

Doris Dickson Elementary School Safe Routes to School (SRTS) Project

Active Transportation Program
(ATP) Cycle 8 Application

San Bernardino County
Department of Public Works
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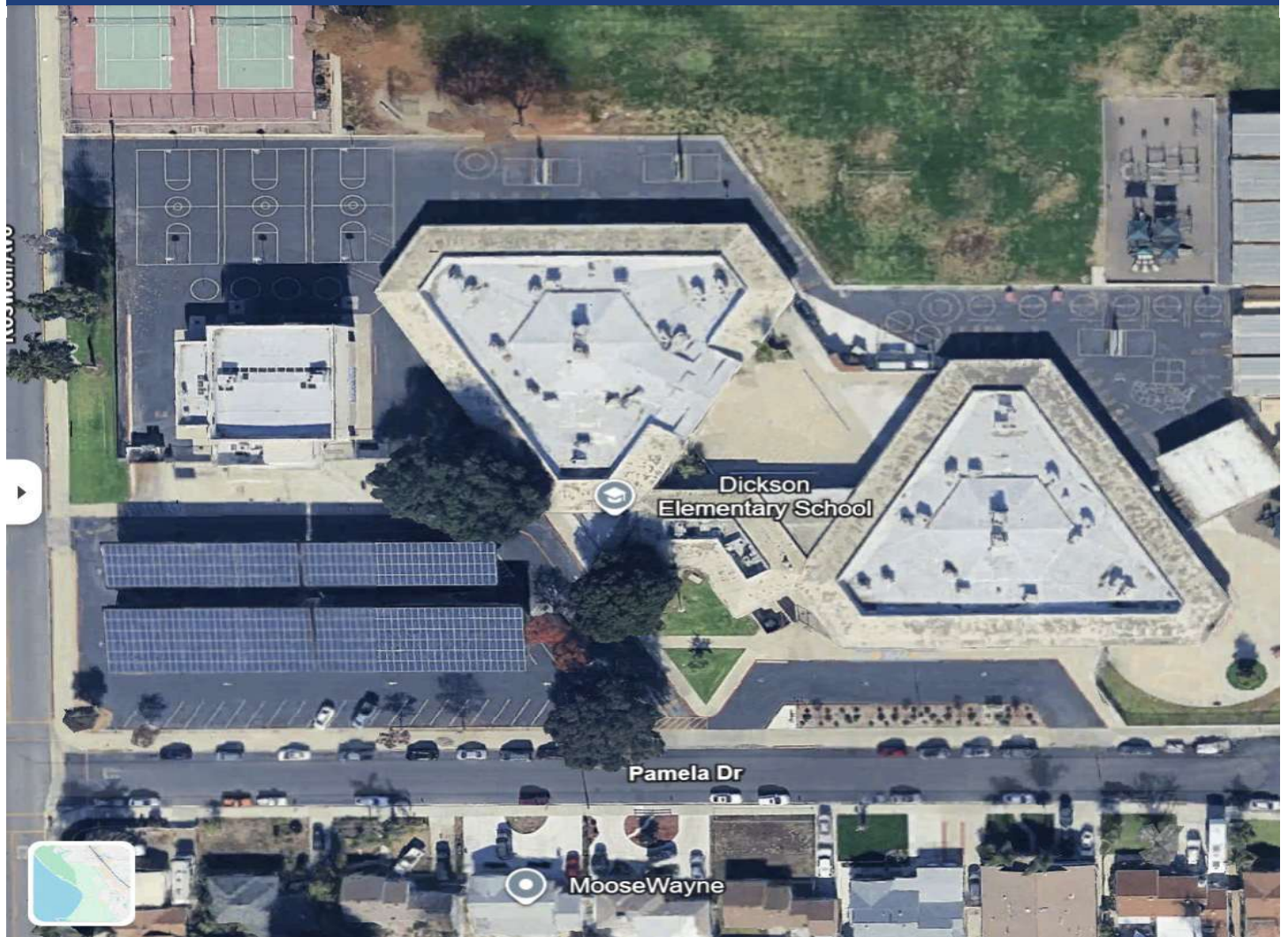


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2027 ATP Medium Infrastructure Application

Ends on Tue, Jun 23, 2026 2:00 AM

This application should be used for projects that:

- Have a **total project cost** of more than \$3.5 million and up to \$10 million; and
- Include infrastructure improvements only.

Applicants are strongly encouraged to use the 2027 ATP Medium Infrastructure Scoring Rubric as they complete this application.

The purpose of this form is to ensure that applicants use the correct application for their proposed project type.

If you receive an ineligible notification, consult the 2027 Active Transportation Guidelines to determine the correct application type.

- **Small:** Total project cost of \$3.5 million or less. Infrastructure only. Applicants must request ATP funding for the construction phase, and may also request pre-construction phase funding.
- **Small Combination:** Total project cost of \$3.5 million or less. Infrastructure and non-infrastructure elements. Applicants must request ATP funding for the construction phase, and may also request pre-construction phase funding.
- **Medium:** Total project cost of more than \$3.5 million and up to \$10 million. Infrastructure only. Applicants must request ATP funding for the construction phase, and may also request pre-construction phase funding.
- **Medium Combination:** Total project cost of more than \$3.5 million and up to \$10 million. Infrastructure and non-infrastructure elements. Applicants must request ATP funding for the construction phase, and may also request pre-construction phase funding.
- **Large:** Total project cost greater than \$10 million. Infrastructure only. Applicants may request funding for pre-construction and construction, or for construction only.
- **Large Combination:** Total project cost greater than \$10 million. Infrastructure and non-infrastructure elements. Applicants may request funding for pre-construction and construction, or for construction only.
- **Non-Infrastructure:** Projects with non-infrastructure education and encouragement programs only (no infrastructure elements).
- **Plan:** Plan projects that are within or encompass a disadvantaged community.

Is the total project cost of the proposed project more than \$3.5 million and up to \$10 million? This response should be based on **total project cost**, not ATP request.

Yes

No

Is this project only proposing infrastructure improvements? As opposed to a project proposing infrastructure improvements in combination with non-infrastructure education and encouragement programs.

Yes

No

Are you requesting ATP funding for the construction phase of the project? Applicants applying for a medium infrastructure project **must** request ATP funding for the construction phase of the project.

Yes

No

Part A: General Application Questions

Part A1: Applicant Information

Implementing Agency Name **Limit: 300 characters**

San Bernardino County Public Works

The Implementing 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.

Note for Tribal Governments: Tribal governments that are awarded funding have several options for contracting, such as a fund transfer to a federal agency or partnering with another eligible entity, and may not be required to enter into a Master Agreement. Caltrans will work with Tribal applicants to determine the Tribe's preferred contracting option.

Agency LOCODE:

5954

Implementing Agency's Address

825 E 3rd St, San Bernardino, CA 92415

City

San Bernardino

State, Province, or Region

California

Zip or Postal Code

92415

Implementing Agency's Primary Contact Person

First Name: Jeremy

Last Name: Johnson

The primary contact must be available to answer questions from the CTC and Caltrans.

Primary Contact Person's Title: Transportation Planning Engineering Manager

Primary Contact Person's Phone Number: 909-387-8167

Primary Contact Person's Email Address: Jeremy.johnson@dpw.sbcounty.gov

Implementing Agency's Secondary Contact Person

First Name: Steven

Last Name: Sablan

The secondary contact must be available to answer questions from the CTC and Caltrans

Secondary Contact Person's Title: Transportation Analyst II

Secondary Contact Person's Phone Number: 909-387-8172

Secondary Contact Person's Email Address: steven.sablan@dpw.sbcounty.gov

Does the implementing agency currently have a Master Agreement with Caltrans? Implementing Agencies that do not currently have a Master Agreement with Caltrans must be able to meet the requirements and enter into a Master Agreement with Caltrans prior to the allocation of funds. The Master Agreement 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 Master Agreement with the agency. Delays could also result in a failure to meet CTC allocation deadlines and the loss of ATP funding.

Note for Tribal Governments: Tribal governments that are awarded funding have several options for contracting, such as a fund transfer to a federal agency or partnering with another eligible entity, and may not be required to enter into a Master Agreement. Caltrans will work with Tribal applicants to determine the Tribe's preferred contracting option.

Yes

No

If yes, Implementing Agency's Federal Caltrans Master Agreement Number No.:

21-687

If yes, Implementing Agency's State Caltrans Master Agreement Number No.:

08-5954S21

Does this project have a Project Partnering Agency? The "Project Partnering Agency" is defined as an agency, other than the Implementing Agency, that will assume the responsibilities for the ongoing operations and maintenance of the improved facility. The Implementing Agency must:

- Ensure the Partnering Agency agrees to assume responsibility for the ongoing operations and maintenance of the improved facility
- Provide documentation of the agreement (e.g., letter of intent) as part of the project application
- Ensure a copy of the Memorandum of Understanding or Interagency Agreement between the parties is submitted with the first request for allocation
- If the implementing agency (delivering the project) is an agency other than the applicant or partnering agency, attach a letter of commitment signed by all parties to delivering specified phases of the project.

Yes

No

If yes, Partner information:

~~Project Partnering Agency Name~~ **Chino Valley Unified School District**

~~Project Partnering Agency's Contact Person~~

~~First Name~~

~~Last Name~~

~~Contact Person's Title~~

~~Contact Person's Phone Number~~

~~Contact Person's Email Address~~

Attach a letter of intent or other documentation here:

N/A

Part A2: General Project Information

Project Name: To be used on the CTC project list.

Limit: 10 words

Doris Dickson Elementary Safe Routes to School Improvements

Summary of Project Scope:

Limit: 300 words/296

Summary of existing conditions, project scope, and expected benefits

EXISTING CONDITIONS: The neighborhood surrounding Doris Dickson Elementary School, in the unincorporated area near Chino, California, lacks continuous pedestrian infrastructure. Three contiguous residential corridors, Roswell Avenue (west side), Riverside Drive, and Chino Avenue, have no sidewalks, leading students to walk in the roadway or along unpaved dirt paths. The school's primary access intersection at Roswell Avenue and Pamela Drive lacks high-visibility crosswalks, advance stop bars, and a dedicated left-turn lane, and the west school driveway and multiple corners lack ADA-compliant curb ramps. Community members have reported these gaps as daily safety concerns. Approximately 88% of the school's 597 students qualify for free or reduced-price meals, the highest rate in the Chino Valley Unified School District (CVUSD).

PROJECT SCOPE: The County will construct approximately 7,965 linear feet of new sidewalk along the three corridors, connecting the surrounding neighborhood to the school's entrance on Pamela Drive. At Roswell Avenue/Pamela Drive, the project will install high-visibility crosswalks on all four legs, advance stop bars, a dedicated southbound left-turn lane with red curb, and ADA-compliant curb ramps at all four corners. High-visibility crosswalks and ADA-compliant curb ramps will be installed at Cozzens Avenue/Pamela Drive and Roswell Avenue/Riverside Drive, and curb ramps will be added at the west school driveway. All improvements are drawn from the San Bernardino County Safe Routes to School Final Report, reflecting community-identified needs.

EXPECTED BENEFITS: The Project will improve safety, accessibility, and connectivity for students and residents walking and rolling to school. Without this funding, the existing infrastructure gaps will remain, continuing to limit safe school access for the community's most vulnerable users. By closing these gaps, the Project will increase the proportion of students walking to school, reduce vehicle trips during arrival and dismissal, and establish a continuous, ADA-accessible pedestrian network for users of all ages and abilities.

Summary of Outcomes/Outputs:

Limit: 35 words/ 31

This outcome/output will appear on your vote boxes when you allocate for funds with the CTC. (Example: Construct 12 curb extensions, 26 crosswalks, 33 curb ramps, 255 feet of widened sidewalk, and 2 speed humps to provide added safety for pedestrians and/or bicyclists.) The listed outputs for major improvements should match the outputs in Part A4: Project Details. Additional outputs may be listed in Part A4: Project Details.

Construct 7,965 LF new sidewalk; install 8 high-visibility crosswalks; install 8 ADA curb ramps; install advance stop bars (4 legs); install dedicated left-turn lane and red curb at Roswell Ave/Pamela Dr.

Federal Transportation Improvement Program (FTIP) Project Description:

Limit: 180 characters/ 23

The project description should convey the types of work and/or the major elements that are proposed, without going into details like construction quantities. If the application is an infrastructure project that is only requesting pre-construction (PA&ED, PS&E, and/or R/W) funds, this must be stated in the project description. If funded, this description will be used in the FSTIP programming document. Example: "Install Rectangular Rapid Flashing Beacons, pavement markings and signing" or "PS&E and R/W funding for the eventual construction of curb, gutter, sidewalk, and curb ramps."

Construct sidewalks (7,965 LF), install high-visibility crosswalks, ADA curb ramps, advance stop bars, and dedicated turn lane near Doris Dickson Elementary School, Chino.

Project Location:

Limit: 180 characters/19

The project location should convey the road names, intersection cross street names, and/or geographical references of where the project is located, without defining the limits of work in terms of "feet" offsets.

Roswell Avenue, Pamela Drive, Riverside Drive, Cozzens Avenue, and Chino Avenue near Doris Dickson Elementary School, Chino, CA 91710.

Attach a project location map here.

The location map must show the project boundaries in relation to the Implementing Agency's boundaries.

Attached

List all cities that the project will affect with City Codes. All cities must be located within the State of California. (City Codes can be found in the ATP Folder – Solicitation)

Chino

Infrastructure Project Coordinates - Latitude

Latitude in decimal format. For example, the State Capitol's latitude is 38.576572°N. Include just the number - you do not need to include "°N."

33.9811

Infrastructure Project Coordinates – Longitude

Longitude in decimal format For example, the State Capitol's longitude is -121.493411°W. Include just the number - you do not need to include "°W."

-117.6889

Is this project located within 500 feet of a freeway or roadway with a traffic volume over 125,000 annual average daily traffic (AADT)? [The California State Geoportal for traffic volumes can be found here.](#)

Yes

No

~~If yes, Please describe any project design elements intended to minimize exposure to air pollution and circumstances that make locating project components in close proximity to heavily travelled freeways or roadways unavoidable, and explain why this project location was chosen. Limit: 300 words~~

Caltrans District: A map of Caltrans Districts can be found [here](#). If more than one district is impacted, select the district where the majority of the work will occur.

District 8

Congressional Districts (Select all that apply)

33rd

State Senate District(s):

23rd

State Assembly District(s):

52nd

County If the project covers multiple counties, select the county where the majority of the work will occur

San Bernardino.

Metropolitan Planning Organization (MPO):

Small urban and rural projects located outside of the listed MPOs should select Caltrans.

Southern California Association of Governments (SCAG)

Regional Transportation Planning Agency (RTPA):

San Bernardino County Transportation Authority (SBCTA)

Urbanized Zone Area (UZA) Population:
2,276,000 San Bernardino Riverside (UZA)

Within the last ten years, have there been any previous State or Federal ATP, SRTS, SR2S, BTA, or other ped/bike funding awards for a project(s) that are adjacent to or overlap the limits of the project scope of this application?

Yes

No

If yes, please list the projects in the chart in submittable. In the project type column, indicate whether the project is:

- Infrastructure (I)
- Combination Infrastructure/Non-Infrastructure (I/NI)
- Non-Infrastructure (NI)
- Plan

Project	Project #	Funding program	Amount Funded	Project Type	Overlapping limits and Scope of Work Y/N	Adjacent project limits w/minor overlapping scope or limits of work Y/N	Adjacent project Limits w/no overlapping scope or limits of work Y/N	Previous ATP Project Phase Funded Y/N
1								
2								
3								

Part A3: Project Type

Select the plans your agency currently has (select all that apply):

- Bicycle Plan
- Pedestrian Plan
- **Safe Routes to School Plan**
- **Active Transportation Plan**
- Vision Zero
- Other
- None
- If other, List other plans that include bicycle and/or pedestrian improvements: *Limit: 100 words

Is the proposed project in a current plan?

- **Yes**
- No

Select project sub-types (select all that apply): (Note: For each choice, charts and/or questions pop up)

Bicycle Transportation

Bicycle Transportation – 0% of Project (Curbs ramps and crossing infrastructure will benefit bike riders)

Pedestrian Transportation

Pedestrian Transportation - 100% of Project

Safe Routes to School

Please complete the table below for all schools that the project benefits:

School Name and Address	District name and Address	Co. -Dist. – School Code	Lowest Grade Served	Highest Grade Served	Project Improvements maximum distance from School	Total Enrollment	Approx. # of Students living along proposed route	Students Eligible for Free or Reduced Price Meals
Doris Dickson Elementary 3930 Pamela Dr Chino, CA 91710	Chino Valley Unified School District 5130 Riverside Dr Chino, CA 91710	36-67678-6098347	K	6	1 mile	597 students	100	88%

Free or Reduced Price Meal Data is available here: [Unduplicated Student Poverty – Free or Reduced-Price Meals Data 2022-23](#)

- School name is shown in Column G
- Enrollment (K-12) is shown in Column R
- Percent Eligible FRPM (K-12) is shown in Column V

Attach school documentation here. See below for requirements. **Combine documentation for all schools into one PDF.** For each school, attach the following:

Attached

- Map clearly showing: 1) the student enrollment area, 2) the locations and limits of the proposed project improvements;
- Contact information/person for the school, and a short statement of support combined with the signature of the school official.

Safe Routes for Seniors

Trails (Multi-Use and Recreational) Applicants intending to pursue federal 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.

*Recreational Trail funding can only fund work outside of the roadway right-of-way.

Do you feel a portion of your project is eligible for federal Recreational Trail funding?

Yes

No

~~If yes, estimate total project costs that are eligible for Recreational Trail funding:~~

~~Estimate the percentage of total project costs that serve transportation uses:~~

Note:

- **Safe Routes to Schools:** For a project to qualify for Safe Routes to School designation, the project must directly increase safety and convenience for public school students to walk and/or bike to school. Safe Routes to Schools infrastructure projects must be located within two miles of a public school or within the vicinity of a public school bus stop and the students must be the intended beneficiaries of the project. For Safe Routes to School non-infrastructure, the program must benefit school students/parents and primarily be based at the school.
- **Safe Routes for Seniors:** These projects increase walking, biking, and safety among older adults and create routes that connect to activities that improve quality of life.

Part A4: Project Details

Indicate the project improvement types included in the project/program/plan:

- Bicycle Improvements
- **Pedestrian Improvements**
- Multi-Use Trail Improvements (including bridges and undercrossings)
- **Crossing & Intersection Improvements**
- Other Amenities (e.g., benches, shade trees, wayfinding, etc.)
- **Vehicular-Roadway Traffic-Calming Improvements**

Note: When quantifying the active transportation improvements proposed by the project, **do not double-count improvements — list each planned improvement in only one category.** For example, please do not list a new Class I trail as both a Bicycle and Multi-Use Improvement. Please use the optional “Other Improvements” fields to provide specific details for improvements already listed in existing categories. For example, if constructing 10,000’ of Class II bike lanes — of which 2,000’ is buffered and the rest is standard — input 10,000 in the New Bike Lanes/Routes Class II field, and enter “Class II buffered bike lane: 2000 linear feet” in the Other Bike Improvements field.

(Note: Depending on what categories you choose, specific information/questions will pop up. See below.)

Bicycle Improvements

~~What percentage of the bicycle-related project costs are going towards closing a gap in infrastructure?~~

(As opposed to cost going towards *improving* existing bicycle infrastructure (e.g., Class 2 to Class 4)

Please complete the table below. **Note:** The New Class I Bicycle Improvement refers to a path for bicyclist use only. Please use the Class I Trail fields in the Multi-Use Improvements category for infrastructure designed for both pedestrian and bicyclist use.

Category	Improvement	Quantity	Unit
New Bike Lanes/Routes:	Class I:		LF
	Class II:		LF
	Class III:		LF
	Class IV:		LF
Bike Share Programs:	New Stations:		#
	New Bikes:		#
Bike Racks/Lockers:	New Racks:		#
	New Secured Lockers:		#
Bike Counters	Bike Counters and Displays:		#
Other Bike Improvements:			

Does the proposed bicycle improvement(s) include Class III bike routes or sharrows?

Yes

No

If yes, What is the posted speed limit on the corridor the Class III bike route or sharrows are proposed?

25 miles per hour or lower

Greater than 25 mile per hour

~~Streets and Highways Code Section 2384 (b) — On and after January 1, 2026, the [Active Transportation Program] program of projects shall not add a project that creates a Class III bikeway, as described in Section 890.4, or the marking in Figure 9C-9 of the 2014 California Manual on Uniform Traffic Control Devices, Revision 8, unless any of the following apply:~~

- ~~• The Class III bikeway or marking is on a highway with a design speed limit of 25 miles per hour or less.~~
- ~~• The project will implement improvements to reduce the design speed limit to 25 miles per hour or less.~~
- ~~• The project applicant demonstrates that the use of the Class III bikeway or marking is appropriate for the local community context and advances a lower stress environment or a low-stress network.~~

~~Describe how the use of the Class III bikeway or sharrows is appropriate for the local community context and advances a lower stress environment or low stress network. (No limit given).~~

Pedestrian Improvements

What percentage of pedestrian-related project costs are going towards closing a gap in infrastructure? (As opposed to cost going towards *improving* existing pedestrian infrastructure.)

100%

Please complete the table below. (Note: Sidewalks differ from Class I bicycle infrastructure; sidewalk outputs refer to improvements geared towards pedestrian use.)

Category	Improvement	Quantity	Unit
Sidewalks:	New (4' to 8' wide): Roswell Ave (W)/ Riverside Drive/ Chino Avenue	7965	LF
Sidewalks	New (over 8' wide):		LF
	Reconstruct/Enhance Existing:		LF
	Widen Existing:		LF
	New Barrier Protected:		LF
ADA Improvements:	New Ramp (none exist): Cozzens/Pamela (2)/ Roswell/Pamela (4) W. School Driveway/Pamela (2)	8	EA (each)
	Reconstruct Ramp to Standard:		#
Other Ped Improvements:			

Multi-Use Trail Improvements

Please complete the table below. (Note: Note: For Class I trail width, please consider the total width, including the paved bike trail and any parallel paved or unpaved pedestrian path.)

Category	Improvement	Quantity	Unit
Class I Trails:	New (8'-12' total width):		LF
	New (over 12' width):		LF
	Widen/Reconstruct Existing:		LF
Non-Class I Trails:	New:		LF
	Widen/Reconstruct Existing:		LF
Multi-Use Bridge/Undercrossing Improvements:	New Bike/Ped Bridge or Undercrossing		#
Other Multi-Use Improvements:			

Crossing and Intersection Improvements

Please complete the table below. (Note: Enhance Existing Crosswalk refers to visual improvements such as high-visibility paint or reflectors. Crossing Surface Improvements refer to physical improvements such as pedestrian refuge islands or raised crosswalks. For Un-Signalized Intersections, New Traffic Signal refers to signalizing the previously un-signalized intersection, while New Beacon/Signal refers to a pedestrian indicator such as an RRFB or Hawk Signal.)

Category	Improvement	Quantity	Unit
Signalized Intersections:	New Crosswalks:		#
	Enhance Existing Crosswalks:		#
	Shortened Crossings:		#
	Crossing Surface Improvements:		#
	Ped-Heads:		#
	Upgrade Ped Push Buttons:		#
	Timing Improvements:		#
	Bike/Toucan Crossings:		#
	Bicycle Detection:		#
	New Bike Boxes:		#
Unsignalized Intersections:	New traffic Signals:		#
Unsignalized Intersections	New Crosswalks: Cozzens/Pamela (N+E legs) Roswell/Pamela (all 4 legs) Roswell/Riverside (E+S legs)	8	each
	New Roundabouts:		#
	Crossing Surface Improvements:		#
	Shortened Crossings:		#
	Enhance Existing Crosswalks:		#
	New Beacons/Signals:		#
Mid-Block Crossings:	New Beacons/Signals:		#
	Crossing Surface Improvements:		#
	New Crosswalks:		#
	Enhance Existing Crosswalks:		#
Lighting:	Intersection Lighting:		#
Other Crossing/Intersection Improvements:	Advance Stop Bars — Roswell/Pamela (4 legs)	4	each
			#

Other Amenities

Please complete the table below.

Category	Improvements	Quantity	Unit
Lighting:	Roadway Segments:		LF
Amenities:	Benches:		#

	Trash Cans:		#
	Bike/Ped Wayfinding Signage:		#
	Shade Trees (list type of trees in cell below)		#
Other Amenities:			

Vehicular-Roadway Traffic-Calming Improvements

Please complete the table below. (Note: Do not double-count the crossing/intersection improvements that are already listed above.)

Category	Improvements	Quantity	Unit
Road Diets:	Remove Travel Lane:		LF
	Remove Right-Turn Pocket		LF
Speed Feedback Signs:	New Signs:		#
Signalized Intersection:	Timing Improvements:		#
	New Roundabout:		#
Unsignalized Intersections	New Roundabout:		#
	New Traffic Signal:		#
Other Roadway Improvements:	Red painted curb	150	LF
Other Roadway Improvements:	Dedicated SB left-turn lane restriping at Roswell/Pamela Left Lane	1	Each

Right-of-Way (R/W) Impacts

Is 100% of the project within the Implementing Agency's R/W and/or is within their control at the time of application?

Yes

No

If no, select all that apply:

- Project will likely require R/W in fee ownership, permanent easements, and/or temporary construction easements from private owners and/or will require utility relocations from utility companies outside that implementing agency's governmental control.
- Project will likely encroach into Caltrans R/W, requiring easements, encroachment permits, and/or other approvals.
- Project will likely require R/W, easements, encroachment and/or approval involving governmental agencies (excluding Caltrans), environmental, or railroad owner's property.

Part A5: Project Funding

Total Project Cost: 4,952

The total project cost must represent the total funding required to complete all activities and improvements of all phases of the project. This amount is expected to include all funding types connected to the project required to deliver the project as presented in the application. **The amount should be represented in thousands.**

For example:

- \$1,000 should be shown as 1
- \$1,000,000 should be shown as 1,000
- \$10,000,000 should be shown as 10,000

Total ATP Request:

This amount should be represented in thousands. 3,957

Select all the project phase(s) ATP funds will be utilized. Medium Infrastructure applicants **must** request ATP construction funds. If you proceed with this application without requesting construction funds, your application will be deemed ineligible and will not be evaluated.

Project Approval & Environmental Document (PS&ED) Phase
Plans, Specifications & Estimates (PS&E) Phase
Right of Way (R/W) Phase
Construction (CON) Phase

ATP Funding Type Requested

Per the 2025 ATP Guidelines, all ATP projects with construction capital values of \$1 million or more must be eligible to receive federal funding. Agencies with projects under this threshold, especially ones being implemented by agencies who are not familiar with the federal funding process, are encouraged to request State-Only funding. A request for state-Only funds does not guarantee it will be granted.

Do you believe your project warrants receiving state-only funding?

Yes

No

If yes, Provide a brief explanation.

Limit: 50 words/45

State-only funding will enable timely and efficient delivery of this project by avoiding federal requirements that would extend schedules and increase administrative costs. All work occurs within existing County right-of-way with minimal environmental impacts, making the project well-suited for streamlined State-only implementation and on-time construction.

requesting state-only funds must attach a completed Exhibit 25-F here:

The Exhibit 25F form is available [here](#).

Attached

ATP Project Programming Request (PPR)

Attach the completed Exhibit 25-I - Project Programming Request (PPR) here:

Exhibit 25-I can be downloaded [here](#).

Attached

~~Applications showing the PA&ED phase as complete must attach the signature pages for the CEQA and NEPA documents, including project descriptions covering the full scope:~~

N/A

~~Applications showing the R/W phase as complete must attach the Caltrans approved R/W Certification:~~

N/A

Part A6: Screening Criteria

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

Is all or part of the project currently (or has it ever been) formally programmed in an RTPA, MPO, and/or Caltrans funding program?

Yes

No

~~If yes, Why the project is not considered fully funded?~~

~~Limit: 200 words~~

N/A

Are any elements of the proposed project directly or indirectly related to the intended improvements of a past or future development or capital improvement project?

Yes

No

~~If yes, why can the other project not fund the proposed project?~~

~~Limit: Not given~~

N/A

Are adjacent properties undeveloped or under-developed where standard "conditions of development" could be placed on future adjacent redevelopment to construct the proposed project improvements?

Yes

No

~~If yes, explain why the development cannot fund the proposed project.~~

~~Limit: 200 words~~

N/A

Is the project consistent with the relevant adopted regional transportation plan that has been developed and updated pursuant to Government Code Section 65080?

Yes

No

If yes, provide relevant pages of the Regional Transportation Plan showing that the proposed project is consistent here:

Attach a copy of ONLY the following elements of the plan: cover page and pages linking the proposed project to the plan. Highlighted and/or mark the attachment to clearly identify the connection. Projects not providing proof will be disqualified and not be evaluated.

Attached

~~If no, Document why the project should still be considered as being "consistent with the Regional Plan". Projects not providing proof will be disqualified and not be evaluated.~~

~~Limit: 200 words~~

Is the implementing agency Caltrans?

Yes

No

~~If yes, per the CTC Guidelines, Caltrans must document the need to address this project with ATP funds, versus other funding streams available for complete streets through existing Caltrans funding. Attach the necessary document here:~~

~~If yes, per the CTC Guidelines, Caltrans nominated projects must illustrate coordination with the corresponding local and regional agencies. Caltrans is required to show assurance that local communities are supportive of and have provided feedback on the proposed Caltrans ATP project. Attach the necessary documentation here:~~

Part B: Narrative Questions

QUESTION #1: DISADVANTAGED COMMUNITIES (0-10 POINTS)

Does this project qualify as benefitting a Disadvantaged Community?

Yes

No

A. Disadvantaged Community Map (0 points)

Attach a map of the project boundaries, disadvantaged community access points, and destinations here:

Provide a scaled map showing the boundaries of the proposed project, the geographic boundaries of the disadvantaged community, and disadvantaged community access point(s) and destinations that the project benefits.

- Applicants using Median Household Income, CalEnviroScreen, Healthy Places Index, the Climate and Economic Justice Screening Tool, or the US DOT Equitable Transportation Community Explorer to identify the disadvantaged community must clearly label all census tracts with a census tract number or geographic identifier.
- Applicants using Free or Reduced Price School Meal data to identify the disadvantaged community must clearly label all schools.
- Applicants using a different disadvantaged community definition should ensure that the disadvantaged community is clearly outlined and labeled in the map.

Attached

B. Identification of Disadvantaged Community (0 points)

Select one of the following tools to identify the disadvantaged community:

- Median Household Income (MHI)
- CalEnviroScreen (CES) 4.0
- Free or Reduced Price School Meals (FRPM)
- Healthy Places Index (HPI) 3.0
- Regional Definition
- Project Submitted by Tribal Government or Project on Tribal Lands
- Other

Note: Depending on which tool you select, a table and questions will need to be filled out:

Median Household Income: (Table ID B19013) is less than 80% of the statewide median based on the most current Census Tract (ID 140) level data from the **2020-2024 American Community Survey (<\$79,297.60)**. Communities with a population of less than 15,000 may use data at the Census Block Group (ID 150) level. Unincorporated communities may use data at the Census Place (ID 160) level.

Data can be obtained from the [US Census Bureau website](#).

Applicants must use data from the 2020-2024 American Community Survey 5-Year Estimates Detailed Tables for Median Household Income (Table ID B19013) and Total Population (Table ID B01003).

Census Tract/Block Group/Place #	Population	MHI

6071000401	6,350	\$104,682

~~Lowest median household income from table above: \$104,682~~

~~MHI for census tract(s) that the project benefits (cell B38 in table above): \$104,682
(to be used for severity calculation only)~~

~~Please attach copies of Tables B19013 and B01003 for all census tracts listed above. Attach all pages as one pdf.~~ Attached

~~**CalEnviroScreen 4.0:** An area identified as among the most disadvantaged 25% in the state according to the CalEPA and based on the California Communities Environmental Health Screening Tool 4.0 (CalEnviroScreen 4.0) scores (score must be greater than or equal to 40.05). The mapping tool can be found [here](#), and the list can be found under "[SB 535 List of Disadvantaged Communities](#)".~~

- ~~1. The data file can be found here: [CalEnviroScreen 4.0 Excel and Data Dictionary](#)~~
- ~~2. Column A shows the 2010 Census Tract Geographic Identifier (Census Tract #)~~
- ~~3. Column B shows total population~~
- ~~4. Column H shows the CES 4.0 score~~

Census Tract #	Population	CES Score
6071010700	4011	34

~~Highest CES Score from table above: 34~~

~~CES Score for census tract(s) that the project benefits (cell B38 in table above) 34
(to be used for severity calculation only)~~

~~Please attach a copy of CalEnviroScreen page for each census tract listed above. Attach all pages as one pdf here:~~ Attached

National School Lunch Program: At least 75% of public school students in the project area are eligible to receive free or reduced-price meals under the National School Lunch Program for the 2024-2025 school year. Data is available at the California Department of Education website. Applicants using this measure must indicate how the project benefits the school students in the project area. The project must be located within two miles of the school(s) represented by this criteria.

Applications using this measure must demonstrate how the project benefits the school students in the project area.

1. The data file is available here: [Unduplicated Student Poverty – Free or Reduced-Price Meals Data 2024-25](#)
2. School name is shown in Column G
3. Enrollment (K-12) is shown in Column R
4. Percent Eligible FRPM (K-12) is shown in Column V

School Name	Enrollment	FRPM Percent Eligible
Doris Dickson Elementary, 3930 Pamela Dr, Chino CA 91710	597	88%

Highest percentage of students eligible from table above:
88%

Percentage students eligible for FRPM for school(s) that the project benefits (Cell B38 in table above):
88%

~~**Healthy Places Index:** The Healthy Places Index includes a composite score for each census tract in the State. The higher the score, the healthier the community conditions based on 25 community characteristics. The scores are then converted to a percentile to compare it to other tracts in the State. A census tract must be in the 25th percentile or less to qualify as a disadvantaged community. The live map and the direct data can both be found on the [California Healthy Places Index website](#). Attached~~

- ~~1. Navigate to the Healthy Places Index 3.0 map.~~
- ~~2. Find the project census tracts.~~
- ~~3. Enter the census tract number, population, and HPI 3.0 score for each census tract. Applicants must use the overall HPI score (not indicator scores).~~

Census Tract #	Population	HPI Score
4.01	6,460	41.4

Lowest HPI Percentile from table above: 41.4

HPI percentile for the census tract(s) that the project benefits (cell B38 in table above): 41.4

Attach a copy of the HPI page for each census tract listed above here:

~~**Regional Definition:** For the statewide and small urban & rural competitive portions of the Active Transportation Program, a regional definition of disadvantaged communities must be adopted as part of a regular four-year cycle adoption of a Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) by an MPO or RTPA per obligations with Title VI of the Federal Civil Rights Act of 1964. Any regional definition, such as "environmental justice communities" or "communities of concern," must document a robust public outreach process that includes the input of community stakeholders, and be stratified based on severity.~~

~~If the applicant believes a project benefits a disadvantaged community based on an adopted regional definition, the applicant must submit for consideration the regional definition, as well as how their specific community qualifies under that definition.~~

~~Limit: 300 words~~

~~N/A~~

~~Attach documentation showing how the project meets the regional definition here:~~

~~**Other:** If a project applicant believes a project benefits a disadvantaged community but the project does not meet the aforementioned criteria due to a lack of accurate Census data or CalEnviroScreen data that represents a small neighborhood or unincorporated area, the applicant must submit for consideration a quantitative assessment to demonstrate that the community's median household income is at or below 80% of that state median household income.~~

~~Limit: 100 words~~

~~N/A~~

~~Attach documentation showing that the project meets the "other" DAC criteria here:~~

~~N/A~~

C. Direct Benefit (0-4 Points)

C1. Explain how the project closes a gap, provides connections to, and/or addresses a deficiency in an active transportation network and how the improvements meet an important need of the disadvantaged community.

Limit: 500 words/490

Doris Dickson Elementary School serves one of the most economically disadvantaged school communities in San Bernardino County. Approximately 88% of its 597 students, roughly 525 children, qualify for free or reduced-price meals, the highest rate among all elementary schools in the Chino Valley Unified School District and 13 percentage points above the ATP's 75% threshold for disadvantaged community designation. In addition, Doris Dickson Elementary experiences a chronic absenteeism rate of 21.7%, exceeding the statewide average of 19.4%, which underscores the transportation and mobility barriers facing students in this disadvantaged community and highlights the need for improved, more reliable walking and rolling access to school.

The surrounding neighborhood further reflects this reality: 87.3% of students are Hispanic or Latino, consistent with the predominantly Hispanic character of the area, and census data shows that 19% of children in Chino live below the poverty line. With 28.2% of Chino residents foreign-born, half from Latin America, and a community where walking is disproportionately relied upon as a primary mode of transportation, the lack of continuous pedestrian infrastructure creates a daily barrier to convenient and accessible school access.

The project directly meets an important need of this disadvantaged community by constructing sidewalks along three key pedestrian corridors, Roswell Avenue (west side), Riverside Drive, and Chino Avenue, that are currently missing, forcing children and families to walk in or along the roadway, on uneven unpaved paths, or avoid walking altogether. Together, these three segments total approximately 7,965 linear feet of new sidewalk, closing critical gaps in the pedestrian network that connects the surrounding residential neighborhood to Doris Dickson Elementary. The broader Chino area is highly car-

dependent, with 73% of workers commuting alone by vehicle and only 1% traveling on foot. As a result, families without reliable access to a car must rely on alternative transportation options. This project is specifically intended to support those families.

At the school's primary access intersection of Roswell Avenue and Pamela Drive, the absence of high-visibility crosswalks, advance stop bars, and a dedicated southbound left-turn lane creates daily conflicts between vehicles and students during drop-off and pick-up. This project addresses all three deficiencies simultaneously. Additionally, the west school driveway on Pamela Drive currently lacks ADA-compliant curb ramps, limiting access to students and residents who use wheelchairs or other mobility devices, a direct barrier to the community's most vulnerable users.

These improvements were specifically identified through the San Bernardino County Safe Routes to School planning process, which included community walk audits and school-specific engagement with students, parents, and staff. The recommendations reflect the expressed needs of the community itself, 50% of Doris Dickson's parent survey respondents stated they would allow their children to walk or roll to school if conditions were improved, demonstrating clear, latent demand that this project is positioned to unlock. By implementing these improvements, the project ensures that disadvantaged community residents, particularly children, families without vehicles, and people with disabilities can more safely and independently access their neighborhood school.

C2. Explain how disadvantaged community residents will have physical access to the project.

Limit: 500 words/482

All proposed improvements are located within approximately half a mile of Doris Dickson Elementary School, directly on the streets and intersections that neighborhood residents use every day to reach the school and other community destinations. The project is not adjacent to the community it serves, it is physically embedded within it, on the specific corridors where students and their families walk.

The three new sidewalk segments on Roswell Avenue (west side), Riverside Drive, and Chino Avenue connect the residential blocks surrounding the school to its front entrance on Pamela Drive. These corridors are the natural shortest walking routes for students and families living to the south and west of the school. The community surrounding Doris Dickson is a low-vehicle-access, high-pedestrian-dependency neighborhood. Census data shows that 28.2% of Chino residents are foreign-born, with 50% from Latin America, a population that disproportionately relies on walking as a primary mode of travel. With 19% of Chino children living below the poverty line and 3.3 persons per household (above the statewide average of 2.8), many Doris Dickson families have limited or no vehicle access. Once constructed, the new sidewalks will provide continuous, paved, ADA-accessible connections from the surrounding neighborhood directly to the school entrance, removing the physical barrier that currently forces children to walk along the roadway or on unpaved shoulders.

At the intersection of Roswell Avenue and Pamela Drive, the school's primary access point, the installation of high-visibility crosswalks on all four legs, advance stop bars, and a dedicated southbound left-turn lane will dramatically improve safety at the location where pedestrians are most exposed to vehicle conflicts during arrival and dismissal. This intersection sits at the heart of the community's walking network and is used daily by nearly every family that walks or rolls to school.

ADA-compliant curb ramps at Roswell Avenue/Pamela Drive (four corners), Cozzens Avenue/Pamela Drive (two corners), and the west school driveway ensure that students and family members who use wheelchairs, walkers, strollers, or other mobility devices can fully access all crossings and school grounds without barriers. For a community where the CDC/ATSDR Environmental Justice Index places the project

area census tracts in the highest burden tier nationally (EJI score 0.75–1.0), indicating elevated social vulnerability alongside environmental burden, ensuring that physically accessible infrastructure reaches the most vulnerable users is essential.

All improvements are on public streets and rights-of-way, meaning access is unrestricted and available to all community members, not only during school hours, but for any resident traveling through the neighborhood. Sidewalks, crosswalks, and curb ramps serve the full population: older adults, residents with disabilities, parents with strollers, and working adults on foot. The project's location within the highest-need census tracts in the project area ensures that the community facing the greatest cumulative disadvantage receives the direct, physical benefit of every improvement constructed.

C3. Illustrate and provide documentation for how the project was requested or supported by disadvantaged community residents.

Limit: 500 words/440

The improvements proposed in this application were drawn directly from the San Bernardino County Safe Routes to School Final Report, which was developed through a structured, multi-layered community engagement process that included school-specific walk audits, bilingual surveys of students, parents, and caregivers, and direct coordination with school administrators and staff at Doris Dickson Elementary.

The Safe Routes to School planning process engaged the full school community, students, parents, caregivers, teachers, and staff, to identify the specific barriers preventing children from walking and rolling to school safely. Walk audits were conducted in the field around Doris Dickson Elementary, with community members physically present to identify transportation hazards, missing infrastructure, and pedestrian mobility barriers. The recommendations that emerged from this process, including every improvement proposed in this application, reflect what the community identified as necessary to improve walking and rolling access to school.

Community engagement included a bilingual (English/Spanish) Parent and Caregiver Survey conducted from January 14 through February 19, 2025. Twenty Doris Dickson Elementary families responded directly to the school-specific survey. Of those respondents, 50% stated they would allow their children to walk or roll to school if conditions were improved, a direct expression of both unmet demand and community support for the proposed project. The top barriers identified by parents were pedestrian crossing deficiencies (55%), missing or inadequate sidewalks (50%), and excessive traffic volume and speed (50%), precisely the conditions this project addresses. An additional county-wide interactive mapping survey, open January 23 through February 13, 2025, collected 47 responses identifying walking and rolling barriers; sidewalks were the most frequently cited concern, at 42.6% of responses. Both surveys were administered bilingually to ensure the predominantly Hispanic, partially foreign-born community could participate fully.

Parents specifically named the corridors and intersections addressed by this project. One parent wrote: "Leaving the area of Dickson Elementary School there are two major streets which are Riverside Drive and Chino Ave. Neither of those streets have accessible sidewalks on the side closest to the school for kids to walk safely on. This poses a risk to them during their commute." These are not abstract infrastructure gaps, they are named, documented, community-identified concerns that formed the basis for project selection.

The project has the formal support of the Chino Valley Unified School District. A letter of support signed by Superintendent Norm Enfield, Ed.D., dated April 9, 2026, is included as a separate attachment to this application. CVUSD's letter specifically endorses the proposed infrastructure improvements and affirms

the CVUSD’s commitment to student safety on the routes to Doris Dickson Elementary. Letters of support from school administration and community stakeholders are also attached.

C4. Address any issues of displacement that may occur as a result of this project, if applicable. If displacement is not an issue, explain why it is not a concern for the community.

For anti-displacement resources, see Appendix E of the [2025 Active Transportation Program Guidelines](#).

Limit: 200 words/ 167

Displacement is not expected to occur because of this project. All proposed improvements are located within the existing public right-of-way on Roswell Avenue, Pamela Drive, Riverside Drive, Cozzens Avenue, and Chino Avenue. The project does not involve the acquisition or demolition of any residential or commercial properties, and no households or businesses will be displaced because of construction. The sidewalk construction segments may require minor temporary construction easements in some locations where the existing right-of-way is constrained, but no permanent displacement of residents or businesses will occur. Furthermore, pedestrian safety infrastructure serving an elementary school is not the type of investment typically associated with gentrification pressures. The project does not increase land values in ways that would price out existing residents. Rather, it enhances pedestrian accessibility and mobility within a community that has identified these improvements as a priority.

Attach documentation to show disadvantaged community support here:

Attached

D. Project Location (0-2 Points)

Select the option that best describes the project location:

- Fully located in a DAC
- Partially located in a DAC
- Not located in a DAC

D. Severity (0-4 Points)

Severity is calculated by the CTC , based on the information provided in *B. Identification of Disadvantaged Community*.

QUESTION #2: POTENTIAL FOR INCREASED WALKING AND BIKING (0-40 POINTS)

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 nonmotorized users.

A. Statement of Project Need (0-20 points)