			$ -
14.			$ -
15.			$ -
16.			$ -
17.			$ -
18.			$ -
19.			$ -
20.			$ -
	Total:	600	$ 1,008
		Total Travel Cost:	$ 1,008.00

Itemized Equipment Cost (9b)

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

Equipment (9b)

	Type of Equipment	Quantity	Units	Unit Cost $	Total $
1.	Rodeo Equipment	1	Each	$1,000	$ 1,000.00
2.					$ -
3.					$ -
4.					$ -
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	1		$1,000	$ 1,000.00
				Total Equipment Cost:	$ 1,000.00

Itemized Supplies/Materials Cost (9c)

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

Supplies/Materials (9c)

	Type of Supplies/Materials	Quantity	Units	Unit Cost $	Total $
1.	Printing	3000	each	$1	$ 1,500.00
2.					$ -
3.					$ -
4.					$ -
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	3000		$1	$ 1,500.00
				Total Supplies/Materials Cost:	$ 1,500.00

Itemized Incentives Cost (9d)

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

Incentives (9d)

	Type of Incentives	Quantity	Units	Unit Cost $	Total $
1.	Prizes	30	each	$10	$ 300.00
2.	Stickers	12000	each	$0	$ 1,200.00
3.	Bike Racks School Competition	6	each	$700	$ 4,200.00
4.					$ -
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	12036		$710	$ 5,700.00
				Total Incentives Cost:	$ 5,700.00

Attachment H

Task "E" Other Costs:

Itemized Other Direct Costs (9e)

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

Other Direct Costs (9e)

	Type of Other Direct Costs	Quantity	Units	Unit Cost $	Total $
1.	Bike Education Director	165	hours	$31	$ 5,115.00
2.	Bike Smart Instructor	165	hours	$21	$ 3,465.00
3.	Bike Maintenance Consultant	165	hours	$24	$ 3,960.00
4.					$ -
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	495		$76	$ 12,540.00
				Total Other Direct Cost:	$ 12,540.00

Itemized Other Direct Costs (9f)

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

Other Direct Costs (9f)

	Type of Other Direct Costs	Quantity	Units	Unit Cost $	Total $
1.	Walk to School Day Mini Grants	60	each	$100	$ 6,000.00
2.	Bike to School Day Mini Grants	60	each	$100	$ 6,000.00
3.					$ -
4.					$ -
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	120		$200	$ 12,000.00
				Total Other Direct Cost:	$ 12,000.00

Attachment H

ATTACHMENT I

NARRATIVE QUESTIONS BACKUP INFORMATION

I-1 SLOCOG RTP/SCS Relevant Sections

I-3 SRTS Relevant 2015 Parent Survey Results

I-1 SLOCOG RTP/SCS Relevant Sections

Strategies

MSE 1. Support SLO Regional Rideshare and partner agencies as the primary means of implementing Transportation Demand Management strategies, Regional Mobility Management and regional Safe Routes to School non-infrastructure programs:

a. Work with Caltrans and local jurisdictions to expand, improve, and maintain Park & Ride lots and encourage public transit providers to serve major lots with fixed-route service.

b. Encourage major employers and managers of other appropriate activity centers to provide facilities to encourage alternative modes of transportation for commuting, such as carpool and vanpool parking, secure bike parking, showers and lockers, bus turnouts, benches, and shelters.

c. Coordinate efforts with local jurisdictions to establish education and assistance programs that promote public and private sector employers modifying their hours of operation and/or allowing flexible work hours, telecommuting, telecenters, compressed work weeks and other schedule modifications to reduce both peak-hour congestion and reduce the number of commute trips.

d. Support a coordinated marketing and education program through the Rideshare Program to improve public awareness of alternative transportation modes and Mobility Management issues, including but not limited to carpool, vanpool, public transit, biking, Park & Ride lots, and intercity rail.

e. Support and encourage the development and operation of Transportation Management Associations (TMAs) and related organizations to facilitate increased mobility and improved access without encouraging single occupant vehicle use.

f. Support local jurisdictions in the establishment of parking proximity, availability and pricing strategies which reward people for carpooling and discourage single occupant vehicle use.

g. Encourage Cal Poly, Cuesta College, area schools and major employers to provide incentives and increased opportunities for alternative transportation modes including preferential parking for carpoolers, carpool permits, free or subsidized transit passes, and safe, secure bike parking facilities; and investigate other parking management.

h. Reduce peak-hour traffic by working with major employers to allow flex hours, telecommuting and assessing a shift in work hours and hours of operation to off-peak traffic hours by negotiation and incentives.

Policies

AT 1. Promote development of a coordinated and connected regional bikeway system with emphasis on linking gaps of the regional system where appropriate bikeways do not exist.

AT 2. Promote livable community cores and a well-connected bike and pedestrian system that promote walking and biking.

AT 3. Ensure compliance with AB 1358, the Complete Streets Act of 2008, which requires that all jurisdictions address "complete streets" in their circulation element updates.

AT 4. Promote the integration of bicycle and pedestrian facilities with other modes of transportation to assure that safe interconnected bike and pedestrian options connect to other transportation modes, include bike lockers and/or racks as a standard improvement at all Park & Ride lots and multi-modal transportation centers.

AT 5. Pursue plans to develop multi-use trails, Class I and II bikeways, and boardwalks connecting commuter, major destinations, and recreational areas using utility, rail (abandoned and active), and roadway rights-of-way throughout the region.

AT 6. Encourage the development of an interconnected network of boardwalks, Class I and II bikeways, and multi-use trails including:

a. The Coastal Trail and Anza Trail Corridors through San Luis Obispo County linking Santa Barbara and Monterey counties;

b. Connecting San Luis Obispo to: Morro Bay (via the Chorro Valley Trail); to Avila Beach (via City-to-Sea and Bob Jones Trails); and to Pismo Beach (via Edna Valley and Price Canyon.

AT 7. Work with agencies to assure proposed bikeways comply - to the maximum extent possible - with the appropriate safety design criteria and uniform specifications as defined in Caltrans' Highway Design Manual as well as criteria and specification in the California Manual of Uniform Traffic Control Devices (MUTCD).

AT 8. Conduct an annual Bikeway and Pedestrian Improvement Hearing.

AT 9. Encourage local jurisdictions to use maximum flexibility in applying standards for vehicle lane widths and medians to implement cost-effective bike lanes and multi-use paths.

AT 10. Encourage local jurisdictions and employers to provide bike parking/storage facilities or "bike-valet" at destination points such as shopping centers, public facilities, transportation hubs, and Park & Ride lots and special events.

AT 11. Assure that efforts are made to reduce barriers to cycling and walking.

AT 12. Pursue development of a multi-use trail for bike and pedestrian use in the Chorro Valley and identify priority segments for improvements to implement project components of the facility.

AT 13. Prepare corridor constraints analysis for the Edna Valley portion of the Anza Trail Corridor, and identify priority improvements to implement segments of the facility.

AT 14. Continue to program funding for bike and pedestrian improvements to enhance safety, reduce accidents, improve mobility, enhance economic development and community vitality.

Strategies

AT 1. Encourage local agencies to include bike and pedestrian facilities in circulation elements and design requirements of new development proposals, including: bike paths and bike lanes, pedestrian walkways, plazas/courtyards. Review plans for consistency with Active Transportation policies.

AT 2. Encourage new development proposals to include bike racks, lockers, showers, "Bike and Ride" stops and safe interconnected pedestrian and bike paths.

AT 3. Request that local jurisdictions modify parking codes to include one bike rack parking space for every 10 vehicle parking spaces.

AT 4. Encourage elimination of hazards and obstructions, such as parallel bar drainage grates, light posts, mailboxes, or signage and require adherence to ADA standards where appropriate.

AT 5. Encourage maintenance of all signs, symbols, and lane stripes and surface conditions of bikeways and trails and assure pavement overlay projects do not degrade bike lane conditions by creating uneven surface transitions.

AT 6. Encourage Caltrans, the seven cities, and the County to program funds for the improvement of identified bike and pedestrian conflict problem areas such as: implementation of bike signal-actuating mechanisms at major signalized intersections; bike lanes at intersections (especially those with free right turn lanes); and, shoulder-widening in areas of high usage.

AT 7. Encourage all jurisdictions to adopt and regularly update a local Bikeway Plan which meet the need for Bicycle Transportation Account (BTA) funding eligibility, and recommends a system of local bikeways with connections to the intercommunity system. Review bikeway plans for consistency with the RTP; rank project funding requests higher for projects that are identified in the RTP.

AT 8. Require Class II bike lanes on all major arterials and collectors that use regional funding; support widened shoulders on rural routes frequented by commuter and recreational cyclists.

AT 9. Support adherence to Highway Design Manual criteria for bikeway design and require as a condition for regional funding.

AT 10. Support and fund planning, environmental, design and construction of bike and pedestrian facilities in all parts of the region.

AT 11. In existing developed areas consider design options to accommodate bike lanes in a cost-effective manner including:

a. Narrow driving lane widths and medians to accommodate bikelanes;

b. Remove on-street parking on both sides or on one side with a realigned center line.

AT 12. Encourage implementation of workplace bike pools and gear check-out for daily short-range work or personal trips.

AT 13. Investigate use of rail, utility, water, or oil pipeline easements for use as multi-use trails.

AT 14. Identify and support land acquisitions to provide through-access for bike, pedestrian, and equestrian recreationalists and commuters.

AT 15. Continue to support outreach and promotion of active transportation for all ages though the Regional Rideshare program at SLOCOG. Promotion of Active Transportation includes the following strategies:

a. Coordinate and assist in the publication of updated bike maps designating bike routes, paths, and lanes for commuter and recreational riders, make available on Rideshare website.

b. Work with member agencies; Caltrans; bike organizations; school districts, Cal Poly and Cuesta College; chambers of commerce and bike shops, to educate the public regarding issues such as health, safety, facility locations, and other useful references to encourage and facilitate bike use.

c. Support the annual Bike to Work/School Day, and increase awareness of that day with sponsored bike oriented activities, such as rallies, exhibits, and organized rides.

d. Coordinate annually with community groups, health agencies, police and school districts to implement bike safety programs in all primary and secondary schools.

e. Encourage ongoing Safe Routes to School and other programs be conducted for grades K-8 by the police departments, health agencies, bike coordinators, and/or local bike clubs.

f. Encourage all students attending orientation activities at Cal Poly and Cuesta College to attend bike information meetings where rules are discussed, brochures disseminated, and bikes are registered.

g. Implement and market bike-and-ride services on fixed regional and local transit routes with the installation of bicycle facilities (lockers, bike racks, schedules at bus stops, and racks on buses for at least four bikes) and signs signifying "Bike-and-Ride" stops.

h. Assist school districts in delineating needs and applying for funding to provide enhanced improvements within a ¼-mile radius of schools.

I-3 SRTS Relevant 2015 Parent Survey Results

Executive Summary

The Safe Routes to School Parent Survey was distributed throughout schools in San Luis Obispo County. Survey responses from 1,428 people were collected through an online platform. The responses represent the majority of schools throughout these districts. However, some schools did not provide responses. Those that are not included include: Bellevue-Santa Fe Charter, Pacific Beach High School, Carissa Plains Elementary, Del Rio Continuation High and West Mall Alternative, Culinary Arts Academy, Independence High School, Kermit King Elementary, Paso Robles Adult School, Adult Education, Central Coast New Tech High School, Lopez Continuation High School, Nipomo High School, Paulding Middle School, Leffingwell High and Cambria Community Day School, as well as the entire Shandon Joint USD, which opted out. This report was completed to provide the public and decision makers with an accessible tool to understand the current infrastructure, participation, and interest levels across the county.

The survey results provided a general overview of the patterns and trends of SLO County grade school students as they travel to and from school. Most of these students in SLO County live within about 10 miles of their respective schools, and travel via family vehicle. A majority of students do not walk, bike, or take the bus to school at all. This reflects similar travel patterns with those of their parents. Most students have not participated in a walk or bike to school event this year. While more parents noted that their respective schools encourage walking or biking to school more than they do discourage, a majority of respondents noted that their schools do neither. The biggest issues that parents have with allowing their children to walk to school alone are related to safety, with a majority of respondents highlighting the need for better sidewalks, pathways, and intersection safety, while also noting the dangers of high traffic speeds and volumes along the routes they must take to reach school. Many respondents feel the need for improvements related to the sidewalks, bikeways, and traffic calming measures in their respective areas.

The majority of responses received are from parents whose students are in elementary schools, with the most responses coming from Baywood Elementary of the San Luis Coastal USD. It is important to keep in mind that the following data is only a sample and does not necessarily represent the all the schools and students in San Luis Obispo County.

FIGURE 2.2

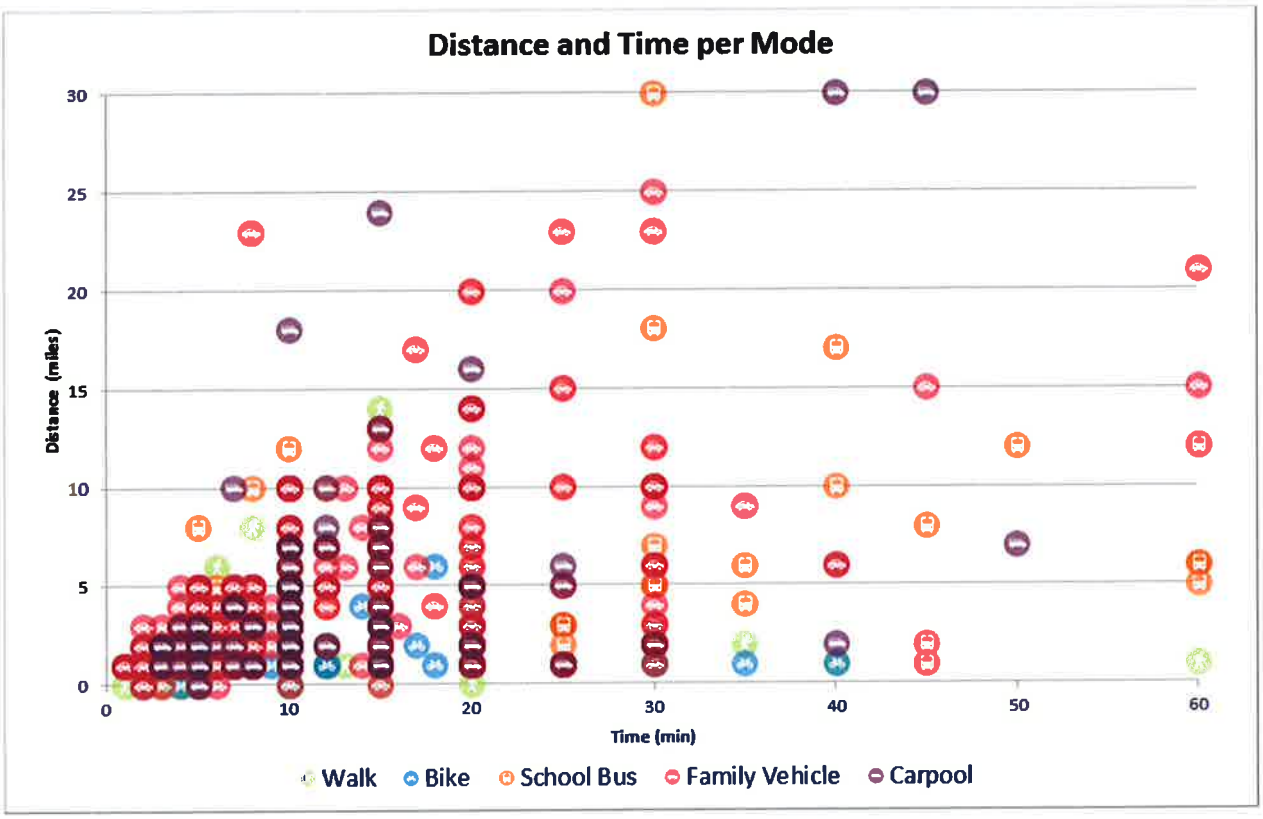

FIGURE 2.2: Shows the distribution of mode types used by each respondent during their afternoon trips (going home from school). The more the distance increases the less likely people will choose to walk or bike.

3: Child Frequency for Using Non-Auto Modes to Travel to School

The majority of children either walk or bike to school more than once a week or not at all. There are very few children who ride the bus to school. It can be assumed that students in San Luis Obispo County are consistent in what mode they use to get to school. Elementary, Middle, and High School all showed similar trends regarding the frequency of walking, biking or riding the bus to school.

FIGURE 3.1

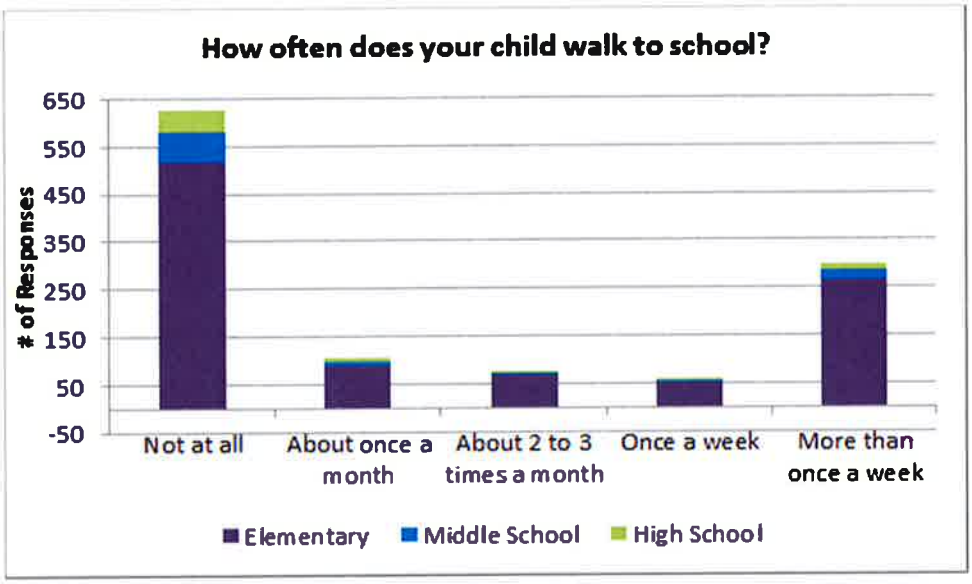

FIGURE 3.1: The consistency of either walking to school more than once a week or not at all is shown in the graph above. 26% of students surveyed walk to school more than once a week and 54% don't walk at all.

FIGURE 3.2

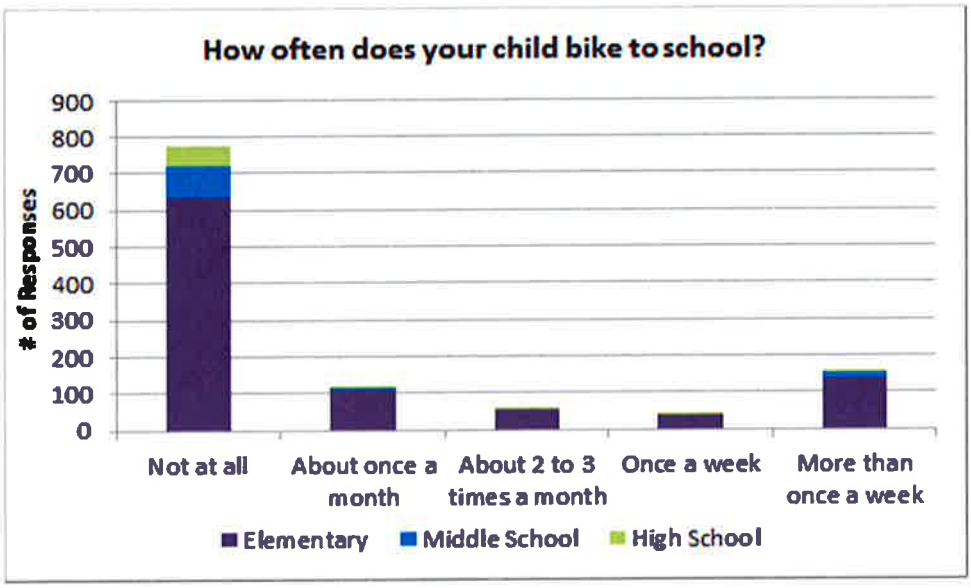

FIGURE 3.2: Less students in the entire county bike than walk. The majority don't bike (67%) and 14% bike more than once a week.

FIGURE 3.3

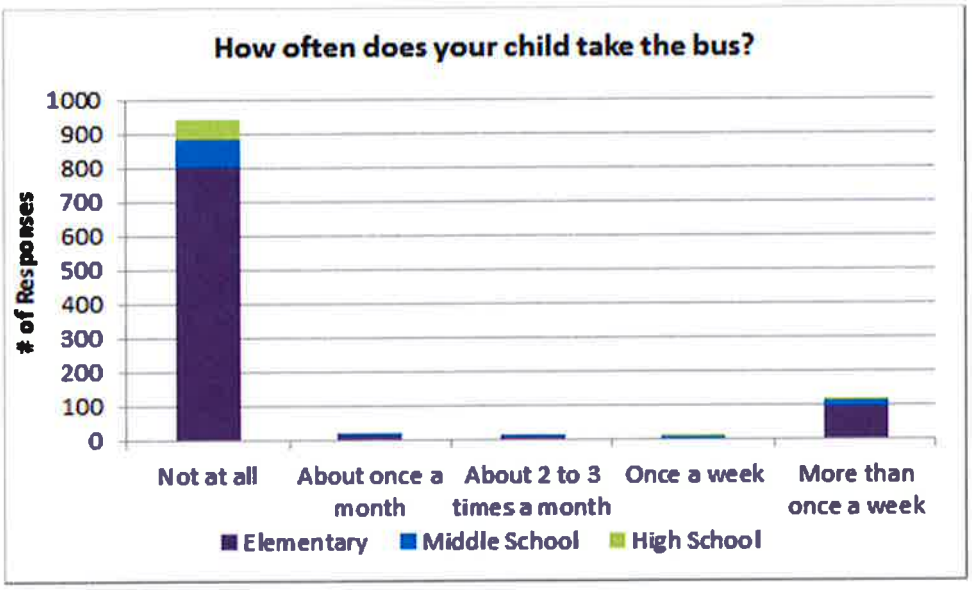

FIGURE 3.3: A large majority of student do not use bus to get to school in San Luis Obispo County. 86% don't ride it at all and 11% ride it more than once a week.

4: Parent Frequency for using non-auto transportation modes

Parents in the San Luis Obispo County walk more frequently than their children. They ride a bike almost as often as their children, most never take the bus. It can be assumed that parents in San Luis Obispo County are consistent in which mode they use daily. Elementary, Middle, and High School student parents show similar trends throughout the data.

FIGURE 4.1

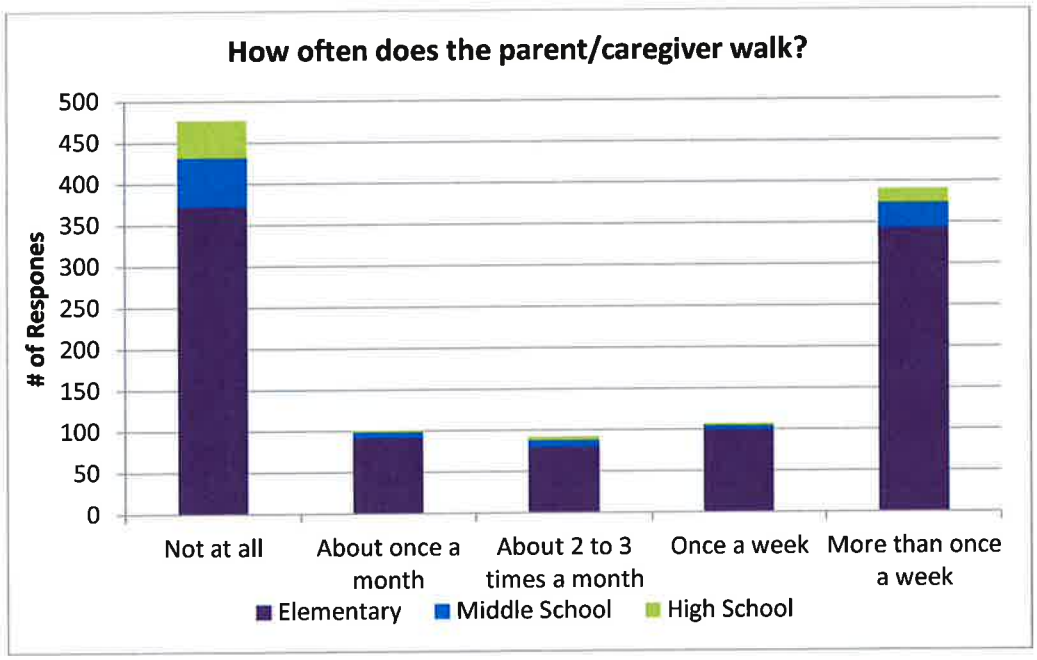

FIGURE 4.1: While about 33% of parents reported they walk more than once a week, another 41% of parents don't walk at all.

FIGURE 4.2

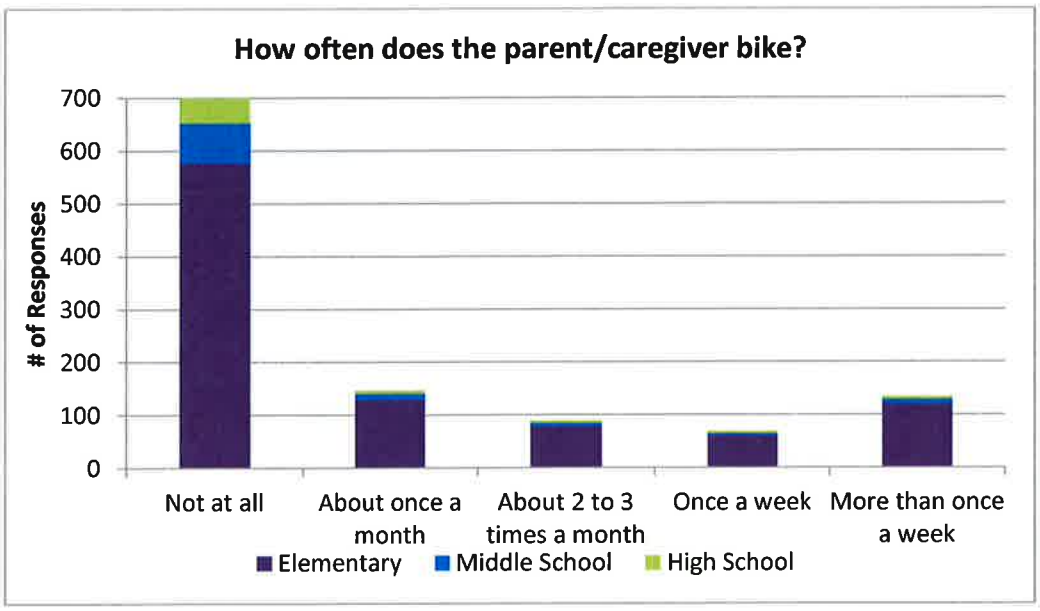

FIGURE 4.2: 12% of parents bike more than once a week and 62% don't bike at all.

FIGURE 4.3

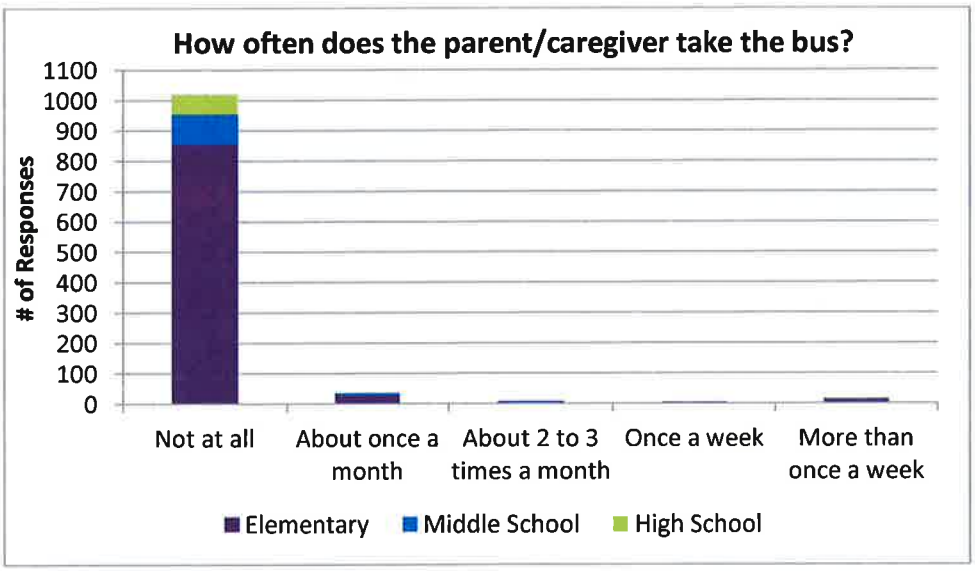

FIGURE 4.3: About 94% of parents don't take the bus at all, with only about 2% of parents saying that they take the bus more than once a week.

FIGURE 7.2

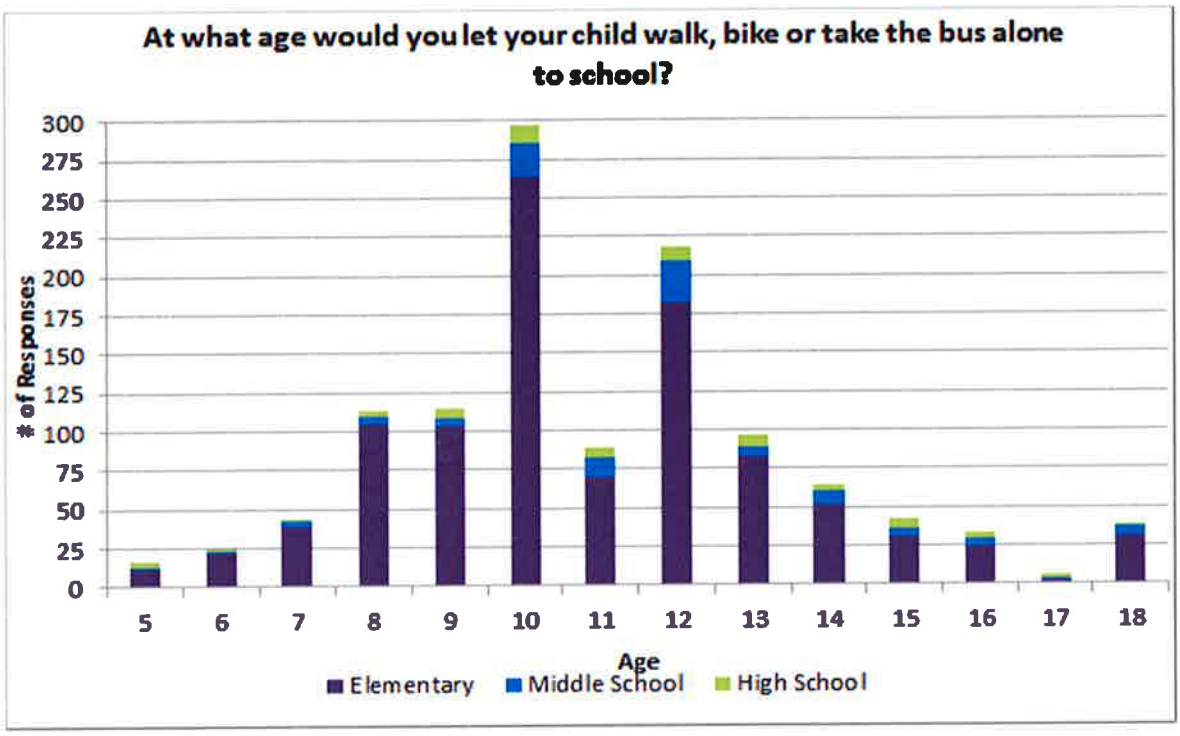

FIGURE 7.2: The average age parents in elementary school will let their child walk, bike or take the bus alone to school is 10.8, for middle School the age is 11.8 and for high school the age is 11.5. The most frequent age chosen is 10.

10: Top 3 ways parents thought would be beneficial to encourage walking, biking, and taking the bus to school

FIGURE 10.1

Top 3 Ways to encourage students to walk,bike, or take the bus to school		
Elementary		
	1	monthly bike/walk events
	2	annual bike/walk to school day event
	3	bike/walk assemblies
Middle School		
	1	monthly bike/walk events
	2	annual bike/walk to school day event
	3	bike/walk/bus breakfasts
High School		
	1	annual bike/walk to school day event
	2	bike/walk/bus breakfasts or monthly bike/walk events
	3	bike/walk assemblies

ATTACHMENT J

LETTERS OF SUPPORT

1. SRTS Task Force
2. Lucia Mar Unified School District
3. Paso Robles Unified School District
4. San Luis Coastal Unified School District
5. San Miguel Joint Union School District
6. SLO County Public Health
7. Cal Poly - Center for Solutions Through Research in Diet & Exercise
8. SLO County Bicycle Coalition
9. SLO County Sheriff's Office
10. SLOCOG

Safe Routes to School Task Force

May 19, 2015
Caltrans
Division of Local Assistance, MS-1
Attention: Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 94274

RE: SLO Regional Rideshare SRTS Non-Infrastructure Application

Dear Caltrans,
Please thoughtfully consider San Luis Obispo Regional Rideshare's Safe Routes to School Non-Infrastructure application. As the Chair of the Region's Safe Routes to School Task Force we recognize the importance of the ATP grant for the County of San Luis Obispo. The SRTS Taskforce is made up of 29 separate entities representing all of the county's school districts, public works & planning departments, law enforcement agencies, and advocacy groups for bicycling and public health.

The community in this region values biking and walking despite not always actively participating in those activities. Based on data from the SLOCOG 2013 Bike Barriers Survey, 74% of our county is at least interested, if not confident or fearless, in using biking as transportation. According to the American Community Survey- Journey to Work Data, the choice of walking to commute has been steadily increasing throughout the county. This region has proven interest in active transportation, through the proposed SRTS program we want to give them the skills and confidence to make the switch.

As the Chair of the Safe Routes to School Task Force and the Co-chair of the County's Injury Prevention Coalition, we know that safety education on these topics is absolutely essential. The Safe Routes to School education and encouragement at disadvantaged schools includes a learn-by-doing pilot project. As a League of American Bicyclists Certified Instructor, I can verify that students will comprehend and retain the safety and skills required of them at a much higher level than in-class only lessons.

The SLO County SRTS Task Force is in full support of the ATP Grant by San Luis Obispo Regional Rideshare to continue to fund SRTS bicycle and pedestrian education and encouragement at our county schools.
Sincerely,

Vanessa Davis
Chair SLO County Safe Routes to School Task Force
Co-Chair SLO County Injury Prevention Coalition
League Certified Instructor #3861

SAFE ROUTES TO SCHOOL

Atascadero Unified School District
Cayucos Elementary School District
Coast Unified School District
Lucia Mar Unified School District
Paso Robles Unified School District
San Luis Coastal Unified School District
San Miguel Unified School District
Shandon Unified School District
Templeton Unified School District
SLO County Office of Education
Cal Poly STRIDE
City of Arroyo Grande
City of Grover Beach
City of Morro Bay
City of Paso Robles
City of Pismo Beach
City of SLO Public Works
County of SLO Public Works
California Highway Patrol
County Sheriff's Office
Arroyo Grande Police Department
Atascadero Police Department
Morro Bay Police Department
SLO City Police Department
Air Pollution Control District
Friday Night Live
SLO County Bicycle Coalition
SLO County Public Health
SLO Regional Rideshare
SLOCOG

LUCIA MAR UNIFIED
SCHOOL DISTRICT

Engage.Challenge.Inspire.

OFFICE OF THE SUPERINTENDENT
602 Orchard Street
Arroyo Grande CA 93420
805.474.3000 ext 1080
Fax 805.481.1398
www.lmusd.org

Caltrans
Division of Local Assistance, MS-1
Attention: Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 95814

RE: SLO Regional Rideshare Safe Routes to School Non-Infrastructure Application

Dear Caltrans,
The purpose of this letter is to support SLO Regional Rideshare's Safe Routes to School Non-Infrastructure Application. I have observed Rideshare create strong partnerships with key education groups in the county. I have become a part of the *SRTS Taskforce*, a single constructive conversation about all things Safe Routes to School throughout the county with all interested parties to create positive change for safe walking and biking to our schools. I appreciate SLO Regional Rideshare's ongoing support to all Safe Routes to School education and encouragement efforts across the county.

This application is strong representation of Rideshare's collaborative relationships as it is a partnered application with SLO County Bicycle Coalition and SLO County Public Health. Their current education and encouragement offerings have been a good first step at reducing traffic congestion safely around our schools but we need more in depth education to assure encourage our parents to use new and existing sidewalks and bike lanes. Having an expanded offering of education and outreach for county public elementary schools to tap into, particularly in our region's disadvantaged communities, only stands to strengthen our community's participation in Safe Routes to School.

The importance of education around the need to increase bicycle riders and reduce auto traffic is undeniable, and it is my hope you will fund SLO Regional Rideshare's application so they can continue their outstanding effort on educating and encouraging youth in San Luis Obispo County on biking and walking safely in our county.

Sincerely,

Jim Hogeboom

Jim Hogeboom, Superintendent
Lucia Mar Unified School District

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PASO ROBLES PUBLIC SCHOOLS

800 Niblick Road, P.O. Box 7010 • Paso Robles, CA 93447
Tel (805) 769-1000 • Fax (805) 237-3339 • www.pasoschools.org

May 12, 2015

Caltrans
Division of Local Assistance, MS-1
Attention: Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 95814

RE: SLO Regional Rideshare Safe Routes to School Non-Infrastructure Application

To Whom It May Concern,

It is my pleasure to write a letter of recommendation for SLO Regional Rideshare's Safe Routes to School Non-Infrastructure Application. I have observed Rideshare create strong partnerships with key education groups in the county. I have become a part of the SRTS Taskforce to create positive change for safe walking and biking to our schools, and I appreciate SLO Regional Rideshare's ongoing support to all Safe Routes to School education and encouragement efforts across the county.

This application is a strong representation of Rideshare's collaborative relationships, as it is a partnered application with SLO County Bicycle Coalition and SLO County Public Health. Their current education and encouragement offerings have been a good first step at reducing traffic congestion safely around our schools, but we need more in-depth education to encourage our parents to use new and existing sidewalks and bike lanes. Having an expanded offering of education and outreach for county public elementary schools to tap into, particularly in our region's disadvantaged communities, only stands to strengthen our community's participation in Safe Routes to School.

It is my hope that you will fund SLO Regional Rideshare's application so they can continue their outstanding efforts on educating and encouraging youth in San Luis Obispo County on biking and walking safely in our county.

Sincerely,

Chris Williams
Superintendent

SAN LUIS COASTAL
UNIFIED SCHOOL DISTRICT

1500 Lizzie Street
San Luis Obispo, CA 93401-3062
(805) 549-1202
(805) 549-9074

ERIC PRATER, ED.D.
SUPERINTENDENT

May 27, 2015

Caltrans
Division of Local Assistance, MS-1
Attention: Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 95814

Re: SLO Regional Rideshare Safe Routes to School Non-Infrastructure Application

To Whom It May Concern:

It is my pleasure to write a letter of recommendation for SLO Regional Rideshare's Safe Routes to School Non-Infrastructure Application. Rideshare has created strong partnerships with key education groups in our county. I have become a part of the *SRTS Taskforce*, a single constructive conversation about all things Safe Routes to School throughout the county. We collaborate with all interested parties to create positive change for safe walking and biking to our schools. I appreciate SLO Regional Rideshare's ongoing support to all Safe Routes to School education and encouragement efforts throughout San Luis Obispo County.

This application is strong representation of Rideshare's collaborative relationships as it is a partnered application with SLO County Bicycle Coalition and SLO County Public Health. Their current education and encouragement offerings have been a good first step at reducing traffic congestion safely around our schools, but we need more in-depth education to encourage our parents to use new and existing sidewalks and bike lanes. Having an expanded offering of education and outreach for county public elementary schools to tap into, particularly in our region's disadvantaged communities, only serves to strengthen our community's participation in Safe Routes to School.

It is my hope you will fund SLO Regional Rideshare's application so they can continue their outstanding effort on educating and encouraging youth in San Luis Obispo County on biking and walking safely in our county.

Sincerely,

Eric Prater

ERIC PRATER, Ed.D.
Superintendent

EP/mkh

S:\SUPTOFFICE\SUPERINT\Correspondence\RideShare Grant Support.docx

San Miguel Joint Union School District
1601 'L' Street
San Miguel, CA 93451
(805) 467-3216 Fax: (805) 467-3410

May 28, 2015

Caltrans
Division of Local Assistance, MS-1
Attention: Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 95814

RE: SLO Regional Rideshare Safe Routes to School Non-Infrastructure Application

Dear Caltrans,

It is my pleasure to write a letter of support for the San Luis Obispo (SLO) Regional Rideshare's Safe Routes to School Non-Infrastructure Application. I have observed Rideshare create strong partnerships with key education groups in the county, and I appreciate SLO Regional Rideshare's ongoing support to all Safe Routes to School education and encouragement efforts across the county.

The current education and encouragement offerings have been a good first step at reducing traffic congestion safely around our schools, but we need more in depth education to encourage use of new and existing sidewalks and bike lanes. Having an expanded offering of education and outreach for county public elementary schools to tap into, particularly in our region's disadvantaged communities, only stands to strengthen our community's participation in Safe Routes to School.

Please fund SLO Regional Rideshare's application so they can continue their efforts to support safe biking and walking in our county.

Sincerely,

Curt Dubost
Superintendent
San Miguel Joint Union School District

Board of Trustees: Steve Christian, Mary Jo Del Campo, Jean Hoffmann, Randy, Kwiatkowski & Bandy Smith
Superintendent: Curt Dubost, Ed.D.

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COUNTY OF SAN LUIS OBISPO HEALTH AGENCY

Public Health Department

Jeff Hamm
Health Agency Director

Penny Borenstein, M.D., M.P.H.
Health Officer

Public Health
Prevent. Promote. Protect.

May 21, 2015

Caltrans
Division of Local Assistance, MS-1
Attention: Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 94274

RE: SLO Regional Rideshare Safe Routes to School Non-Infrastructure Application

Dear Caltrans,

This letter is being written in support of the San Luis Obispo Regional Rideshare's Safe Routes to School Non-Infrastructure application for the Active Transportation Program (ATP) Grant Cycle 2. As a Division Manager with Public Health, we recognize the importance of the ATP grant for the County of San Luis Obispo.

Our region is fortunate that the climate and setting makes bicycling and walking popular activities. Public Health has been working on Safe Routes to School activities for almost 10 years. We provide bicycle and pedestrian education around the county and we have partnered with Rideshare on many different events. For the past three years, Public Health has been focusing on schools with high rates of Free or Reduced Price Meals at lunch. This application will further our education and encouragement efforts at these disadvantaged schools. The learn-by-doing Safe Routes to School pilot project will contribute to the increased use of pedestrian and bicycle facilities safely to and from school while reducing parent's fears.

It is with all this in mind that Public Health strongly supports the ATP Grant by San Luis Obispo Regional Rideshare to continue to fund SRTS bicycle and pedestrian education and encouragement at our county schools.

Sincerely,

Kathleen Karle, MEd, MCHES
Division Manager
Health Promotion

2180 Johnson Avenue, San Luis Obispo, California 93401
(805) 781-5500 FAX (805) 781-5543 www.SLOpublichealth.org

STRIDE
Center for Solutions Through Research in Diet & Exercise

CAL POLY
SAN LUIS OBISPO

May 11, 2015

Caltrans
Division of Local Assistance, MS-1
Attention: Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 94274

RE: SLO Regional Rideshare Safe Routes to School Non-Infrastructure Application

Dear Caltrans,

This letter is being written in support of the San Luis Obispo Regional Rideshare's Safe Routes to School Non-Infrastructure application for the Active Transportation Program (ATP) Grant Cycle 2. As the Community Liaison with the Center for Solutions Through Diet and Exercise (STRIDE) at Cal Poly State University, we recognize the importance of the ATP grant for the County of San Luis Obispo.

Our region is fortunate that the climate and setting makes bicycling and walking popular activities that should be the default mode of transportation to many destinations. As a research center focused on obesity prevention and treatment in our region, we see safety education on these topics essential. One important element of this grant application that supports our work is conducting Safe Routes to School education and encouragement efforts at our disadvantaged schools. Lower socio-economic groups are at an increased risk for certain chronic diseases and at STRIDE, we are committed to eliminating this health disparity. This learn-by-doing Safe Routes to School pilot project will contribute to the increased use of pedestrian and bicycle facilities safely to and from school while reducing parent's fears. Increasing children's skills and confidence to actively transport to school will create lifelong habits that will contribute to long-term health.

It is with all this in mind that STRIDE strongly supports the ATP Grant by San Luis Obispo Regional Rideshare to continue to fund SRTS bicycle and pedestrian education and encouragement at our county schools.

Sincerely,

S Teaford

Stephanie Teaford
STRIDE Community Liaison

STRIDE@calpoly.edu
Cal Poly Kinesiology Department
(805) 756-0673
fax: (805) 756-7273
visit our website:
http://www.stride.calpoly.edu

J

SLO COUNTY BICYCLE COALITION | slobikelane.org

May 27, 2015

Caltrans Division of Local Assistance, MS-1
Attention: Chief, Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 95814

RE: SLO Regional Rideshare Safe Routes to School Non-Infrastructure Application

Dear Sir,

The San Luis Obispo County Bicycle Coalition asks for your approval of the San Luis Obispo Regional Rideshare's application for Safe Routes to School Non-Infrastructure Active Transportation Program funds. The mission of the Bicycle Coalition is to improve the quality of life throughout the Central Coast through bicycle advocacy, education, and inspiration. With over 4500 supporters throughout the region, our efforts are motivated directly by the wants and needs of local residents that believe friendly streets, great paths, and easy access to active transportation are essential to communitywide well-being.

The Bicycle Coalition will proudly partner with SLO Regional Rideshare on this grant. Through constant interaction with local children, parents, teachers, and police we know first-hand the importance of bicycling and walking safety education to students countywide. Our region is fortunate to have an excellent climate and setting for bicycling and walking. The recently complete countywide barriers to bicycling survey identified that 60% of the population identified as enthusiastic about or interested in community by bike more often. Bicycle safety education is absolutely essential to helping these people build the confidence necessary to feel safe converting to commuting by bike.

The most important element of this grant program is providing Safe Routes to School education and encouragement efforts at disadvantaged schools. Our team will enhance the education program offered to children by utilizing the technique, already proven successful with adults, of providing supervised on bike training to compliment smart biking and walking lessons taught in the classroom. The combination of assemblies, "Next level" education classes, and mini-grants for encouragement events will reduce parents' fears and lead to a direct increase in the use of pedestrian and bicycle facilities safely to and from school.

The Bicycle Coalition strongly supports San Luis Obispo Regional Rideshare's application for Active Transportation Program Grant funds. Rideshare has made a tremendous positive impact in the community by establishing the Safe Routes to Schools Task Force and serving active transportation users throughout the region. Your approval will directly extend that positive impact, enhancing the education programs offered throughout the Central Coast to help more children integrate safe active transportation into their daily lives.

Sincerely,

Dan Rivoire
Executive Director

860 Pacific St, Suite 105, San Luis Obispo, CA 93401 | slobikelane.org

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San Luis Obispo County Sheriff's Office

1585 Kansas Avenue • San Luis Obispo • California • 93405
www.slosheriff.org

Ian S. Parkinson
Sheriff - Coroner

May 13, 2015

Caltrans
Division of Local Assistance, MS-1
Attention: Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 94274

RE: SLO Regional Rideshare Safe Routes to School Non-Infrastructure Application

Dear Caltrans,

This letter is being written in support of the San Luis Obispo Regional Rideshare's Safe Routes to School Non-Infrastructure application for the Active Transportation Program (ATP) Grant Cycle. As the Honor Farm Correctional Sergeant with San Luis Obispo County Sheriff's Office, I recognize the importance of the ATP grant for the County of San Luis Obispo.

The San Luis Obispo County Sheriff's Office Honor Farm Bicycle Program is a program which provides refurbished bicycles with new helmets during Christmas to underprivileged children in the county. We receive donated bicycles from members of our community, then inmates working at the Honor Farm complete all of the repairs to the bicycles. This instills in the inmates a positive work ethic, self respect and a sense of giving back to the community. The San Luis Obispo County Sheriff's Office sees safety education while using bikes as an essential skill and will help procure bicycles, refurbish them, and donate ten bicycles for the, "Learn-by-Doing" Safe Routes to School Pilot Program.

With all this in mind, the San Luis Obispo County Sheriff's Office strongly supports the ATP Grant by San Luis Obispo Regional Rideshare to continue to fund SRTS bicycle education and encouragement at our county schools. We look forward to collaborating on the project.

Sincerely,

Denise Armstrong
Correctional Sergeant

SLOCOG
SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

CONNECTING COMMUNITIES
ARROYO GRANDE | ATASCADERO | GROVER BEACH
MORRO BAY | PASO ROBLES | PISMO BEACH
SAN LUIS OBISPO | SAN LUIS OBISPO COUNTY

May 26, 2015

Caltrans
Division of Local Assistance, MS-1
Attention: Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 94274

RE: SLO Regional Rideshare Safe Routes to School Non-Infrastructure Application

Dear Caltrans:

I am writing to express support for San Luis Obispo Regional Rideshare's Safe Routes to School Non-Infrastructure application for the Active Transportation Program (ATP) Grant Cycle 2. As the Executive Director of the San Luis Obispo Council of Governments (SLOCOG), I would like to emphasize the importance of the ATP grant for San Luis Obispo County.

Our region's climate and setting make bicycling and walking popular activities. However, concerns about traffic safety, especially with respect to children, are a significant barrier to choosing these modes. As the Regional Transportation Planning Agency (RTPA) and Metropolitan Planning Organization (MPO) for San Luis Obispo County, we see safety education for multimodal school travel as essential. In fact, encouraging Safe Routes to School programs is a strategy recommended by our recently-adopted 2014 Regional Transportation Plan (RTP – Ch. 6, Active Transportation, Strategy AT 15).

One important element of this grant application that supports our work is conducting Safe Routes to School education and encouragement efforts at our disadvantaged schools. This learn-by-doing Safe Routes to School pilot project will promote increased use of pedestrian and bicycle facilities to and from school, teach walking and cycling safety skills, and reduce parents' fears.

It is with all this in mind that SLOCOG strongly supports the ATP Grant by San Luis Obispo Regional Rideshare to continue to fund SRTS bicycle and pedestrian education and encouragement at our county schools.

Sincerely,

Ronald L. DeCarli
Executive Director

1114 Marsh Street San Luis Obispo, CA 93401 | t (805) 781-4219 f (805) 781-5703 | slocog@slocog.org SLOCOG.ORG

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ATTACHMENT K

ADDITIONAL ATTACHMENTS

K-1 Works Cited

K-1 WORKS CITED

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