

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

Active Transportation Program
(ATP) Cycle 8 Application

San Bernardino County
Department of Public Works
Project Contact: Steven Sablan
Transportation Analyst II
Phone: 909-387-8172
Email: Steven.Sablan@dpw.subcounty.gov



TABLE OF CONTENTS

APPLICATION TEMPLATE	1
PARTNER LETTER OF INTENT – N/A	43
PROJECT LOCATION MAPS	44
SCHOOL DOCUMENTATION	47
EXHIBIT 25-I (PPR)	52
REGIONAL TRANSPORTATION PLAN	58
DAC MAPS	112
DAC SUPPORT	119
GAP, NEW ROUTE, BARRIERS, IMPROVEMENTS MAPS	126
TIMS DATA	132
PUBLIC OUTREACH DOCUMENTATION	136
LEVERAGING COMMITMENT LETTER	167
CCC DOCUMENTATION	169
CALCC DOCUMENTATION	175
ATTACHMENT A: APPLICATION SIGNATURE PAGE	181
ATTACHMENT B: ENGINEER’S CHECKLIST	182
ATTACHMENT C: PROJECT LOCATION MAPS	185
ATTACHMENT D: PROJECT LAYOUTS AND PLANS	188
ATTACHMENT E: PHOTOS OF EXISTING CONDITIONS	196
ATTACHMENT F: COST ESTIMATE	203
ATTACHMENT G: NON-INFRASTRUCTURE WORK PLAN – N/A	-
ATTACHMENT H: PLAN SCOPE OF WORK – N/A	-
ATTACHMENT I: LETTERS OF SUPPORT	205
ATTACHMENT J: STATE ONLY FUNDING REQUEST	211
ATTACHMENT K: ADDITIONAL ATTACHMENTS – N/A	-

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:		#
	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 (SGS) 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)

Describe the community context and the issue(s) that this project will address to increase walking, biking and rolling, and induce mode shift. How will the proposed project benefit the non-motorized users of all ages and varying abilities? Consider children, older adults, students, working professionals, and persons with disabilities. What is the project's desired outcome and how will the project best deliver that outcome?

Limit: 1,000 words/ 788

Discuss:

- Community characteristics and context (e.g., urban/rural/suburban, relevant history, socioeconomic characteristics, etc.)
- Destinations and key connectivity the project will achieve.
- How the project will increase walking and/or biking.
- The lack of mobility. Does the population have limited access to cars, bikes, and transit? Does the project have an unserved or underserved demand?
- How will students of all ages (including but not limited to K-12 and college/university) use and have access to the project? Discussion of students is not limited to Safe Routes to School projects.

Local health concerns responses should focus on:

- Specific local public health concerns, health disparity, and/or conditions in the built and social environment that affect the project community and can be addressed through the proposed project. Please provide detailed and locally relevant answers instead of general descriptions of the health benefits of walking and biking (i.e., "walking and biking increases physical activity").
- Local public health data demonstrating the above public health concern or health disparity. Data should be at the smallest geography available (state or national data is not sufficient). One potential source is the Healthy Places Index (HPI).

The neighborhood surrounding Doris Dickson Elementary School presents a fragmented pedestrian environment. Three key walking corridors, Roswell Avenue (west side), Riverside Drive, and Chino Avenue, lack continuous sidewalks, forcing children to walk along the roadway or on unpaved shoulders to reach school. The situation is compounded at the Roswell Avenue/Pamela Drive intersection, the school's primary access point, which lacks high-visibility crosswalks, advance stop bars, and a dedicated left-turn lane, creating potential conflicts between vehicles and pedestrians during arrival and dismissal. The west school driveway on Pamela Drive also lacks ADA-compliant curb ramps, preventing students and family members who use wheelchairs, walkers, or strollers from easily accessing the school grounds.

The community served by Doris Dickson Elementary is predominantly Hispanic (87.3%) and economically disadvantaged, approximately 88% of students qualify for free or reduced-price meals, the highest rate in the Chino Valley Unified School District. This concentration of economic disadvantage reflects limited household resources and mobility options throughout the neighborhood. Many families lack reliable vehicle access and depend on walking as their primary mode of transportation, meaning the lack of pedestrian infrastructure disproportionately burdens those least able to avoid it. A parent and caregiver survey conducted during the San Bernardino County Safe Routes to School planning process found that approximately 80% of Doris Dickson families currently drive their children to school, not because they prefer to, but because the walking environment lacks continuous pedestrian infrastructure and enhanced crossing facilities. Critically, 50% of respondents said they would allow their children to walk or roll to school if conditions were improved. That latent demand, one in two families ready to shift modes once infrastructure is in place, represents a direct, measurable opportunity for mode shift that this project is designed to capture.

The barriers are concrete and well-documented. Survey respondents identified missing or inadequate sidewalks as the top concern (50% of respondents), followed by deficient street crossings (55%), and excessive volume and speed along the route (50%). Parents specifically described Riverside Drive and Chino Avenue as corridors that experience barriers to convenient and accessible school access. The proposed project directly addresses each of these barriers: 7,965 linear feet of new sidewalk along the three identified corridors will eliminate the gaps, high-visibility crosswalks and advance stop bars at key intersections will create predictable, protected crossing opportunities, and the dedicated southbound left-turn lane at Roswell Avenue/Pamela Drive will reduce vehicle-pedestrian conflicts at the school's busiest access point during peak arrival and dismissal periods.

Beyond students, the project benefits the full spectrum of non-motorized users in this community. Older adults in the neighborhood face the same barriers, as missing sidewalks and inaccessible curb ramps make independent mobility difficult. Persons with disabilities face enhanced access limitations near the west school driveway, where no ADA-compliant access currently exists. The project's seven new ADA-compliant curb ramps, at Cozzens Avenue/Pamela Drive, Roswell Avenue/Pamela Drive, and the west school driveway, will bring these locations into compliance and improve access for community members who rely on mobility devices. Working adults and families traveling on foot to local commercial areas and community services along these corridors will also benefit from the continuous, connected sidewalk network.

These infrastructure gaps compound existing public health disparities documented at the local level. Census Tract 4.01, which encompasses the project area, scores at the 41.4th percentile on the California Healthy Places Index 3.0, indicating that residents have access to fewer healthy community conditions than the majority of California census tracts, including lower access to economic opportunity, quality education, and transportation infrastructure. The adjacent Census Tract 6071010700 scores 34 on CalEnviroScreen 4.0, reflecting significant cumulative pollution burden, including PM2.5 at the 92nd percentile statewide and drinking water contaminants at the 97th percentile, that disproportionately affects children's respiratory health and compounds the risks of physical inactivity. These issues are most pronounced at the school during peak periods. Limited active transportation infrastructure, combined with the fact that most families drive, results in long lines of idling vehicles along Pamela Drive during morning drop-off and afternoon pick-up. This concentrated idling elevates localized CO2 and tailpipe emissions where students congregate, further degrading air quality. By enabling more families to walk, the project directly reduces this recurring source of vehicle emissions at the school. In this context, increasing safer walking opportunities directly addresses local health disparities: replacing vehicle trips with active transportation reduces children's daily exposure to traffic-related air pollution, increases physical activity in a community where chronic disease risk is elevated due to environmental and socioeconomic conditions, and reduces the social isolation experienced by older adults and persons with disabilities who currently face mobility and access barriers.

The desired outcome of this project is a safer, continuous, ADA-accessible pedestrian network connecting the residential neighborhoods surrounding Doris Dickson Elementary School to the school's entrance and to the broader community. The project will deliver this outcome by constructing the three sidewalk segments, upgrading the intersection serving the school, and ensuring that every crossing and access point meets ADA standards. When complete, the project will transform walking to school into a safer, viable choice, and the community has already demonstrated it is ready to make that choice.

B. Describe how the proposed project will address the active transportation need: (0-20 points)

Select all options that apply:

- The project closes a gap
- The project creates new routes
- The project removes a barrier to mobility
- The project implements other improvements to existing routes

Gap Closure: Construction of a missing segment of an existing facility in order to make that facility continuous.

New Route: Construction of a new facility that did not previously exist for non-motorized users that provides a course or way to get from one place to another.

Note: Depending upon which you choose, the following options will pop up.

Does the proposed project close a gap? **Gap Closure:** Construction of a missing segment of an existing facility in order to make that facility continuous.

- Yes
- No

If yes, number of Gaps:

3

Total length of gap in feet:

7,965 LF

Does this project create new routes? **New route:** Construction of a new facility that did not previously exist for non-motorized users that provides a course or way to get from one place to another.

Yes

No

Does this project remove a barrier to mobility?

Yes

No

If yes, type of barrier(s) (select all that apply):

- Freeway
- Waterway
- Safety
- Railroad tracks
- Other Sidewalk, inaccessible crossings

Does this project add improvements to other existing routes?

Yes

No

Explain the improvement:

Limit: 80 words/74

Considering the category(s) selected, describe how the project links, connects to, or encourages the use of existing routes 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 systems, recreational and visitor destinations or other community-identified destinations. Specific destinations must be identified.

The project improves existing pedestrian routes by adding high-visibility crosswalks, ADA curb ramps, and advanced stop bars at the existing Roswell/Pamela, Cozzens/Pamela, and Roswell/Riverside intersections and connecting new sidewalks to segments students already use. These routes link the surrounding neighborhood to Doris Dickson Elementary, Sycamore Academy charter school, Cornerstone Christian School, Don Antonio Lugo High School, Monte Vista Park and Recreation Center, and nearby churches, encouraging safer walking and rolling to these community destinations.

Limit: 750 words/677

Discuss:

- Will the project increase the proportion of student trips accomplished by active transportation? Discussion of students is not limited to Safe Routes to School projects.

The improvements proposed in this project create and complete pedestrian connections on the corridors most directly used by students, families, and community members traveling to and from Doris Dickson Elementary School. Each proposed improvement was selected because it addresses a specific, documented barrier on these corridors.

The case for mode shift at Doris Dickson is unusually clear. A bilingual Parent and Caregiver Survey conducted during the San Bernardino County Safe Routes to School planning process found that approximately 80% of Doris Dickson families currently drive their children to school. The same survey found that 50% of respondents said they would allow their children to walk or bike to school if conditions were improved. That is one in two families, representing potentially 250 to 300 students, who are ready to shift modes once the project is complete. No other single data point more directly demonstrates that this project will increase the proportion of student trips accomplished by active transportation.

The three sidewalk segments address the most critical gaps in the pedestrian network serving the school. The Roswell Avenue (west side) sidewalk connects the residential blocks to the south and southwest of the school with the school's main access intersection at Roswell Avenue and Pamela Drive. Without this sidewalk, residents living in this area must walk along the roadway or on uneven unpaved shoulders. The Riverside Drive and Chino Avenue sidewalks connect residents to the south and southeast of the school, providing routes that students can use to reach the school via Roswell Avenue or Pamela

Drive. Together, these three segments form the backbone of a connected walking network radiating outward from the school in the directions where most students live. Survey respondents specifically named Riverside Drive and Chino Avenue as corridors most in need of enhanced pedestrian transportation improvements to increase safety, and those are the corridors this project addresses.

At the school's primary access intersection of Roswell Avenue and Pamela Drive, the installation of high-visibility crosswalks on all four legs, advance stop bars, and a dedicated southbound left-turn lane will help reduce vehicle-pedestrian conflicts during arrival and dismissal, the times of day when student pedestrian activity is highest and the risk of injury is greatest. Parents specifically cited missing crosswalks and vehicle conflicts at this intersection as a barrier to allowing their children to walk. By resolving the intersection's deficiencies simultaneously, the project removes the final barrier between the new sidewalk network and the school entrance.

The project also addresses an access and mobility barrier for students and family members with disabilities. The west school driveway on Pamela Drive currently has no ADA-compliant curb ramps, meaning students who use wheelchairs, walkers, or other mobility devices cannot easily access the school grounds from the street at this location. This will drastically enhance rolling accessibility and encourage more active transportation trips.

Beyond the school day, the improved pedestrian environment benefits the full community. Continuous sidewalks along Roswell Avenue, Riverside Drive, and Chino Avenue connect neighborhood residents to local commercial areas, community services, and transit stops along these corridors. Older adults, working adults traveling on foot, and families with strollers will all benefit from the same infrastructure that serves students. The project creates a pedestrian network that functions for the whole community, not just during school hours, increasing active transportation trips across all trip purposes, with student travel to school as the primary and most measurable beneficiary.

When complete, this project will transform walking and rolling to Doris Dickson Elementary into a safer, practical daily choice. The community has already signaled it is ready to make that choice; the infrastructure simply needs to be built.

Please provide a map of each gap closure, new route location, barrier, and/or new improvement:
Applicants must provide a map of each gap closure identifying the gap and connections, and/or of the new route location, and/or the barrier location and improvement. If you include more than one map, combine all maps into one PDF.

Attached

QUESTION #3: 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 project location's history of pedestrian and bicycle collisions resulting in fatalities and injuries to non-motorized users, which this project will mitigate. (0-12 points)

The project area surrounding Doris Dickson Elementary School presents a documented pattern of pedestrian and bicycle collisions consistent with the infrastructure deficiencies identified for improvement. According to the Transportation Injury Mapping System (TIMS) Safe Routes to School function, seven bicycle and pedestrian collisions occurred within a one-half mile radius of Doris Dickson Elementary School between 2019 and 2023. Of these seven collisions, two involved pedestrians who sustained severe injuries, one of which was fatal. These collisions were located on East End Avenue near Riverside Drive (2021) and on Chino Avenue (2020), two of the three corridors identified for sidewalk construction in this project.

The intersection of Roswell Avenue and Pamela Drive is the school's primary pedestrian access point and the location of the greatest concentration of proposed improvements. The absence of high-visibility crosswalk markings means pedestrians, primarily children, are not clearly delineated from vehicle travel lanes when crossing. The FHWA consistently demonstrates that high-visibility crosswalk markings reduce pedestrian crash risk at uncontrolled intersections. The absence of advanced stop bars compounds this risk, allowing vehicles to encroach into the crossing area and reducing reaction distance for both drivers and pedestrians.

The lack of a dedicated southbound left-turn lane at Roswell Avenue and Pamela Drive creates potential pedestrian conflicts during peak arrival and dismissal periods. Left-turning vehicles queued in the through lane force pedestrians crossing Pamela Drive to navigate between queued and moving vehicles simultaneously, a recognized crash pattern at school access driveways. During the January 2025 walk audit, crossing guard staff confirmed that the pedestrian environment needs safety improvements due to missing sidewalks and erratic driver behavior at intersections, and that this perception directly suppresses walking rates among families.

The west school driveway on Pamela Drive presents an additional concern: the absence of ADA-compliant curb ramps forces students and family members using wheelchairs, walkers, or strollers to drop from sidewalk grade to pavement or enter the roadway to access the school grounds, exposing mobility-limited users to vehicle conflict at the school's entrance.

The three missing sidewalk segments on Roswell Avenue (west side), Riverside Drive, and Chino Avenue represent the most significant crash-predictive deficiency in the project area. A Pedestrian Evaluation Score (PES) assessment conducted as part of the January 2025 mobility assessment assigned very low scores to Riverside Drive, Chino Avenue, Pipeline Avenue, and East End Avenue, indicating a highly stressful walking environment. These are the same corridors where the two severe-injury and fatal collisions occurred between 2019 and 2023. The FHWA Pedestrian Safety Guide identifies the absence

of sidewalks as one of the primary infrastructure factors associated with pedestrian fatalities, particularly in areas with higher vehicle speeds and volumes.

The proposed improvements, high-visibility crosswalks at three intersections, advance stop bars, a dedicated southbound left-turn lane, ADA-compliant curb ramps, and 7,965 linear feet of new sidewalk along Roswell Avenue, Riverside Drive, and Chino Avenue, directly mitigate each collision-predictive condition documented above and represent the County's top priority for pedestrian safety in the vicinity of Doris Dickson Elementary School.

Applicants are encouraged to use the UC Berkeley SafeTREC TIMS tool as the safety data source, which was specifically designed for the ATP to produce these documents in an efficient manner. Applicants with access to alternative collision data tools can utilize their choice of methods/tools. Applicants must respond to question 1 or 2, and have the option to respond to both.

1a. For applicants using the TIMS ATP tool, attach the items listed below:

The ATP TIMS tool can be accessed [here](#).

- Collision heat map of the area surrounding the project limits - demonstrating the relative collision history of the project limits in relation to the overall jurisdiction/community's collision history.
- Project Area Collision Map - identifying the past crash locations within the project limits.
- Collision Summaries and collision lists/reports - demonstrating collision trends, collision types, and collision details

Combine all documents into one PDF file.

Attached

2a. For applicants using another data source, attach relevant documents below:

~~Applicants that do not have the collision data above or that prefer to provide additional collision data and/or safety in a different format can provide this data below. (Examples include: Collision Rates, Community Observations, surveys, Street Story (<https://streetstory.berkeley.edu>), crowd-sourced maps, etc.)~~

~~The data and corresponding methodologies can be included in written form using the text box below.~~

2b. Data and corresponding methodologies in written form can be included here (optional):

~~Limit: 200 words~~

~~N/A~~

From the project-area collision summaries/data provided in questions 1 and/or 2, enter the total reported pedestrian and/or bicycle collisions using the most recent 5 to 11 years of available data. The Average Per Year Column will show a "Formula Error" until applicants input the number years of collision data that were used into the table (input response in cell B1).

How many years of collision data were used in the Heat Maps and collision summaries:	2014-2024			
	Pedestrian	Bicycle	Total	Average Per Year
Fatalities	1	0	1	*Auto Fills

Injuries	5	7	12	*Auto Fills
Total	6	7	13	*Auto Fills

4. Referencing the project-area collision summaries and data provided in sub-questions 1 and/or 2, provide an analysis of the past collision data to identify the specific crash-type trends that will likely occur in the future if no action is taken. Discuss the extent to which the proposed project limits represents one of the agency's top priorities for addressing ongoing safety and discuss how the proposed safety improvements correspond to the types and locations of the past collisions. Consider the safety threats to vulnerable and underserved communities, including disadvantaged communities (if applicable), children, students, older adults, and persons with disabilities in your response.

Limit: 1,000 words/682

Influence Area Guidance:

- A project's expected safety "Influence Area" (i.e., where a project has the potential to mitigate) must be reasonable.
- The project's "Influence Area" as defined by the applicant and shown in the output documents must be consistent with the project maps/plans attached to the application.

According to TIMS, between 2014 and 2024, 13 pedestrian- and bicycle-involved collisions occurred within a one-half-mile radius of Doris Dickson Elementary School between 2014 and 2024, six involving pedestrians and seven involving bicyclists, including one fatal and one serious-injury collision, with the remaining collisions resulting in other visible injuries (8) or complaints of pain (3). The fatal collision involved a pedestrian and occurred within one-quarter mile of the school. The fatal collision occurred on Chino Avenue (2020) and the serious-injury collision on East End Avenue near Riverside Drive (2021) two of the three corridors identified for sidewalk construction in this project.

Future Crash Trends if No Action is Taken

Without sidewalks on Roswell Avenue (west side), Riverside Drive, and Chino Avenue, pedestrians, primarily school-age children, will continue to face the existing barriers and challenges to active transportation. FHWA identifies the absence of sidewalks as one of the most significant infrastructure factors associated with pedestrian fatalities. At the Roswell Avenue/Pamela Drive intersection, the absence of high-visibility crosswalk markings, advance stop bars, and a dedicated left-turn lane creates compound crash risk during school arrival and dismissal, generating angle and rear-end conflicts between turning vehicles and crossing pedestrians. The west school driveway on Pamela Drive further exposes mobility-limited users, wheelchair users, and stroller users due to missing ADA curb ramps. These conditions will persist and worsen as enrollment and surrounding residential density grow. Without ATP funding, the project is unlikely to advance. Local resources cannot cover the scope of improvements, leaving no viable path to construction. Essential safety and connectivity benefits would remain unrealized, and the project would effectively stall indefinitely, unable to progress beyond early planning.

Mitigation

The proposed improvements directly target each crash-predictive condition confirmed by the TIMS data and January 2025 walk audit and mobility assessment, with FHWA-quantified crash reduction factors for each countermeasure:

High-visibility crosswalk markings reduce pedestrian crashes by up to 48% at uncontrolled intersections (FHWA). Installed at Roswell/Pamela (all four legs), Cozzens/Pamela (north and east legs), and Roswell/Riverside (east and south legs), these address the visibility deficiencies contributing to angle and turning-movement crashes.

Advance stop bars reduce pedestrian crash risk by 25% (FHWA) by preventing vehicle encroachment into the crosswalk. Installed at all four legs of Roswell/Pamela, they establish a clear stopping point during peak school hours when vehicle-pedestrian conflicts are most concentrated.

7,965 linear feet of new sidewalk across Roswell Avenue (west side), Riverside Drive, and Chino Avenue closes existing gaps and eliminates potential conflict points between vehicles and pedestrians using the roadway, the highest single source of pedestrian exposure in the project area. The January 2025 SRTS mobility assessment assigned very low Pedestrian Evaluation Scores to all three corridors, and these are the same locations where the project area fatality and severe-injury collisions occurred.

Dedicated southbound left-turn lane at Roswell/Pamela eliminates rear-end and angle crash potential by separating turning vehicles from through traffic, ending the queuing conflict confirmed by crossing guard staff during the walk audit.

ADA-compliant curb ramps at the west school driveway eliminate potential conflict points between vehicles and mobility device users who travel along the roadway at the school's entrance.

The January 2025 student tally found 81% of students arrive by vehicle and only 4% walk, reflecting limited pedestrian connectivity and constrained walking conditions surrounding the school. These improvements are designed to measurably shift that mode share by eliminating the infrastructure barriers that suppress walking.

Vulnerable and Underserved Community Safety

Crash risk falls disproportionately on those least able to avoid it. Approximately 88% of Doris Dickson students qualify for free or reduced-price meals, the highest rate in CVUSD, in a community where many families lack vehicle access and depend entirely on walking and/or transit. Children aged 5–15 are disproportionately represented in pedestrian fatalities relative to their walking exposure (FHWA/NHTSA). Older adults and persons with disabilities face equal or greater risk: missing sidewalks and curb ramps effectively exclude them from independent travel in neighborhoods with limited active transportation options. Each proposed improvement targets a specific, predictable crash mechanism, together representing a comprehensive, evidence-based safety intervention for one of the region's most vulnerable school communities.

B. Safety Countermeasures (0-13 points)

1. Describe how the project improvements will remedy one or more potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities. Referencing the information you provided in Part A, demonstrate how the proposed countermeasures directly address the underlying factors that are contributing to the occurrence of pedestrian and/or bicyclist collisions.

Limit: 1600 words/562

Discuss whether the project:

- **Reduces speed or volume of motor vehicles in the proximity of non-motorized users.** Discuss current speed and volume and anticipated speed and volume.
- **Improves sight distance and visibility between motorized and non-motorized users.** Discuss current sight distance and/or visibility issue(s) and anticipated issue resolution.
- **Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users.** Discuss current conflict point description and anticipated issue resolution.
- **Improves compliance with local traffic laws for both motorized and non-motorized users.** Discuss which law(s) and how the project will improve compliance.
- **Addresses inadequate vehicular traffic control devices.** Discuss which devices are inadequate, how they are inadequate and how the project will address the issues.
- **Addresses inadequate or unsafe bicycle facilities, trails, crosswalks and/or sidewalks.** Identify which facilities are inadequate, how they are inadequate and how the project will address the issues.
- **Eliminates or reduces behaviors that lead to collisions involving non-motorized users.** Identify the behaviors and how the project will address them.

Each improvement proposed in this project directly addresses one or more of the specific safety hazards identified in Part A, using countermeasures supported by traffic safety research and consistent with current Caltrans and FHWA guidance for pedestrian safety treatments near schools.

HIGH-VISIBILITY CROSSWALKS: High-visibility crosswalk markings are among the most evidence-based pedestrian safety countermeasures available. At Roswell Avenue and Pamela Drive, crosswalks on all four legs directly address limited sight for vehicles at the school's main access point. At Cozzens Avenue and Pamela Drive, crosswalks on the north and east legs address crossing conditions for students approaching from the north. At Roswell Avenue and Riverside Drive, crosswalks on the east and south legs address the crossing point for students approaching from the south. Together, eight crosswalk legs create a clearly marked pedestrian network around the school that helps drivers clearly see and anticipate pedestrian crossings.

ADVANCE STOP BARS: The installation of advance stop bars on all four legs of Roswell Avenue and Pamela Drive intersection directly addresses vehicle encroachment. Advance stop bars place the vehicle stopping point back from the crosswalk line, creating a buffer zone that helps keep vehicles out of the pedestrian crossing area and increases the visibility of crossing pedestrians to drivers in adjacent lanes. This countermeasure is particularly valuable at school access intersections where large numbers of children cross simultaneously. Advance stop bars are installed using durable thermoplastic pavement markings that provide retro-reflectivity for improved nighttime visibility and maintain performance in wet weather conditions, ensuring the stopping point remains clearly visible to drivers during the early morning and late afternoon hours when school arrival and dismissal occur.

DEDICATED SOUTHBOUND LEFT-TURN LANE AND RED CURB: By separating left-turning vehicles from through traffic, the improvement eliminates the situation where queued vehicles block sight lines and force through-traffic and pedestrians to navigate around stopped vehicles. The red curb prevents parking that would otherwise obstruct the new turn lane and clear sight distance at the intersection.

ADA-COMPLIANT CURB RAMPS: Curb ramps are not merely accessibility accommodation; they are a pedestrian safety treatment. When pedestrians who use wheelchairs, walkers, or strollers cannot access a crosswalk via a ramp, they must either enter the roadway outside the crosswalk or abandon the trip entirely. Both outcomes increase crash risk. By bringing all curb ramps at the school's access intersections into ADA compliance, the project ensures that all pedestrians can safely use the designated crossing infrastructure.

SIDEWALKS: The construction of approximately 7,965 linear feet of new sidewalk is the highest-impact safety improvement in this project. The absence of sidewalks on these corridors forces pedestrians, including children, onto unpaved shoulders or into the vehicle travel lanes, exposing them to the full range of vehicle-pedestrian conflict types. The Roswell Avenue (west side) sidewalk directly connects the residential neighborhood south of the school with the improved intersection at Roswell Avenue and Pamela Drive. The Riverside Drive and Chino Avenue sidewalks extend this network further, connecting a broader catchment area to the improved pedestrian network around the school. Taken together, the improvements form a coherent, integrated safety response to the specific hazards documented in the project area. Each countermeasure targets a distinct crash mechanism, driver visibility, vehicle-pedestrian conflict during school operations, accessibility barriers, and the lack of pedestrian infrastructure, and the combination creates a walking and rolling environment that is safer for children, more accessible for people with disabilities, and appropriate for the school context it serves.

2. Does this project propose new or improved bike facilities?

Yes

No

~~If yes, Describe the issues that were considered when evaluating and selecting the project's bikeway facility type (i.e., Class I, II, III, and/or IV).~~

~~Limit: 600 words~~

~~Potential considerations include, but are not limited to:~~

- ~~• Community input~~
- ~~• Place type (e.g., rural, suburban, urban)~~
- ~~• Posted speed limits~~
- ~~• Traffic volume~~
- ~~• Proposed operating speed~~
- ~~• Safety concerns outlined in Part A~~
- ~~• Traffic calming measures~~
- ~~• Roadway cross section~~
- ~~• Right-of-way, utility, and environmental constraints~~
- ~~• Other considerations~~

QUESTION #4: PUBLIC PARTICIPATION AND PLANNING (0-10 POINTS)

Describe the community-based public participation process that culminated in the project.

A. What is/was the process of defining designs to prepare for future needs of users of this project? How did the applicant analyze the alternatives and impacts on the transportation system to influence beneficial outcomes? Did the alternatives take the wide range of active transportation users into consideration (i.e., children, older adults, wheelchair users, and people with visual impairments)? (0-6 points)

Limit: 600 words/565

The project improvements proposed in this application were identified through the San Bernardino County Safe Routes to School planning process, which involved structured, school-specific community engagement at Doris Dickson Elementary conducted during the winter of 2025. The planning process used multiple, complementary outreach methods to ensure that the full range of community voices, including those of the school's predominantly Hispanic, economically disadvantaged families, were captured and reflected in the final recommendations.

The engagement process included field walk audits conducted in the immediate vicinity of the school, with community members including parents, caregivers, school staff, and students physically walking the routes that children use to travel to and from school. During these walk audits, participants identified specific locations where infrastructure was missing, inaccessible, or needed safety enhancements, and provided direct input on the improvements they believed were most needed. The walk audits were supplemented by a bilingual (English/Spanish) Parent and Caregiver Survey, open from January 14 through February 19, 2025, which collected responses from 20 Doris Dickson Elementary families. An interactive ArcGIS-based community issue mapping survey, open from January 23 through February 13, 2025, collected 47 responses county-wide identifying walking and rolling barriers by location and category. Together, these tools ensured that community input was collected through accessible, bilingual channels that reached the school's diverse parent population.

The engagement process explicitly captured the perspectives of users of all ages and abilities. Children who navigate the streets independently, parents who accompany younger students, older adults, and individuals with mobility limitations all participated in or were represented through the walk audit and survey process. The absence of ADA-compliant curb ramps at key intersections and the west school driveway was specifically identified as a barrier by community members with mobility limitations. High-visibility crosswalks and advance stop bars, included at all three project intersections, directly address the needs of pedestrians with visual impairments by creating clearly delineated, predictable crossing locations with enhanced driver awareness. Feedback from all of these sessions directly informed the prioritized list of recommendations in the San Bernardino County Safe Routes to School Final Report, from which every improvement in this application is drawn.

The alternatives analysis for this project was embedded in the Safe Routes to School planning process, which evaluated the full range of infrastructure deficiencies around the school and prioritized improvements based on their potential to increase safety and active transportation for users of all ages and abilities. Short-range improvements, crosswalk markings, curb ramps, advance stop bars, and pavement markings, were prioritized for their immediate safety benefit, low unit cost, and proven effectiveness for pedestrians including older adults, wheelchair users, and people with visual impairments. Medium-range sidewalk construction was identified as the highest-impact investment for long-term mode shift and was scoped to the specific missing segments that create the greatest barriers to walking and rolling. Several improvement types were considered and not selected. Traffic signal

installation at Roswell Avenue and Pamela Drive was evaluated but not recommended because intersection volumes do not currently meet signal warrants, and installing an unwarranted signal can paradoxically increase pedestrian crash risk. Rectangular rapid flashing beacons (RRFBs) were considered for mid-block and intersection crossings but were determined to be less appropriate than high-visibility pavement markings at controlled intersections with existing stop control, where active warning devices would not provide proportionate safety benefit given current traffic volumes. The selected improvements represent the most effective, evidence-based package of interventions for this specific community context.

B. Describe who was/will be engaged in the identification and development of this project. Describe how stakeholders will continue to be engaged in the implementation of the project. Describe the feedback received during the stakeholder engagement process. If applicable, describe any unique engagement challenges that the community faced and how they were addressed. (0-4 points)

Limit: 700 words/598

The identification and development of this project involved a broad range of stakeholders through the San Bernardino County Safe Routes to School planning process. Community stakeholders engaged included students and parents at Doris Dickson Elementary, school staff and administration, representatives of Chino Valley Unified School District, and residents who live along the project corridors. Government stakeholders included the City of Chino Public Works Department and San Bernardino County transportation staff. Chino Valley Unified School District participated as the Project Partnering Agency and provided direct input throughout the planning process, including specific operational safety challenges at the school's primary access intersection and the inaccessibility of the west school driveway for students and family members using mobility devices.

Community engagement was conducted through school-specific walk audits, which allowed participants to directly experience the conditions along the walking routes children use to travel to and from school. Walk audits were structured to allow community members to identify specific hazards, missing infrastructure, and needed safety enhancements in real time, providing direct input that shaped the project recommendations. The engagement process also included a bilingual (English/Spanish) Parent and Caregiver Survey and an interactive ArcGIS-based community issue mapping survey, both conducted in January and February 2025. Conducting outreach in Spanish was essential for meaningfully engaging Doris Dickson's school community, where 87.3% of students are Hispanic and a significant share of families are more comfortable communicating in Spanish than English.

A unique engagement challenge for this community was ensuring that economically disadvantaged, working families, many of whom have limited time and limited experience engaging with public agency planning processes, could participate meaningfully. The bilingual survey format and the school-based walk audit approach were specifically chosen to lower barriers to participation: surveys were accessible online via QR code and distributed through the school's existing communication channels, and walk audits were conducted at the school site itself rather than at a government office or formal public meeting. These choices reflect a deliberate effort to bring the engagement process to the community rather than requiring the community to come to the process.

The feedback received during the engagement process was specific, consistent, and directly actionable. Twenty Doris Dickson families responded to the school-specific parent survey. The top barriers identified were deficient street crossings (55% of respondents), missing or inadequate sidewalks (50%), and excessive traffic volume and speed (50%). Fifty percent of respondents stated they would allow their children to walk or roll to school if conditions were improved, a direct expression of community demand for the proposed infrastructure. Parents specifically named

Riverside Drive and Chino Avenue as corridors needing enhanced safety elements and described the Roswell Avenue and Pamela Drive intersection as a daily source of concern during drop-off and pick-up. The 47-response county-wide ArcGIS mapping survey corroborated these findings, with sidewalks identified as the top concern at 42.6% of responses. Every improvement proposed in this application corresponds directly to a barrier identified through this community feedback.

Stakeholder engagement will continue throughout project design and construction. San Bernardino County will coordinate with CVUSD and Doris Dickson Elementary school administration to notify families of construction schedules and timelines, schedule construction during the summer when the school is closed, minimize disruption during school arrival and dismissal periods, and provide progress updates through the school's existing parent communication channels. The City of Chino will be engaged as improvements are designed and permitted within the public right-of-way. Community members will have the opportunity to review project designs and provide input prior to construction. The County's ongoing relationship with CVUSD ensures that the school community maintains a direct voice in implementation decisions that affect daily school operations and student safety.

Attach any applicable public participation & planning documents here:

Attached

QUESTION #5: CONTEXT SENSITIVE BIKEWAYS/WALKWAYS AND INNOVATIVE PROJECT ELEMENTS (0-5 POINTS)

A. How are the recognized best solutions employed in this project appropriate to maximize user comfort and for the local community context? Describe how the recognized best solutions included consideration of children, older adults and persons with disabilities to walk, bike and roll safely to key destinations.

Limit: 800 words/370

As you address this question, consider the following:

- The posted speed limits and actual speed;
- The existing and future motorized and non-motorized traffic volume;
- The widths for each facility;
- The adjacent land use; and
- How the project is advancing a low(er) stress environment on each facility or a low stress network: What is the current stress level? (low, medium, or high?) If the stress level is medium or high, is the project going beyond minimum design standards to maximize and abilities? What features are included to promote low-stress, comfortable, and safe walking and/or biking conditions? Does the project expand on or create a low-stress network?

The improvements proposed in this project were selected through the San Bernardino County Safe Routes to School planning process specifically because they represent the recognized best solutions for the local community context surrounding Doris Dickson Elementary School. Each treatment type was chosen based on its demonstrated effectiveness in school-adjacent pedestrian environments, its appropriateness for the scale and character of the streets in the project area, and its ability to serve the full range of users including children of all ages, older adults, and people with disabilities. The

project area consists of low-to-moderate volume residential and collector streets. High-visibility crosswalk markings using continental or ladder-style striping patterns are the recognized best practice for uncontrolled and school-adjacent crossings in this setting, providing maximum driver recognition of pedestrian crossing locations without requiring signalization that would be disproportionate to the traffic volumes present. Advance stop bars at Roswell Avenue and Pamela Drive are the appropriate complement to the crosswalk markings, providing a low-cost, high-effectiveness treatment that addresses vehicle encroachment without requiring physical reconstruction of the intersection geometry. This solution is well-suited to the local context because it can be implemented within the existing roadway footprint, minimizing disruption to adjacent properties. The dedicated southbound left-turn lane at Roswell Avenue and Pamela Drive, created through restriping and red curb installation, is a context-sensitive response to the specific operational problem at the school entrance. Rather than proposing a full intersection reconstruction or signalization which would be disproportionate to the traffic volumes, the project uses low-cost pavement markings and curb paint to separate vehicle movements and reduce conflict with pedestrians. The ADA-compliant curb ramp upgrades at all three treated intersections reflect the recognized best practice of ensuring every pedestrian crossing treatment is paired with accessible infrastructure for all users. The sidewalk construction on Roswell Avenue, Riverside Drive, and Chino Avenue represents the most fundamental context-sensitive solution available: providing pedestrian infrastructure that separates people from vehicles. The current stress level on these corridors is HIGH; pedestrians often walk in the roadway or along unpaved paths. The new sidewalks reduce stress to LOW by providing a fully separated, paved, ADA-accessible walking surface. Throughout the design, the needs of children, older adults, and persons with disabilities were explicitly considered through the walk audit process.

B. Innovative Project Elements: Does this project propose any solutions that are new to the region? Were any innovative elements considered, but not selected? Explain why they were not selected.
Limit: 500 words/240

The individual improvement types proposed in this project establish best practices rather than novel innovations. The project's approach to safety at the school entrance intersection of Roswell Avenue and Pamela Drive represents an innovative integration of multiple low-cost treatments that together achieve a safety outcome comparable to more expensive intersection modifications. The combination of high-visibility crosswalks on all four legs, advance stop bars, a dedicated southbound left-turn lane created through restriping, and red curb to prevent sight-distance-blocking parking creates a comprehensively treated school access intersection using only pavement markings and curb paint, without requiring curb reconstruction, signal installation, or significant right-of-way impacts. This integrated approach to intersection safety using low-cost surface treatments is increasingly recognized in the field of Safe Routes to School and quick-build street safety as an effective and rapidly deployable strategy.

During the Safe Routes to School planning process, several additional improvement types were considered and ultimately not selected, including traffic signal installation and rectangular rapid flashing beacons (RRFBs). Traffic signals were not selected because the intersection volumes at Roswell Avenue and Pamela Drive do not currently meet signal warrants, and installing an unwarranted signal can paradoxically increase pedestrian crash risk. RRFBs were considered for mid-block and intersection crossings but were determined to be less appropriate than high-visibility markings at controlled

intersections with existing stop control, where the addition of active warning devices would not provide proportionate safety benefit over passive markings given the existing traffic volumes.

QUESTION #6: LEVERAGING FUNDS (0-5 POINTS)

A. Is this project being submitted by a federally-recognized Tribal Government and/or is it on federally-recognized Tribal Lands?

- Yes
- **No**

B. Does the applicant have any leveraging funds?

- **Yes**
- No

C. Based on the project funding information provided earlier in the application (Part A6: Project Funding), the following Leveraging amounts are designated for this project. These amounts should match the amounts shown in Part A6: Project Funding. **Non-ATP funding can only be considered "Leveraging" funding if it goes towards ATP eligible costs. If the project includes ineligible costs, the application must confirm the leveraging funding shown below does not include the non-ATP funds for ineligible items.**

Phase	Leveraged Funding	Funding Type
PA&ED		
PS&E		
ROW		
CON	\$995,352	San Bernardino County Public Works Local Match Reserve
Total Leveraging	\$995,352	

D. Please complete the table below:

	Amount
Total project Costs from Part A6:	\$4,952,000
Total Leveraging from Table Above:	\$995,352
Leveraging Percent of Total Project Cost:	20

Attach Leveraging Letter of Commitment here: **To come if applicable.**

Applicants **must** attach a signed leveraging letter of commitment. Applicants without a signed letter of commitment will not receive leveraging points.

Attached.

~~Other leveraging documentation (optional) attach here:~~ **To come if applicable**

~~Optional: If desired, clarifications can be added to explain the leveraging funding and its intended use on the ATP project.~~

Limit: 100 words

QUESTION #7: SCOPE AND PLAN LAYOUT CONSISTENCY AND COST EFFECTIVENESS (0-5 POINTS)

The evaluators will consider the following:

- Consistency between the layouts/maps, Engineer's Estimate, and proposed scope
- Compliance with the Engineer's Checklist and cost effectiveness
- Complete project schedule

QUESTION #8: USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR CERTIFIED LOCAL COMMUNITY CONSERVATION CORPS (CALCC) (0 OR -5 POINTS)

Under statute, applicants are required to seek CCC and CALCC (or Tribal Corps, if applicable) participation in their ATP project. Points will be deducted if an applicant does not seek Corps participation or if an applicant intends not to utilize a Corps in a project in which the Corps can participate. Applicants who are not requesting construction (or non-infrastructure) funds are not required to consult with the Corps.

Applicants must consult with the Corps every ATP cycle and for each application submitted. Applicants may not use Corps consultation from previous ATP cycles or from other ATP applications to satisfy this requirement.

Step 1: Corps Consultation

The applicant must request for both the CCC and CALCC at least fourteen (14) business days prior to application submittal via their Consultation Form. The CCC and CALCC will respond within fourteen (14) business days from receipt of the form.

Additional information and instructions can be found at:

- [California Conservation Corps website](#)
- [Certified Local Conservation Corps ATP website](#)

Please select one of the following:

- Applicant has consulted with the CCC and CALCC (or Tribal Corps, if applicable). Provide documentation below. (0 points)
- Applicant has NOT consulted with the CCC and CALCC (or Tribal Corps, if applicable). (-5 points)
- Applicant is not requesting construction funds from the ATP, so Corps consultation is not required. (0 points)

Attach submittal email, response email, and any attachment(s) from the CCC here:

Attached

Attach submittal email, response email, and any attachment(s) from the CALCC here:

Attached

Attach submittal email, response email, and any attachment(s) from the Tribal Corps (If applicable) here: N/A

Step 2: Use of Corps

The applicant has coordinated with the CCC AND CALCC, or Tribal Corps if applicable, and determined the following:

- No corps can participate in the project (0 points)
- The applicant intends to utilize the CCC, CALCC, or the Tribal Corps for the project (0 points)
- At the time that the application was submitted, the applicant had not received a response from the Corps (0 points)
- The CCC, CALCC, and/or Tribal Corps can participate in the project, but the applicant intends not to use the Corps (-5 points)
- Applicant did not request corps participation (-5 points)

QUESTION #9 APPLICANT'S PERFORMANCE ON PAST ATP FUNDED PROJECTS (0 TO -10 Points):

Points may be deducted for poor past performance on an ATP project. Poor past performance includes, but is not limited to, the non-use of the Corps as committed to in a past ATP award or adverse audit findings on a past ATP project that is the fault of the applicant. The Commission will assess the need to deduct points for the failure to deliver any phases of an ATP project programmed in a prior cycle.

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.

Depending on project type, some attachment fields will not be available to the applicant.

Attachment A: Application Signature Page The Application Signature Page can be downloaded [here](#).

Attached

Attachment B: Engineer's Checklist The Engineer's Checklist can be downloaded [here](#).

Attached

Attachment C: Project Location Map

Attached

Attachment D: Project Layouts/Plans Showing Existing and Proposed Conditions

Attached

Attachment E: Photos of Existing Conditions

Attached

Attachment F: Project Estimate The Project Estimate form can be downloaded [here](#).

Attached

~~**Attachment G: Non-Infrastructure Work Plan** Not applicable to this application type.~~

~~**Attachment H: Plan Scope of Work** Not applicable to this application type.~~

Attachment I: Letters of Support (10 maximum) and Support Documentation

Attached

Attachment J: State-Only Funding Request (if applicable). The Exhibit 25-F form can be found [here](#).

Attached

~~**Attachment K: Additional Attachments** additional attachments may be included. They should be organized in a way that allows application evaluators easy identification and review of the information. All additional attachments must be combined into one PDF.~~

PARTNER LETTER OF INTENT

Doris Dickson Elementary School

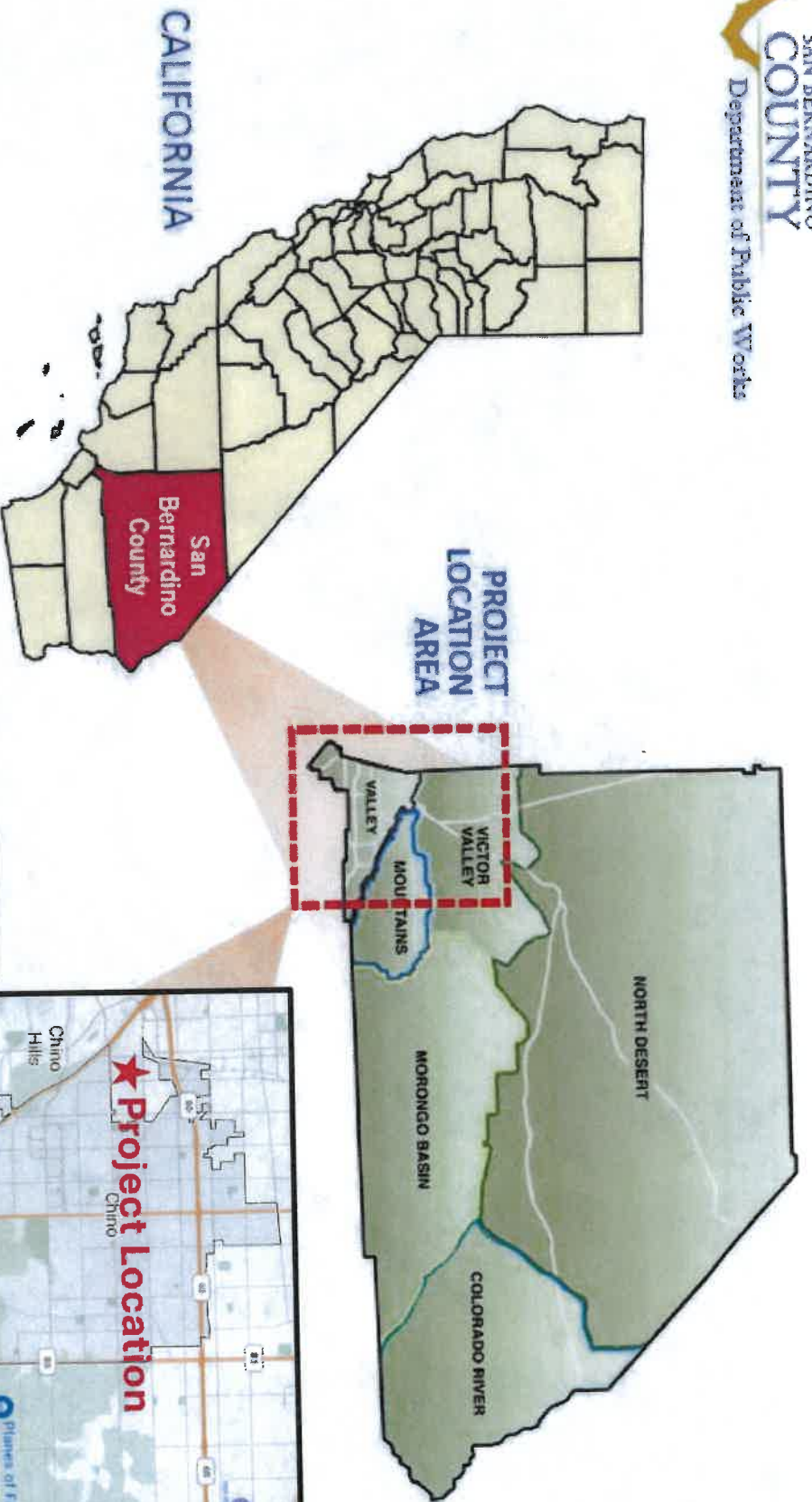
Safe Routes to School — Active Transportation Program (ATP) Grant Application
3930 Pamela Drive, Chino, CA 91710 | Chino Valley Unified School District

Not applicable. The proposed project does not include partners.

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

PROJECT LOCATION MAPS

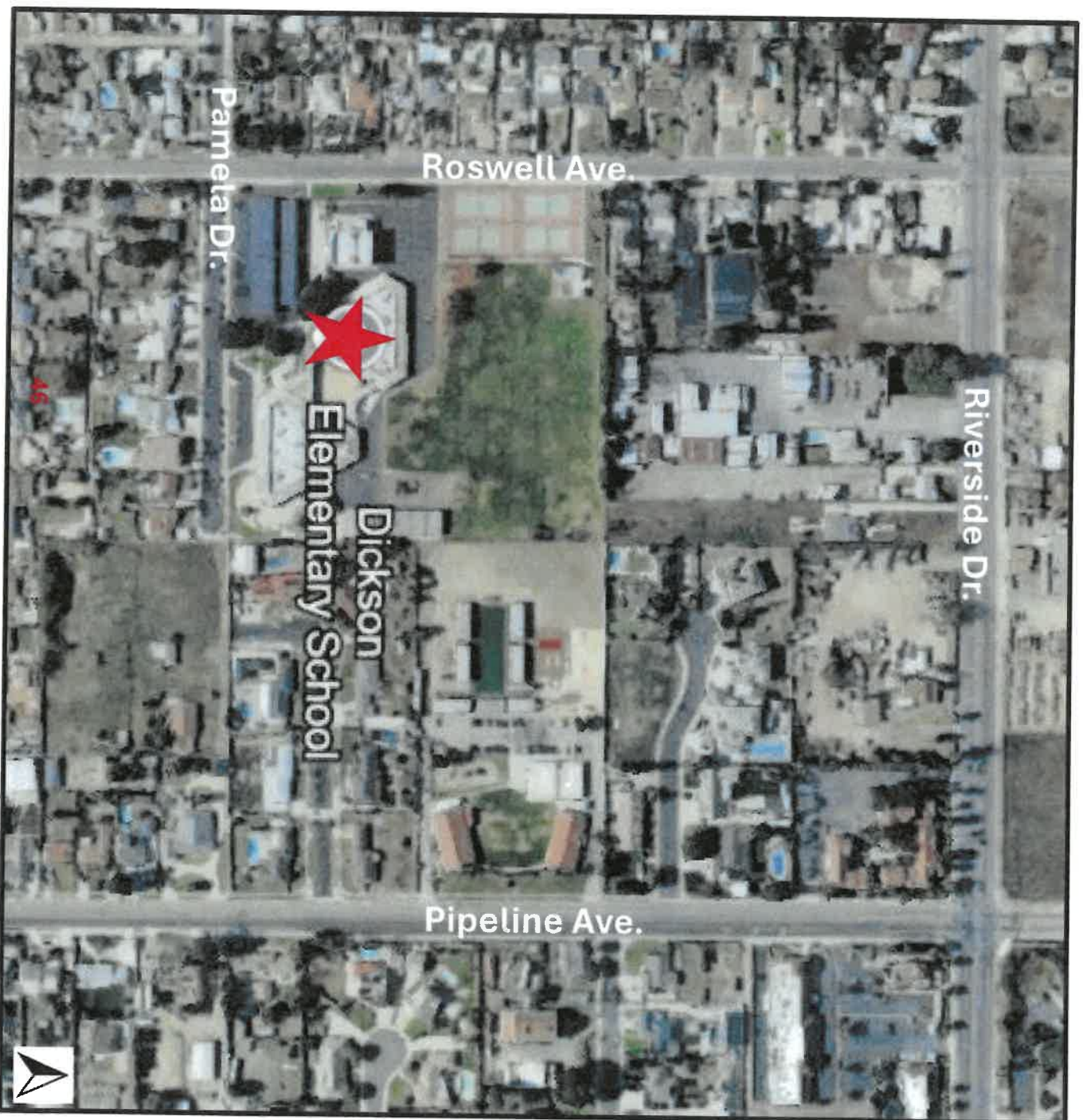




The proposed project is located in an unincorporated area of San Bernardino County near the City of Chino. San Bernardino County is the largest county in the United States by area, encompassing over 20,000 square miles with a population of over 2 million residents. The project serves one of the most economically disadvantaged school communities, where approximately 88% of students qualify for free or reduced-price meals. To increase safety and encourage active transportation, the proposed project will install high-visibility crosswalks, ADA-compliant curb ramps, advance stop bars, new sidewalks, and targeted traffic calming measures at key intersections within 1-mile of the school.

Doris Dickson ES
3930 Pamela Drive
Chino, CA 91710
Enrollment: 597

Doris Dickson Elementary School is located in unincorporated San Bernardino County within the City of Chino Sphere of Influence and is part of the Chino Valley Unified School District. Doris Dickson Elementary School has a majority Hispanic population, according to the census estimates. Approximately 88% of Doris Dickson Elementary School students received free or reduced-price lunch during the 2023-2024 school year, which is considerably higher than the state and the county averages. Safe Routes to School improvements at Doris Dickson Elementary School will enhance safety for students, families, and staff and increase the proportion of those who walk, bike, or roll to school.



SCHOOL DOCUMENTATION

ATP Cycle 8 Application — Doris Dickson Elementary School

Safe Routes to School Improvements | Unincorporated Area near Chino, CA

School Information

School Name: Doris Dickson Elementary School
Address: 3930 Pamela Drive, Chino, CA 91710
District: Chino Valley Unified School District
Enrollment: 597 students
Free/Reduced Price Meals: Approximately 88% (highest rate in CVUSD)
School Community: 87.3% Hispanic; economically disadvantaged community

District Contact Information

Contact Name: Norm Enfield, Ed.D.
Title: Superintendent, Chino Valley Unified School District
Address: 13461 Ramona Avenue, Chino, CA 91710
Phone: (909) 628-1201
Email: norm_enfield@chino.k12.ca.us

Statement of Support

Chino Valley Unified School District fully supports the 2027 Active Transportation Program (ATP) Cycle 8 application for Safe Routes to School infrastructure improvements serving Doris Dickson Elementary School. The proposed project will construct approximately 7,965 linear feet of new sidewalk along Roswell Avenue, Riverside Drive, and Chino Avenue; install high-visibility crosswalks and ADA-compliant curb ramps at key intersections; and improve traffic conditions at the school's primary access point at Roswell Avenue and Pamela Drive. These improvements directly address safety barriers identified by our school community and will enable more students to safely walk and bike to school. CVUSD is committed to the success of this project and to the safety of every student on their path to campus.

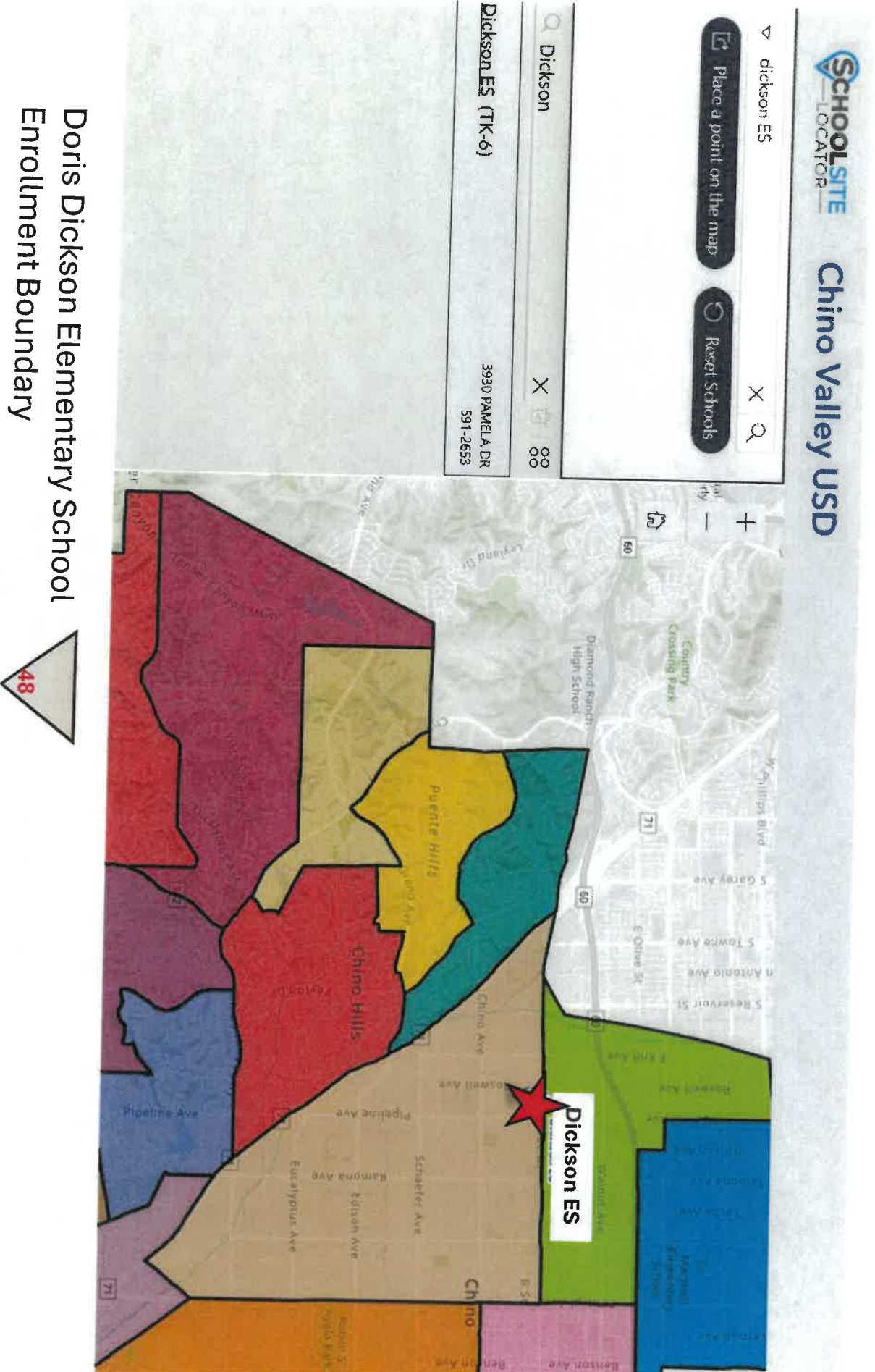
A formal Letter of Support for this application has been signed by Superintendent Norm Enfield, Ed.D. and is included as a separate attachment to this application. That letter, dated April 9, 2026, expresses CVUSD's full endorsement of this ATP Cycle 8 application and the project's goals.

Contents of This Attachment

Page 2 — School Location & Enrollment Area Map

Page 3 — Support Letter

Dickson Elementary Enrollment Boundary Map



Dickson Elementary Enrollment and Project Boundary Map





13461 Ramona Avenue • Chino, CA 91710 • 909.628.1201 • www.chino.k12.ca.us
Student Achievement • Safe Schools • Positive School Climate • Humility • Civility • Service

BOARD OF EDUCATION: John Cervantes • Andrew Cruz • James Na • Sonja Shaw • Shaun Smith • SUPERINTENDENT: Norm Enfield, Ed.D.

April 9, 2026

Tanisha Taylor
Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

RE: ATP Cycle 8 Application – Doris Dickson Elementary School Safe Routes to School

Dear Ms. Taylor:

The Chino Valley Unified School District (CVUSD) is pleased to express its strong support for the 2027 Active Transportation Program (ATP), Cycle 8 application for Safe Routes to School infrastructure improvements serving Doris Dickson Elementary School. This project reflects a needed community investment that will make a genuine difference in the daily lives of students and families, and CVUSD is committed to seeing it succeed.

As the local education agency serving more than 28,000 students across 33 school sites, CVUSD has a direct and ongoing interest in the safety and accessibility of the routes our students travel to and from school every day. Doris Dickson Elementary serves a community where walking and biking to school are common, and where the current infrastructure does not adequately protect those who do. Families have raised concerns about missing sidewalk connections and crossing conditions at key intersections near the school. The proposed project will address these barriers and improve safety, enabling our students to arrive at school on time, and ready to learn.

The improvements proposed through this application are practical, well-targeted, and much-needed. The project will install high-visibility crosswalks at three key intersections, bring ADA-compliant curb ramps into compliance at multiple locations, add advance stop bars to improve driver yielding behavior, and construct miles of new sidewalk along corridors that currently have none. Class II Bike Lanes along the Pipeline Path corridor will further extend safe connections between neighborhoods and campus. Taken together, these improvements will create a more complete, connected, and protected network for the students, families, and staff of Doris Dickson Elementary.

Beyond the physical infrastructure, this project matters because of what it signals: that the communities surrounding our schools are worth investing in, and that children's safety on the way to school is a shared public responsibility. CVUSD serves a diverse student population that includes many families who depend on walking and biking as their primary means of getting to school. When routes are unsafe or inaccessible, those families bear the cost, in added stress, lost time, and real physical risk. The improvements funded through this ATP application will help ensure that every Doris Dickson student has a safer path to campus, regardless of how they travel.

Chino Valley Unified School District fully endorses this application and looks forward to the improvements it will bring to the community. We are grateful for the California Transportation Commission's commitment to funding projects that prioritize safety and active transportation for students across the state.

Respectfully,

A handwritten signature in black ink, appearing to read 'Norm Enfield', with a stylized flourish at the end.

Norm Enfield, Ed.D.

Superintendent, Chino Valley Unified School District
13461 Ramona Avenue, Chino, CA 91710
(909) 628-1201 | norm_enfield@chino.k12.ca.us

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST
 LAPG -25I (Revised Apr 2026 v1.00)

Amendment (Existing Project)		No		Date:		6/22/26	
District	EA	Project ID	PPNO	MPO ID			
08							
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency			
SB	N/A			San Bernardino County Transportation Authority (SBCTA)			
				MPO	Element		
				SCAG	Local Assistance		
Project Manager/Contact		Phone		E-mail Address			
Jeremy Johnson		909-387-8165		jeremy.johnson@dpw.sbcounty.gov			
Project Title							
Doris Dickson Elementary School Safe Route to School							
Location (Project Limits), Description (Scope of Work) - Infrastructure							
See Page 2							
Location (Project Limits), Description (Scope of Work) - Plan or Non-Infrastructure							
N/A							
Component	Implementing Agency						
PA&ED	San Bernardino County Department of Public Works						
PS&E	San Bernardino County Department of Public Works						
Right of Way	San Bernardino County Department of Public Works						
Non-Infrastructure	N/A						
Construction	San Bernardino County Department of Public Works						
Legislative Districts							
Assembly:	47	Senate:	23	Congressional:	35		
Project Benefits							
See Page 2							
Purpose and Need							
See Page 2							
Category	Outputs			Unit	Total		
Active Transportation	ADA Ramps			EA	7		
Active Transportation	Crosswalks			EA	9		
Active Transportation	Sidewalk			LF	7,965		
Active Transportation							
Active Transportation							
Active Transportation							
Active Transportation							
NHS Improvements	No	Roadway Class	N/A	Reversible Lane analysis	No		
Inc. Sustainable Communities Strategy Goals		Yes	Reduces Greenhouse Gas Emissions		Yes		
Project Milestone				Existing	Proposed		
Project Study Report Approved				10/01/25			
Begin Environmental (PA&ED) Phase					01/01/27		
Circulate Draft Environmental Document				Document Type	CE		
Draft Project Report							
End Environmental Phase (PA&ED Milestone)					12/31/27		
Baseline agreement required? Yes or No in the Yellow box. Enter Completion				No	N/A		
Begin Design (PS&E) Phase					01/01/28		
End Design Phase (Ready to List for Advertisement Milestone)					05/01/28		
Begin Right of Way Phase					05/01/28		
End Right of Way Phase (Right of Way Certification Milestone)					07/02/30		
Begin Non-Infrastructure Con. Phase (Contract Award Milestone)					N/A		
End Non-Infrastructure Con. Phase (Construction Contract Acceptance Milestone)					N/A		
Begin Construction Phase (Contract Award Milestone)					07/01/30		
End Construction Phase (Construction Contract Acceptance Milestone)					06/01/31		
Begin Closeout Phase					06/01/31		
End Closeout Phase (Closeout Report)					09/01/31		

PROJECT PROGRAMMING REQUEST

LAPG -25I (Revised Apr 2026 v1.00)

Date: 6/22/26

Additional Information

Active Transporation Additional Output: Operational Improvements, Turn pockets constructed, EA, Total: 1

Location and Scope In the unincorporated school adjacent to Chino, construct 7,965 Lf new sidewalk: Roswell Ave. (W) from Riverside Dr. to Chino Ave. Riverside Dr. to East End Ave. to Pipeline Ave; Chino Ave. from East End Ave. to Pipeline Ave. Install 8 high-visibility crosswalks and 7 ADA curb ramps at Roswell Ave./Pamela Dr. intersection (two corners), Roswell Ave./Riverside Dr. intersection (two crosswalks) and the west school (Dickson Elementary) driveway on Pamela Dr. (one ramp). Advance stop bars will be installed on all four legs of Roswell Ave./Pamela Dr. intersection. Dedicated southbound left-turn lane with red curb added to Roswell Ave./Pamela Dr.

Project Benefits The Project will improve pedestrian accessibility and crossing conditions for students and residents, reduce vehicle trips, and related greenhouse gas emissions, encourage activity, and healthy lifestyles, and create a continuous ADA-accessible pedestrian network that serves residents of all ages and abilities.

Purpose and Need The project addresses three corridors leading to Doris Dickson Elementary school lack of continuous sidewalks, forcing students to walk in the roadway or along unpaved shoulders. The Roswell Ave/Pamela Dr. intersection lacks crosswalks, stop bars, and a left-turn lane, creating conflict between vehicles and pedestrians. The west side driveway of Dickson Elementary lacks ADA curb ramps, excluding people who use mobile devices.

PROJECT PROGRAMMING REQUEST

LAPG -25I (Revised Apr 2026 v1.00)

Date: 6/22/26

Date: 3/22/23

District	County	Route	EA	Project ID	PPNO				
08	SB	N/A							
Project Title:	Doris Dickson Elementary School Safe Route to School								
DO NOT FILL IN ANY SHADED AREAS									
Proposed Total Project Cost (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Notes
E&P (PA&ED)			55					55	San Bernardino County Public Work
PS&E			150					150	San Bernardino County Public Work
R/W SUP (CT)				227				227	N/A
CON SUP (CT)				130				130	San Bernardino County Public Work
R/W					2,300			2,300	N/A
CON-NI						1,648		1,648	
CON						1,648		1,648	San Bernardino County Public Work
TOTAL			205	357	2,300	3,296		6,158	

Summary of ATP Funding

ATP Funds	Cycle 8 Infrastructure Project								Program Code
Proposed Allocation FY, Funding in (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)			125					125	CTC
PS&E			230					230	Notes
R/W SUP (CT)				257				257	
CON SUP (CT)				259				259	
R/W					2,268			2,268	
CON-NI									
CON						1,813		1,813	
TOTAL			355	516	2,268	1,813		4,952	

Proposed Funding (\$1,000s)									
ATP Funds	Cycle 8 Non-Infrastructure Project								Program Code
Proposed Allocation FY, Funding in (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									CTC
PS&E									Notes
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON-NI									
CON									
TOTAL									

ATP Funds	Cycle 8 Plan Project								Program Code
Proposed Allocation FY, Funding in (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									CTC
PS&E									Notes
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON-NI									
CON									
TOTAL									

ATP Funds	Previous ATP Cycle Funding								Program Code
Proposed Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									CTC
PS&E									Notes
R/W SUP (CT)									

PROJECT PROGRAMMING REQUEST

Date: 6/22/26

CON SUP (CT)							
R/W							
CON-NI							
CON							
TOTAL							

Summary of Non-ATP Funding									Program Code
Fund No. 2:	San Bernardino County Public Works Local Match Reserve								
Committed Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									San Bernardino County PW
PS&E									Notes
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON-NI									
CON						995		995	
TOTAL						995		995	

Fund No. 3:									Program Code
Committed Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									Notes
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON-NI									
CON									
TOTAL									

Fund No. 4:									Program Code
Committed Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									Notes
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON-NI									
CON									
TOTAL									

Fund No. 5:									Program Code
Committed Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									Notes
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON-NI									
CON									
TOTAL									

[illegible]

PROJECT PROGRAMMING REQUEST

LAPG -251 (Revised Apr 2026 v1.00)

Complete this page for amendments only

Date: 6/22/26

District	County	Route	EA	Project ID	PPNO	
08	SB	N/A				

SECTION 1 - All Projects**Project Background**

N/A

Programming Change Requested

N/A

Reason for Proposed Change

N/A

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

N/A

Other Significant Information

N/A

SECTION 2 - For SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Jeremy Johnson		Engineering Manager	6/22/2026

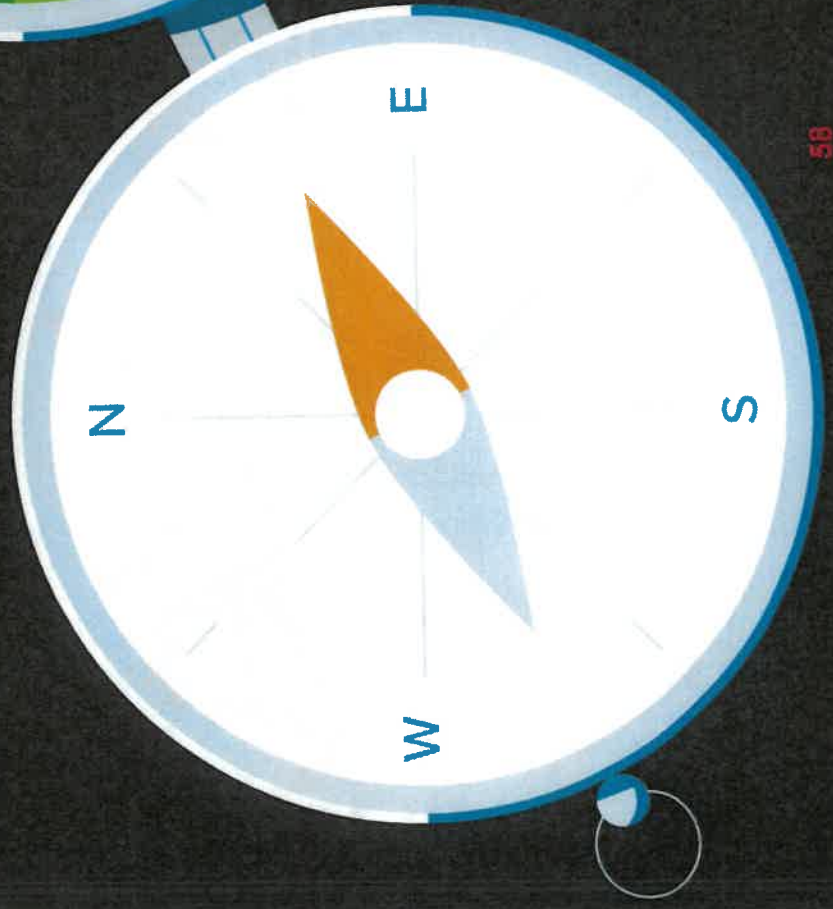
Attachments

- 1) Concurrence from Metropolitan Planning Organization and/or Regional Transportation Planning Agency
- 2) Project Location Map

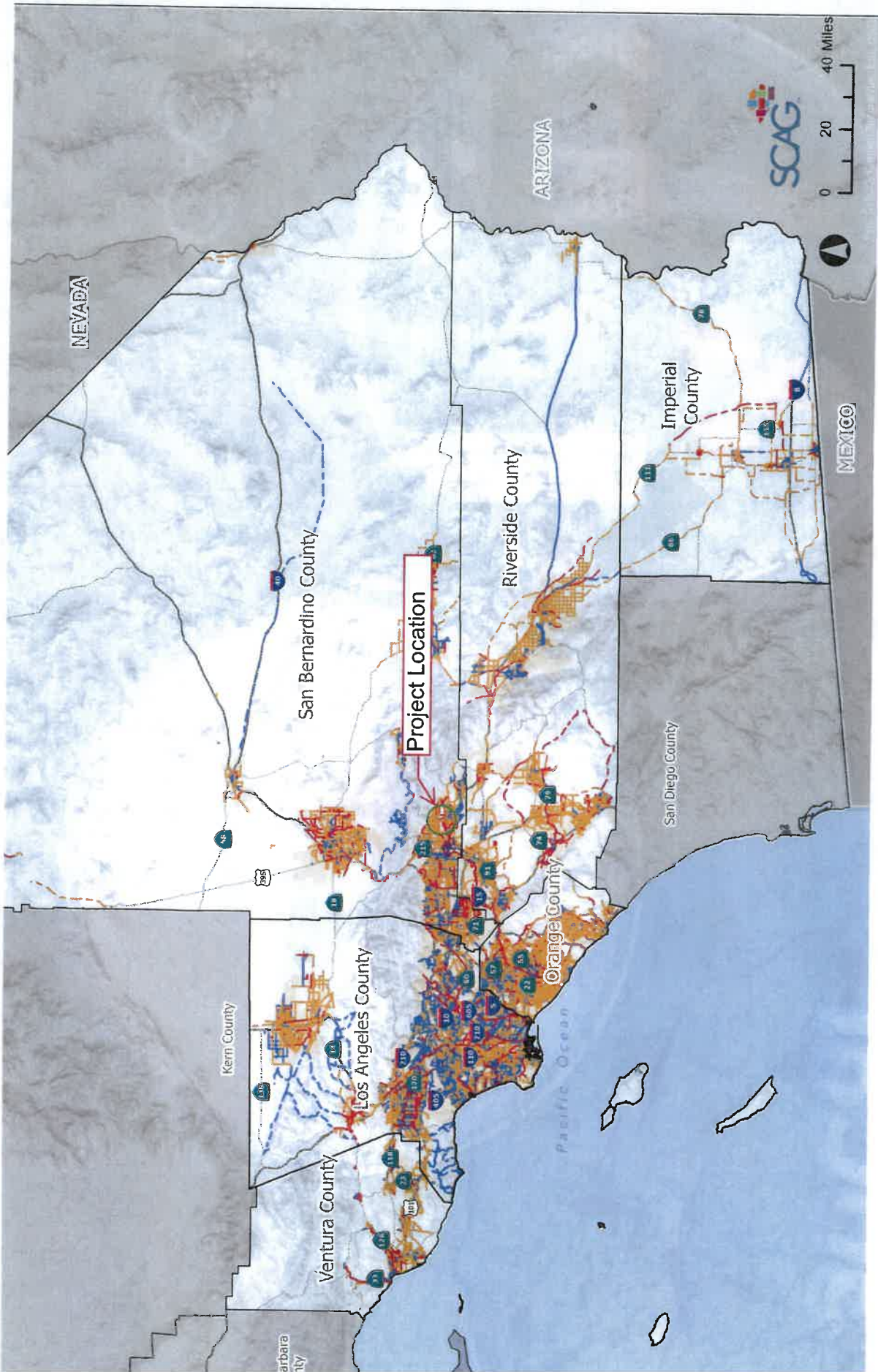
Connect SoCalTM

A Plan for Navigating
to a Brighter Future

ADOPTED, APRIL 4, 2024



The Southern California Association
of Governments' 2024–2050
Regional Transportation Plan/
Sustainable Communities Strategy



SCAG: Connect SoCal 2024 **MAP 2.3 Existing Bikeways (2023) and Planned Bikeways (2050)**

- SCAG Counties

City Boundaries (July 6, 2021)

Freeway/Toll Road

Other State Highway
- Existing Network

Class 1; Bike Path/Multiuse Path

Class 2; Bike Lane

Class 3; Bike Route

Class 4; Separated Bikeway
- Proposed Network

Class 1; Bike Path/Multiuse Path

Class 2; Bike Lane

Class 3; Bike Route

Class 4; Separated Bikeway
- Source: SCAG 2023

Key Economic Challenges

Lack of economic opportunity: One of the top economic challenges raised by people throughout the region was the lack of higher-paying jobs within the region. Sometimes this was expressed as a lack of sufficient education and training to access those jobs. As we transition to clean energy technologies, it will be important to support residents in the necessary training to ensure that they have the skills to access opportunities within these related fields.

Population aging: By 2050, the region's median age is projected to increase to 43.8 years—up from 37.7 years in 2019 and 30.5 years in 1990. This will lead to a substantial change in the ratio of working-age individuals (16–64) to seniors (65+). In 1990, there were 6.8 working-age people per senior, and by 2050, there are projected to only be 2.9. This will likely put additional strain on retirement benefits, including Social Security.

Increasing supply-chain complexities: Accommodating the needs of a growing goods movement sector across the supply chain is a challenge. Variables beyond the region's control, such as trade tariffs, the COVID-19 pandemic and other geopolitical tensions can impact how we can efficiently move goods within and through the region. Additionally, national, state and local policies will have an impact on both freight intermodal capacity and industrial development across goods movement industries.

TAKING ACTION

Implementation of Connect SoCal relies primarily on the actions and decisions of other transportation agencies, local jurisdictions and actors in the private sector to operate transit service, install new bike paths, approve new land uses or build new housing. SCAG's role for Plan implementation rests on collaboration with other agencies and stakeholders, policy leadership, our role as an information hub, through research—and, lastly, by providing resources to local agencies or jurisdictions to advance their planning efforts or implementation of Connect SoCal. Implementation Strategies for Connect SoCal 2024 can be found in Chapter 3.

Regional Leadership

SCAG's role in implementing Connect SoCal 2024 is primarily through one of four ways: collaboration, funding administration, research and resources.

Collaboration and policy leadership: Coordinating policies across jurisdictions is crucial to successful Plan implementation. SCAG will collaborate with local governments, transit agencies, non-profits, community organizations and other stakeholders to align land use and transportation planning, streamline regulations and encourage cooperation.

19. Advocate for technology that is adaptive and responsive to ensure it remains up to date and meets the evolving needs of users and stakeholders
20. Promote technology that has the capacity to facilitate economic growth, improve workforce development opportunities, and enhance safety and security
21. Proactively monitor and plan for the development, deployment and commercialization of new technology as it relates to integration with transportation infrastructure

Safety

22. Eliminate transportation-related fatalities and serious injuries (especially those involving vulnerable road users, such as people, especially older adults and children, walking and biking) on the regional multimodal transportation system
23. Integrate the assessment of equity into the regional transportation safety and security planning process, focusing on the analysis and mitigation of disproportionate impacts on disadvantaged communities
24. Support innovative approaches for addressing transit safety and security issues so that impacts to transit employees and the public are minimized and those experiencing issues (e.g., unhoused persons) are supported
25. Support the use of transportation safety and system security data in investment decision-making, including consideration of new highway and transit/rail investments that would address safety and security needs

Transportation System Management

12. Pursue efficient use of the transportation system using a set of operational improvement strategies that maintain the performance of the existing transportation system instead of adding roadway capacity, where possible
13. Prioritize transportation investments that increase travel time reliability, including build-out of the regional express lanes network

Transportation Demand Management

14. Encourage the development of transportation projects that provide convenient, cost-effective and safe alternatives to single-occupancy vehicle travel (e.g., trips made by foot, on bikes, via transit, etc.)
15. Encourage jurisdictions and TDM practitioners to develop and expand local plans and policies to promote alternatives to single occupancy vehicle travel for residents, workers and visitors
16. Encourage municipalities to update existing (legacy) TDM ordinances by incorporating new travel modes and new technology and by incorporating employment and residential sites of certain populations—for example, employers who have less than 250 employees (below the 250 or more employees threshold identified in AQMD's Rule 2202)

Technology Integration

17. Support the implementation of technology designed to provide equal access to mobility, employment, economic opportunity, education, health and other quality-of-life opportunities for all residents within the SCAG region
18. Advocate for data sharing between the public and private sectors to effectively evaluate the services' benefits and impacts on communities while protecting data security and privacy

THE 2020-2045 REGIONAL TRANSPORTATION PLAN/
SUSTAINABLE COMMUNITIES STRATEGY OF THE
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS



ADOPTED ON
SEPTEMBER 3, 2020

Finally, the Southern California to Las Vegas high-speed rail project was environmentally cleared under XpressWest and the Federal Railroad Administration (FRA) issued a record of decision on July 8, 2011. XpressWest is now in the process of planning, constructing and operating this service, which is expected to be privately financed.

ACTIVE TRANSPORTATION

With its temperate climate and wide array of stunning natural and built environments, the SCAG region holds great potential for active transportation initiatives. Walking (inclusive of people using personal mobility devices) and bicycling are accessible forms of transportation for people of all ages, abilities and socioeconomic backgrounds. Communities that are built to support walking and bicycling trips tend to be healthier and are safer for people using all modes of transportation. Likewise, the implementation of infrastructure and development of plans and programs increases the number of people walking and bicycling and decreases the number of people driving. This will improve health outcomes and reduce GHG emissions in the region.

Connect SoCal is expected to increase the number of daily active transportation trips by more than two million, increasing the mode share from 7.8 percent in 2016 to 10 percent by 2045. In order to achieve these outcomes, planned future investments are nearly doubled from \$12.9 billion in the 2016 RTP/SCS to \$22.5 billion in Connect SoCal. The active transportation investments in Connect SoCal are allocated across a range of active transportation strategies that address planning, policy making and implementation for both short and regional trips. Additionally, they are designed to improve environmental justice outcomes and enhance the safety and comfort of people walking and bicycling.

Since the adoption of the 2016 RTP/SCS planning efforts throughout the region have expanded significantly. Nearly 80 percent of the cities in the SCAG region now have completed some sort of active transportation plan, bringing the regional total to more than 300 pedestrian, bicycle and safe routes to schools plans. This is a 40 percent increase from 2016. Likewise, every county in the SCAG region now has a county-wide pedestrian, bicycle and/or active transportation plan (ATP) or is in the process of completing one. Some of these include the Imperial County Active Transportation Plan (2019) and Pedestrian Master Plan currently in progress, the Los Angeles County Active Transportation Strategic Plan (2016), Orange County's OC Active (2018), the Western Riverside

Council of Governments Active Transportation Plan, the San Bernardino Non-Motorized Transportation Plan (2018) and the Ventura County Regional Bikeway Wayfinding Plan (2017). Through Connect SoCal, SCAG's Sustainable Communities Program and other statewide funding sources, additional planning funding will be available to continue this progress and to plan for more active communities across the region.

In addition to development of a robust set of plans, the region has seen significant positive changes to our built environment as active transportation projects have been implemented. Almost 500 bikeway miles have been built in the region since the 2016 RTP/SCS. These efforts are dispersed across the region, with a focus on projects that improve active transportation mode share and safety for disadvantaged communities. SCAG has worked closely with impacted communities and partnered with community-based organizations to ensure that plans and projects are designed to best address the issues that people walking and bicycling in each community face. Some noteworthy active transportation projects initiated or implemented since 2016 include:

Coachella Valley Link: A multi-use trail in the Coachella Valley which is expected to facilitate more than 3 million active transportation trips per year by 2035.

El Centro 8th Street ATP Project: The El Centro 8th Street ATP-funded project is significant in part due to the positive impact of a Go Human demonstration project. The partnership allowed the City to showcase potential improvements and solicit community feedback and support, which helped see the project to implementation.

Venice Boulevard Great Streets: Mar Vista's Venice Boulevard Great Streets project enhanced pedestrian and bicycle safety, and promoted place-making through community art installations. The one-year evaluation report highlights how infrastructure investments, such as new signalized crossing locations and protected bike lanes, resulted in an 11 percent increase of active transportation users, a 75 percent reduction of collisions at its busiest intersection and a decrease in bicyclist injuries, all while supporting the same traffic volumes and promoting a vibrant downtown core.

Connect SoCal includes a wide variety of infrastructure projects that will support short and regional active transportation trips. These strategies will

reduce automobile vehicle miles traveled by increasing the number of trips accomplished by walking, bicycling and the use of micro-mobility devices. These strategies include building physical infrastructure such as local and regional bikeways, sidewalk and safe routes to schools pedestrian improvements, regional greenways and first-last mile connections to transit. In addition to reducing vehicle miles traveled, these strategies will improve air quality and public health by reducing emissions and increasing levels of physical activity. Finally, they will have a positive economic impact on the region by reducing transportation and healthcare costs.

Since the 2016 RTP/SCS there has been a significant change in technology and the way that it influences travel behavior. The growth in popularity of micro-mobility in the past few years necessitated the inclusion of strategies in Connect SoCal to address shared mobility infrastructure and regulation frameworks to ensure that new technologies can be used safely and responsibly. These strategies range from incentives for the purchase of e-bikes, to the distribution of private micro-mobility devices that help ensure access for low-income communities. While it is expected that many of these devices will be provided through the private sector, they will still use public streets and will likely increase demand for separated facilities that are safe for all ages and abilities. Local jurisdictions will likely be tasked with the regulation of these devices and will need to manage the locations where they will be stored and where they can be ridden.

New technology also has the potential to provide local partners with more and better travel behavior data. SCAG and member jurisdictions should support the procurement and development of new data sources for active transportation. This will include the collection of pedestrian, bicycle and micro-mobility volume data, as well as the integration of large data sets. Local cities, county agencies, public health departments and other stakeholders will all benefit from better data sets that provide information on traffic stress, accurate collision rates and information on the types of people using these modes. In addition, zoning codes and general plan elements should be updated when appropriate to support short trips and end-of-trip facilities such as bicycle parking.

Recent developments regarding micro-mobility and personal e-bikes and scooters have shown that new shared mobility benefits from the same programmatic and infrastructure improvements as traditional active transportation. Complete streets, which are planned, designed, operated and

CORE VISION COMPLETE STREETS



Creating “complete streets” that are safe and inviting to all roadway users is critical to increasing mobility choices, reducing traffic fatalities and serious injuries and meeting greenhouse gas reduction targets.

PROGRESS SINCE 2016

In December 2018, the City of Santa Ana opened its first protected bikeway, or cycletrack. The project, funded by OC Go (Orange County Measure M), features a 6-foot wide bikeway protected from vehicle traffic by a landscaped median. About 55 percent of the surrounding community doesn't have access to a car. Santa Ana has been awarded about \$45 million in grant funding for projects like this one that improve safety for people walking and biking.

In the City of Los Angeles, the Mobility Plan 2035 advances the complete streets concept beyond a single project by prioritizing multi-modal networks including a Bicycle Enhanced Network, Transit Enhanced Network, Vehicle Enhanced Network and Pedestrian Enhanced Districts.

PLANNING FOR 2045

Connect SoCal invests in local streets and arterials and anticipates continued success in securing grant funds for regionally significant projects through programs like the California Active Transportation Program (ATP).

By expanding complete streets concepts to accommodate and optimize new technologies and micro-mobility devices, first-last mile connections to transit and curbside management strategies, the region will achieve even greater mode shift and reductions in VMT. SCAG champions Complete Streets policy implementation throughout the region with the Go Human campaign and a range of planning resources, including the Regional High Injury Network. Specific strategies and actions related to Complete Streets are detailed in the Active Transportation Technical Report.

maintained for safe, convenient, and comfortable travel and access for users of all ages and abilities, will support people who are walking, bicycling, and using micro-mobility devices. A variety of engagement strategies will need to be implemented alongside infrastructure components to support active transportation, in whatever form it takes. This engagement can take the form of Safe Routes to School programs designed to encourage students to walk and bicycle to school, SCAG's Go Human advertising campaigns to encourage the public to walk and bicycle more, or the demonstration of possible new infrastructure to get communities excited about changing their streets.

TRANSPORTATION SAFETY

Connect SoCal prioritizes the safety and mobility of the region's residents, including drivers and passengers, transit riders, pedestrians, and bicyclists. To adhere to MAP-21/FAST Act performance measures requirement, SCAG adopted its annual regional safety targets in February 2020. For the year 2020, SCAG is aiming to reduce fatalities by a minimum of 3.03 percent and serious injuries by a minimum of 1.5 percent. To enhance safety in the region, SCAG anticipates providing cities with resources to develop safety plans and help achieve the safety targets.

SCAG's safety strategies are largely grounded in the State's Strategic Highway Safety Plan (SHSP), which helps member agencies interested in pursuing safety initiatives and strategies at the local level. SCAG outlines detailed strategies and actions that local jurisdictions and county transportation commissions can undertake to enhance safety in our region in the Transportation Safety and Security Report. The strategies are supportive of the Strategic Highway Safety Plan and include:

1. Reduce Aggressive Driving and Speeding
2. Improve Safety for Aging Populations:
3. Improve Bicyclist Safety
4. Improve Commercial Vehicles Safety
5. Ensure Drivers are Licensed
6. Improve Emergency Response Services
7. Leverage Emerging Technologies
8. Reduce Impaired Driving Fatalities
9. Reduce Distracted Driving

10. Improve Safety at Intersections
11. Reduce the Occurrence of Lane Departure Fatalities
12. Improve Motorcycle Safety
13. Improve Occupant Protection by Increased Use of Seat Belts and Child Safety Seats
14. Improve Pedestrian Safety
15. Improve Work Zone Safety
16. Improve Safety for Young Drivers

To achieve regional safety targets SCAG will:

- Develop and maintain a High Injury Network (HIN) mapping tool to support planning efforts related to transportation safety by our local partners
- Work with local jurisdictions to provide active transportation safety education opportunities through its Go Human campaign
- Continue to represent Southern California on the California SHSP Steering Committee, the California Walk Bike Technical Advisory Committee, the Active Transportation Program Technical Advisory Committee and active transportation emphasis areas
- Support regional safety efforts including the development of Vision Zero policies and plans
- Support bicycle and pedestrian safety as part of SCAG's Sustainable Communities Program
- Analyze shared use of sidewalks between different modes (bicyclists, pedestrian's e-scooters) and the impacts on personal safety (e.g. dockless devices blocking foot traffic or other conflicts when riding near pedestrians)
- Advocate for funding strategies that reflect unique local needs

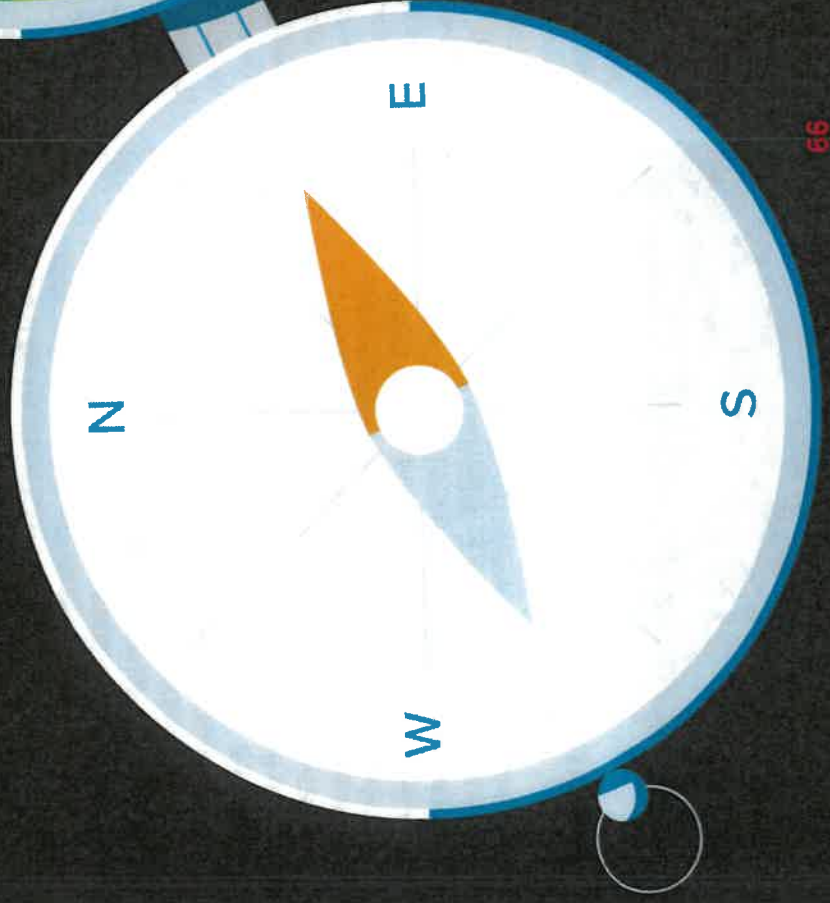
HIGHWAY & ARTERIAL NETWORK

Southern California's highway and arterial system functions as the backbone of the larger transportation network. Most trips in our region are still made on our highways and arterials. The network provides access to employment, health, social and educational services among others. Yet, expansion of our highways

ConnectTM SoCal

A Plan for Navigating
to a Brighter Future

ADOPTED, APRIL 4, 2024



The Southern California Association
of Governments' 2024-2050
Regional Transportation Plan/
Sustainable Communities Strategy

THE BIG PICTURE

Plan Requirements

As the Metropolitan Planning Organization (MPO) for the region, SCAG is required by federal law (23 U.S.C. Section 134 et seq.) to prepare and update a long-range Regional Transportation Plan (RTP) every four years. The Plan must provide for the development, integrated management and operation of transportation systems and facilities that will function as an intermodal transportation network for the SCAG metropolitan planning area. The process for development of the Plan takes into account all modes of transportation, federal planning factors and goals and objectives of the California Transportation Plan (CTP 2050)—and is accomplished by a “continuing, cooperative and comprehensive” planning approach, which is also performance-driven and outcome-based. In addition, because most areas within the SCAG region have been designated as nonattainment or maintenance areas for one or more transportation-related criteria pollutants under the federal Clean Air Act (42 U.S.C. Section 7401 et seq.), the Plan must conform to the applicable State Implementation Plan (SIP). The passage of California Senate Bill 375 (SB 375) in 2008 requires that SCAG prepare and adopt a Sustainable Communities Strategy (SCS) that sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures and policies, will reduce greenhouse gas (GHG) emissions from automobiles and light-duty trucks and achieve the GHG emissions reduction target for the region set by the California Air Resources Board (Govt. Code Section 65080(b)(2)(B)). In addition, the focus on equity in this Plan supports compliance with Title VI of the Civil Rights Act of 1964 and Environmental Justice guidance at the state and federal levels, all of which is further detailed in the Equity Analysis Technical Report.



READ THE SUPPLEMENT

To see a full description of the laws that guide the plan, see the *Supplementals* section.

Setting a Vision for 2050

Southern California is a vast region with a diversity of landscapes and communities. The six counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura are home to a population of nearly 19 million people, powering the 16th largest economy in the world. The region is a vibrant economic hub and a center for innovation, culture and entertainment. Southern California is a polycentric megaregion that operates as a single labor market, housing market and transportation shed. This means that people and destinations are more spread out, with linkages both within and across communities. This dispersed activity, combined with decades of prioritizing roadway investments, has led to increasing congestion and poor air quality. In addition, the rewards of our economic prosperity have not been equitably shared. Some communities and their residents face more adverse health consequences based on where they live—or they have less access to opportunities, including housing. The region is also vulnerable to challenges outside of anyone’s immediate control, like global economic shifts or a pandemic.

Connect SoCal is a long-term plan for the Southern California region that details investment in our transportation system and development in our communities to meet the needs of the region both today and tomorrow. The horizon year for Connect SoCal is 2050.

What kind of future are we envisioning?

Healthy: Southern California’s sustainable future hinges on a commitment to improved public health. The efforts to improve how we travel and where we develop will help us achieve environmental goals, like meeting air-quality standards and GHG emission-reduction targets, but will also contribute to better public health outcomes. Because the transportation sector is the largest contributor to statewide GHG emissions, Connect SoCal 2024 will expand alternatives to driving

alone—with transit as a backbone of the regional transportation system—and the focus on cleaner transportation. Land use planning will concentrate on reducing sprawl, preserving open spaces, increasing access to important resources and enhancing resilience to climate change impacts.

Prosperous: Connect SoCal fosters an inclusive and resilient economy. Strategic investments in infrastructure and transportation will improve access to employment centers and stimulate regional economic growth and opportunity in historically underserved areas. The region will prioritize workforce development initiatives, entrepreneurship and innovation to create diverse job opportunities across industries. Connect SoCal will advance the transition to clean-transportation technologies, such as the development of a roadmap for the infrastructure to support zero-emission medium- and heavy-duty trucks. Investment in clean technologies and the transition to a clean-energy economy will provide valuable opportunities to support economic development and recovery, resilience planning and the achievement of equity.

Accessible: Connect SoCal envisions a future where transportation is efficient, multimodal and accessible to all. Integrated transit networks, including expanded rail systems, bus rapid transit and active transportation infrastructure, will provide seamless connections throughout the region and expand mobility options connecting to previously underserved areas. The improved safety and security of the system will help more people feel comfortable taking transit or active transportation. Innovative technologies, such as zero-emission vehicles, broadband and Intelligent Transportation Systems, will play a vital role in expanding accessibility and reducing congestion and emissions.

Connected: The Southern California region will be characterized by connected and vibrant communities. New compact and mixed-use development patterns will prioritize walkability and create livable neighborhoods with ample green spaces, public amenities and affordable housing options. Transit-oriented development will foster thriving urban centers, reducing dependency on single-occupancy-vehicle travel and the need for long commutes.

Achieving this vision will require the collaboration of each community as well as leadership at the local, regional and state levels to take bold actions that address the injustices of the past, face the challenges of today and make investments for the future. SCAG is committed to ensuring that Connect SoCal remains a living document that is rooted in strong analysis and evolves alongside changes in the economy, technologies and demographics. SCAG adopted its first Regional Transportation Plan/Sustainable Communities Strategy in 2012. At that time, the region faced uncertainty as to how recovery from the Great Recession would impact the region over the long term. There were not yet e-scooters on our sidewalks, and there were less than 10,000 electric vehicles on our roads. Navigating this shifting context requires continued collaboration with local and state government agencies and other stakeholders.

In 2050, Southern California will be a healthy, prosperous, accessible and connected region for a more resilient and equitable future.

Environment

Southern California experiences significant air pollution that impacts public health and contributes to climate change. Climate change-related hazards are becoming more intense, with widespread regional impacts that include wildfires, drought, extreme weather and rising sea levels that negatively impact public health, welfare and the economy. The impacts of climate change also exacerbate underlying health risks in vulnerable and historically marginalized communities. In addition, in most of the region urbanization continues to consume farmlands and open spaces, which contributes to the loss of groundwater supply and habitat areas that play a critical role in strengthening the region's resilience. SCAG will collaborate with federal, state and local partners to ensure that the implementation of the Plan helps address existing air-quality challenges, preserve natural lands and reduce GHG emissions.

Economy

While the region boasts a resilient economy, it faces challenges in providing equitable economic opportunities. Disparities in access to education and training opportunities, affordable housing and transportation options hinder inclusive growth and contribute to inequities. The goods-movement sector supports a diversity of jobs but faces instability with global supply chains, exponential increases in freight activity and volatility, congestion and bottlenecks that threaten the loss of market share, and the challenge of mitigating community and environmental impacts. SCAG will collaborate with public and private stakeholders to ensure the benefits of a robust economy are shared by providing access to infrastructure like broadband, supporting workforce development opportunities—particularly around the deployment of clean technologies—and conducting comprehensive, systems-level planning for goods movement.

As the largest metropolitan planning organization in the country, SCAG has worked collaboratively with transportation agencies across Southern California for 50 years to align and connect transportation investments across the six-county region through the adoption of Regional Transportation Plans. With the passage of SB 375, SCAG has broadened this collaboration over the last 15 years to integrate local land use and transportation planning through the development of a Sustainable Communities Strategy.

Plan Development

Connect SoCal was developed through a four-year planning process that involved rigorous technical analysis, extensive stakeholder engagement, consultation with state and federal governments (such as land management agencies), and robust policy discussions with local elected leaders who make up SCAG's policy committees and Regional Council. This process also included formal input processes for our Project List from County Transportation Commissions and land use and growth data from local jurisdictions. In spring 2023, SCAG engaged with thousands of people across the region to gain a clear understanding of the issues and policy choices for the region.

Plan Goals

The goals for Connect SoCal are designed to help us achieve our vision. They fall into four core categories: mobility, communities, environment and economy. These goals are not mutually exclusive—they are mutually reinforcing. For example, the decisions and actions taken to achieve mobility goals can also help to achieve and support environmental goals. The top-line goals are highlighted below, and the supportive subgoals are further detailed in Chapter 3.

Mobility: Build and maintain an integrated multimodal transportation network

Communities: Develop, connect and sustain communities that are livable and thriving

Environment: Create a healthy region for the people of today and tomorrow

Economy: Support a sustainable, efficient and productive regional economic environment that provides opportunities for all residents

Focusing on Objectives

By 2050, the population of the region is projected in the Plan to increase by two million people, or 11 percent, with an increase of 1.6 million housing units, or 26 percent, and 1.3 million jobs, or 14.2 percent. However, growth is not expected to be uniform across the region's counties or cities.

This Plan invests \$751.7 billion in our transportation system, primarily in operations and maintenance, to ensure the continued performance of our current network. Implementation of Connect SoCal 2024 will add 181,200 new miles of transit revenue service, 4,000 new miles of bike lanes and 869 new miles to the Regional Express Lane Network. More importantly, the Plan includes investments and strategies to better manage these and past investments, including an Intelligent Transportation System and policies for Transportation Demand Management.

This plan projects that 66 percent of new households and 54 percent of new jobs between 2019–2050 will be located in Priority Development Areas, either near transit or in walkable communities.

This will create a region with:

- Transit as a backbone of the transportation system
- More Complete Streets where people and safety are prioritized
- Policies that encourage emerging technologies and mobility innovations that support rather than hamper regional goals
- More housing, jobs and mobility options closer together in Priority Development Areas to preserve natural lands and open spaces
- More housing to address the “existing housing need” as defined by the Regional Housing Needs Assessment
- Safe and fluid movement of goods, with a commitment to the broad deployment of zero- and near-zero emission technologies

For more details on the policies and projects included in Connect SoCal, see Chapter 3.

TECHNICAL REPORT	SUMMARY
Public Participation and Consultation	Documentation of consultation, outreach and engagement activities
Mobility	Focuses on overarching and intersectional issues across all transportation modes. Subsequent modal-specific chapters: Transit/Rail, Active Transportation, and Streets and Highways. Each includes a discussion on our existing conditions, challenges and key strategies
Economic Impact Analysis	Discussion of the Plan's regional economic impacts
Demographics and Growth Forecast	Analysis of the region's current demographics and anticipated future population, household and employment growth patterns
Land Use and Communities	Discussion of the Plan's Forecasted Regional Development Pattern and strategies for sustainable and resilient land use
Housing	Discussion of the regional housing supply and strategies to increase access to housing
Travel and Tourism	Discussion of travel and tourism in the region, including key destinations, the transportation system, programs serving travel and tourism in the region, and the local, county and state agencies, and nonprofit organizations working on enhancing tourism in the region

A CHANGING REGION

Regional COVID-19 Pandemic Recovery

The COVID-19 pandemic and the response to it impacted the way we live, work and play in the region—and we are still feeling those impacts today. When SCAG's Regional Council adopted Connect SoCal 2020 for all purposes in September 2020, following the May 2020 adoption for federal transportation conformity only, they affirmed aligning Plan implementation with pandemic recovery and identified emerging trends to be monitored alongside future planning, like Connect SoCal 2024. The following are the key disruptions to the region that SCAG has been tracking since 2020. SCAG monitored these elements alongside Plan development to apply relevant updates to our inputs and assumptions. These changes and challenges are continuing to evolve.

Housing crisis: The COVID-19 pandemic and the corresponding economic fallout exacerbated the housing crisis and, for communities of color, widened the economic gap. While early concerns focused on the stalling of housing construction, the more immediate crisis became employment loss—particularly for low-income households—that resulted in a growing number of households falling behind on their mortgage or rent. To minimize this, local, state and federal policymakers prioritized urgent pandemic needs and responses, such as mortgage-relief policies and foreclosure and eviction moratoria. While this had a beneficial impact on households at risk for displacement, it shifted housing priorities away from those that increased housing supply.²

Demographic shifts: The region's population growth was already slowing during the 2010s due to lower fertility rates and more out-migration than in-migration. The pandemic response provided additional shocks—a near-zero level of foreign immigration, fewer births and excess deaths from the pandemic itself. While these shocks appear to be dissipating substantially, the region's population declined between 2019 and 2023.

Goods movement: Supply chains were disrupted on a global scale, leading to severe bottlenecks at ports and cascading bottleneck and congestion issues further across the entire goods movement system—from railyards to industrial warehouses and distribution centers.

Transit ridership: While vehicle miles traveled (VMT) and congestion have returned to pre-pandemic levels, transit/rail ridership has rebounded unevenly. These transit/rail ridership declines have resulted in reduced farebox recovery and impacts to operations budgets—and there is widespread concern that transit/rail operators are fast approaching a fiscal cliff. Many transit operators remain uncertain of the longer-term future, particularly if remote working remains a norm for discretionary riders who tend to take rail. Some returning riders are apprehensive about their safety and security as they resume using transit/rail services.

Active transportation: During the pandemic, the region saw an increased use of active transportation (i.e., bicycling [including via e-bikes], walking, rolling, etc.). Bicycling and walking were regarded as reliable and resilient options because they enabled physical distancing and carried a low risk of contracting or spreading COVID-19.³ The increase in bicycling was reflected in the higher demand for bicycles and in bicycle sales figures. According to market research company NPD Group, sales of bicycles between April 2020 and April 2021 were up by 57 percent in the United States.⁴ Numerous communities reconsidered how public space was allocated, and several prioritized opening up streets to bicyclists and pedestrians to make it easier to physically distance from others while traveling to essential businesses and engaging in recreation.⁵ However, at the start of the pandemic, most dockless, shared micromobility providers temporarily withdrew from the public space.

Tele-everything: Relying on remote work and school (e-learning) as primary ways to physically distance exposed the region's digital divide of those who have access to reliable internet and those who do not. The internet, computers and smartphones have provided unprecedented access to information and have helped transform our relationship to transportation. Although many residents have benefited from these advancements, a significant portion of the population

While these relationships are driven by the nature of the work in each of these sectors, a regional plan must consider how to balance the needs of remote workers, who are largely in higher-wage occupations, and the needs of commuting, on-site workers, who are more likely to be in low-wage occupations. Some literature suggests that while flexible work schedules and telecommuting may reduce (or, in the case of satellite offices, reroute) single occupancy vehicle (SOV) commute trips, they likely increase SOV trips for other purposes, such as errands and trips for lunch while an employee is working from home (although not necessarily during peak congestion periods). This is known as the rebound effect.¹¹

Working from home has long been part of the planner's toolbox for reducing travel. The significant rise of working from home following the pandemic, and the changing travel patterns that have resulted, underscore the importance of pursuing strategies that offer more transportation options for non-work trips, in particular. A key component of this is fostering more connected and accessible communities that allow a wide range of trips to be accomplished within a short distance or via alternative modes. More analysis is needed to better understand this changing trend and how it may impact long-term decisions, including choice of housing location. However, despite recent concerns about people fleeing urban areas in general, the fact that the hybrid work model is becoming more predominant than the fully remote work model, workers will have more incentive to return to—or stay near—cities.¹²

At the present time, these changes appear to be felt very heavily in downtown areas, which by definition have the most intense clusters of employment in a region or subregion. American downtowns have had numerous declines and resurgences. Declines occurred during the crime increases of the 1990s and as a result of post-9/11 security concerns. Then, beginning in the mid-2000s, an increase in residential population and amenities took place. Now, due to the post-pandemic work-from-home trend—as well as crime and the perception of crime—many headlines have been sounding the alarm about the future vitality of downtowns. For example, office utilization rates in U.S. downtowns

averaged less than 50 percent in mid-2023, which affects both transit ridership and small businesses, like restaurants.¹³ However, there remains a price premium for both commercial and residential property with connectivity and activity nearby. Livability improvements and continued monitoring of opportunities can help downtowns—which can pool the largest labor force and foster more activity density than anywhere else—and in turn help improve surrounding neighborhoods and the region as a whole.

Emerging Technology

New and emerging technologies have had a significant impact on the transportation sector, transforming various aspects of mobility, efficiency, safety and user experience. These technologies include advancements in vehicle technology, like electric vehicles and automated vehicles, as well as advancement in travel planning and safety systems, such as Mobility as a Service and Advanced Driver Assistance Systems. Several of the key technologies impacting the region today—and on the horizon—include:

Zero-Emission Vehicles (ZEVs): The rise of hydrogen and electric vehicles has disrupted the automotive sector. ZEVs offer lower emissions, reduced dependence on fossil fuels, and improved energy efficiency compared to traditional internal-combustion-engine vehicles.

Shared Mobility: Ride sharing services such as Uber and Lyft have transformed the way people travel, reducing the need for personal car ownership. Car sharing and bike sharing platforms have also gained popularity, providing convenient and cost-effective transportation options.

Intelligent Transportation Systems (ITS): ITS integrates advanced technologies into transportation infrastructure to improve efficiency, safety and sustainability. This includes traffic management systems, dynamic signaling, smart parking and real-time traveler information systems.

Key Mobility Challenges

Limited Reliable Travel Options Besides Driving: As mentioned in the introduction to this chapter, one of the top challenges noted by Connect SoCal survey respondents is having limited reliable travel options other than driving. Despite billions of dollars in investments in our transit and active-transportation infrastructure, gaps in service and reliability remain—and these gaps impact perceptions of available options. As evidenced by responses to other survey questions, many people in the region prefer to drive alone on some trips, like errands, but want different options, such as walking or transit, for other trips that might include going to work or school or visiting friends.

The current lack of travel options besides driving in parts of the region can lead to increased congestion on the regional transportation network, which then leads to time wasted in traffic and increased emissions and pollutants. In other parts of the region, people with access to a transit network have noted concerns about reliability and safety.

Transportation Safety: Safety can refer to both personal security when traveling on transit and safety when on our roadways, either in a vehicle, on a bike or on foot. Traffic-related fatalities and serious injuries are a critical and preventable public health and equity issue in the region. Approximately 1,600 people die, and 140,000 are injured—more than 7,000 of which are serious injuries—on roadways throughout the SCAG region every year.¹⁵ Collisions are happening in every community in the region and to people from all walks of life, including those who drive, walk and bike. Approximately 90 percent of collisions occur in urban areas, with most taking place on local roads, not highways. Regionally, about 65 percent of fatalities and serious injuries occur on less than 1.5 percent of the roadway network. Of particular concern are vulnerable groups such as children, older adults, pedestrians, bicyclists and users of personal mobility devices like e-scooters.

The regional housing crisis has resulted in people without housing seeking shelter in public spaces, particularly at locations with 24-hour transit/rail service. Unhoused persons frequently utilize buses or trains for overnight stays. The situation raises several concerns for both transit/rail agencies and riders. Returning riders are apprehensive about their safety and security as they resume using transit/rail services. Buses or trains occupied by unhoused persons may face lingering cleanliness issues, and there have been reports of threats, assault and crime incidents that deter ridership.¹⁶ From the transit/rail agency's perspective, addressing homelessness on systems poses a complex challenge, particularly amidst many other pressing issues and limited funding. Across the region, transit/rail agencies will need to develop comprehensive strategies that address homelessness on their systems, considering factors such as safety, cleanliness and the welfare of both riders and unhoused persons.

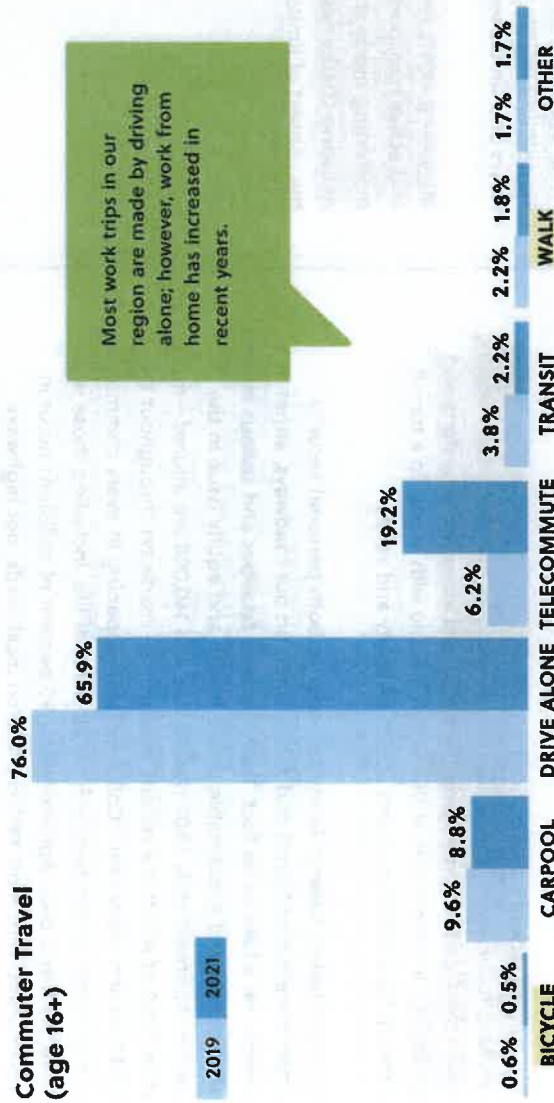
Increasing safety for pedestrians and bicyclists can make transit and active transportation a more appealing travel option, thereby motivating mode shifts away from single occupancy vehicle travel and reducing GHG emissions. However, finding sustainable solutions within the context of limited resources will remain an ongoing challenge.

CONNECT SOCIAL 2024: TAKE A CLOSER LOOK

The Way We Move Today

The region's transportation network is extensive. However, the current lack of convenient travel options in areas of the region apart from driving create traffic congestion and air pollution. Responses to the

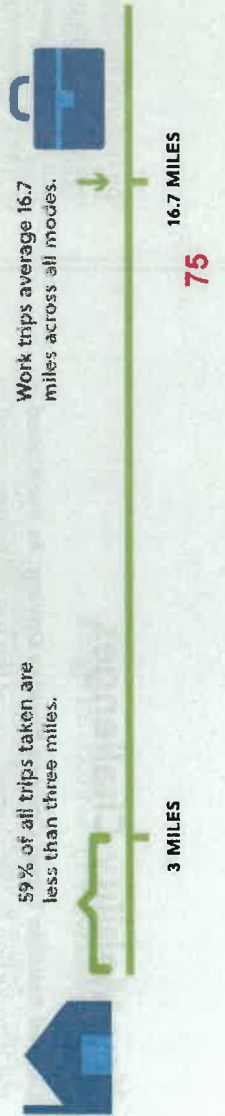
COVID-19 pandemic sparked changes in travel behavior and trends, which spotlight what is needed and what is possible for the future of transportation in our region.



Source: 2021 American Community Survey 1-year Sample, Table B08006

Most Non-Work Trips are Short

While trips to work are longer on average, the short distance of most other trips taken in the region opens up possibilities for other modes like walking, biking or rolling.



Annual Safety Statistics



Traffic-related deaths and injuries are a preventable public health and equity issue in the region.

Source: California Statewide Integrated Traffic Records System (SWITRS) (2021); Fatality Analysis Research System (FARS) 2021

ENVIRONMENT

Overview

What is the health of our people and environment? Despite significant improvements over the last several decades, the SCAG region still has some of the worst air quality in the country. Poor local air quality and the lack of dependable transportation options, active transportation, affordable housing, health care and job opportunities in many SCAG region communities can lead to poor health outcomes. The region is already facing the impacts of climate change, including extreme heat and severe wildfires. Heat-related events occurring from 2010 to 2019 resulted in more than 53,000 emergency room visits, 7,000 hospitalizations, and 600 deaths in California. Indicators show that the number and intensity of extreme-heat health events will worsen drastically throughout the state by midcentury. Extreme heat causes drier landscapes, which then make wildfires and drought more likely and extreme. In 2020, California experienced a record number of dry heat days due to a changing climate and had over 6,000 fires that burned millions of acres, making that year the largest wildfire season recorded in the state's modern history. Economic costs from wildfires include resources involved in fighting the fires, damage to property, health care bills, disrupted business costs, lost tax revenue, and decreased property values—and were estimated to be \$10 billion in 2020.

Natural lands offer important benefits to the region, including capturing carbon emissions and recharging groundwater resources. However, natural lands have decreased by roughly 50,000 acres, or 0.2 percent, between 2012 and 2019. Farmland decreased by 40,000 acres, or 3.5 percent, between 2012 and 2018. While farming practices can contribute to GHG emissions, these are typically far less than emissions in urban environments, and farm and grazing lands can provide co-benefits such as wildlife habitats, flood control and groundwater recharge. Our agricultural sector generates \$12.8 billion (2023 \$US) average annual output each year and employs an average of 53,000 workers.

As the region faces unprecedented challenges, it is important to coordinate regional land use and transportation strategies. It is also essential to address Southern California's growth and sustainability challenges in order to protect the SCAG region's natural resources and reduce future risks from climate change.

Key Environmental Challenges

Climate Change: This challenge includes increased wildfires, flooding, extreme heat, drought, sea-level rise and heavy storms, among other hazards. These impacts influence public health, communities, natural systems and the economy, as well as how we travel if there are disruptions and damages to our transportation system.

Poor Air Quality and Related Health Impacts: Across the SCAG region, transportation and land use decisions are shaping neighborhoods while also influencing the health outcomes of residents. The way a community is designed impacts the likelihood that a person will bike or walk to school, work or local shops; have access to healthy food or parks; and breathe air free of pollutants. Conditions in the places where people are born, live, learn, work and play are known as the Social Determinants of Health (SDOH), and they help explain why some health outcomes (e.g., rates of asthma or diabetes) vary widely across the region. To improve health outcomes and reduce these inequities, it is critical to consider public health in integrated land use and transportation planning such as through meeting federal air quality standards. (For more details, see Chapter 5 for SCAG's transportation conformity, the Supplementals section for the South Coast Air Quality Management District's Contingency Measure Plan, and the Goods Movement Technical Report Section 5.2 for goods movement related air quality.)

Loss of Open Space: The urbanization of the region over the past several decades has led to the consumption of hundreds of thousands of acres of natural land and farmland. The diverse natural landscapes of Southern California are an invaluable asset to the millions of people, native plants and animal species that call the SCAG region home.

Local Technical Assistance Resources:

Local Information Services Program: Responding to the needs of local jurisdictions, SCAG has initiated the Local Information Services Program by providing tools, resources, technical assistance and training to local jurisdictions to support local planning projects. The program consists of three major services, which benefit local jurisdictions: Toolbox Tuesday Technical Webinars, Local Information Services Team (LIST) and GIS training services. The program has also created tools like the Safety Hub and the Housing Element Parcel Tool (HELPR). Overall, the purpose of the program is to:

1. Improve internal and external collaboration, education and engagement
2. Promote SCAG's available tools and resources
3. Provide personalized one-on-one (1:1) technical assistance to local jurisdictions
4. Enhance staff planning knowledge and technical capabilities

Go Human: To address the safety of people walking and biking in the region's transportation network, SCAG created the *Go Human* campaign, an award-winning community engagement program with the goals of reducing traffic collisions and encouraging people to walk and bike more in the SCAG region. With support from the California Office of Traffic Safety, SCAG's *Go Human* program has implemented four rounds of grant-funding opportunities since 2018, helping local organizations create and lead traffic-safety projects. With more than \$893,000 distributed through grant funds in the SCAG region, *Go Human* funding has supported 106 traffic-safety projects and reached more than 981,000 people. In April 2023, *Go Human* launched

its Community Hubs Program, which offers funding opportunities for community organizations to implement local traffic-safety and community-engagement strategies that leverage community gathering and resource sites or networks. The program aims to build street-level community resiliency and increase the safety of populations that have historically been and/or are currently most harmed by traffic injuries and fatalities, including Black, Indigenous and people of color; people with disabilities; and frontline workers, particularly those walking and biking.

Sustainable Communities Program: SCAG helps to advance Connect SoCal through the Sustainable Communities Program (SCP), which has facilitated over \$16.9 million in funding to local jurisdictions since the adoption of Connect SoCal in 2020. This adds to the \$17 million in funding to local jurisdictions through the SCP between the adoption of the 2016 RTP/SCS and Connect SoCal 2020. The funding program's goals are to provide needed planning resources to local jurisdictions so they can plan for active and multimodal transportation, sustainable land use and affordable housing—all to support the implementation of Connect SoCal and increase the region's competitiveness for federal and state funds. See Table 2.1 for the projects funded since 2020.

Regional Early Action Program: On July 5, 2023, SCAG was awarded \$237 million from the California Department of Housing and Community Development. This was part of the Regional Early Action 2.0 program to accelerate progress toward state housing goals and climate commitments through a strengthened partnership between the state, its regions and local entities. These resources will enable SCAG to fund projects and programs that support Connect SoCal implementation.

TABLE 2.1 Sustainable Communities Program Projects Approved Since 2020

COUNTY	PROJECT TYPE	AGENCY	PROJECT NAME
Active Transportation & Safety			
Los Angeles	Pedestrian Plan	LA County Public Health	Lennox Community Pedestrian Plan
Los Angeles	Network Visioning & Implementation	Los Angeles Dept. of Transportation	Wilshire Center/K-town AT Network Visioning
Los Angeles	Quick Build	City of Santa Monica	East Pico Safety Project
Riverside	Non-Infrastructure	Riverside County Public Health	Safe Routes for All - Coachella
Orange	First/Last Mile	OCTA	OCTA Bus Stop Safety and Accessibility Study
Riverside	Active Transportation Plan	City of Banning	Banning Comprehensive ATP
Los Angeles	Safe Routes	City of Lynwood	Lynwood Safe Routes To School Plan
Los Angeles	Network Visioning & Implementation	City of Pomona	Pomona Citywide Complete Streets Ordinance
Los Angeles	First/Last Mile	Montebello Bus Lines	First-Mile / Last-Mile Master Plan
Los Angeles	Safe Routes	City of Duarte	Safe Routes to School Program
Orange	Vision Zero	City of Santa Ana	Safe Mobility Santa Ana Plan Update
Housing & Sustainable Development			
Los Angeles	Advanced ADU Bundle	Pasadena	City of Pasadena ADU Incentive Program
Los Angeles		Santa Monica	ADU Accelerator Program
Orange		Laguna Beach	ADU Ordinance and Toolkits
Orange		Buena Park	Advancing ADU Implementation
Los Angeles	Preliminary ADU Bundle	Compton	ADU Housing Opportunity
Orange		Garden Grove	Advancing Accessory Dwelling Unit Implementation Programs
Los Angeles		Paramount	Paramount Small Model Homes
Los Angeles		Santa Fe Springs	ADU Implementation Program: Prototypes and Procedural Manual
Los Angeles	EIFD Bundle	Covina	Covina Downtown Enhanced Infrastructure Financing District
Los Angeles		LAC/USC Health Village	LAC/USC Healthy Village Vision
Riverside		Yucaipa	Yucaipa EIFD

TABLE 2.1 Continued Sustainable Communities Program Projects Approved Since 2020

COUNTY	PROJECT TYPE	AGENCY	PROJECT NAME
Housing & Sustainable Development continued			
Los Angeles	Workforce Housing	Palmdale	Central Palmdale Workforce Housing Project WHAR12
Los Angeles	EIFD	Heart of Hollywood (City of LA)	Heart of Hollywood Infrastructure Financing District
Los Angeles	EIFD	One San Pedro (HACLA)	One San Pedro
Riverside		Coachella	Objective Design and Development Standards
San Bernardino		Grand Terrace	Permitting Software For Expediting Housing Opportunities
Los Angeles		Montebello	Streamlining Permitting Procedures
Orange	Objective Development Standards Bundle	Newport Beach	Newport Beach Objective Development Standards
Los Angeles		Santa Fe Springs	Objective Design Standards and Design Manual
Los Angeles		Santa Monica	Objective Development Standards
Los Angeles		South Pasadena	Housing Application & Materials Streamlining and Training
Orange		Westminster	Westminster Objective Development Standards
Los Angeles	Specific Plan	San Dimas	San Dimas Downtown Specific Plan
San Bernardino	Specific Plan	Rialto	Foothill-Riverside Specific Plan Updates
Los Angeles	Specific Plan	Burbank	Media District Specific Plan Update
Los Angeles	Objective Zoning Standards	South El Monte	South El Monte Zoning Code Comprehensive Update for Housing Streamlining
Smart Cities & Mobility Innovations			
Los Angeles		Los Angeles Dept. of Transportation	Curb Zone Data Inventory for Digital Curb Management
Los Angeles	Curb Space	City of Long Beach	Long Beach Curb Space Management Study
Orange		City of Stanton	Stanton Citywide Curb Management Plan
Los Angeles	Technology	San Gabriel Valley Council of Govts.	GoSGV Engagement & Evaluation
Riverside	Parking	City of Desert Hot Springs	Downtown and Light Industrial Parking Plan
Orange		City of Garden Grove	Garden Grove Curb Data Study
Orange	Technology	City of Laguna Woods	Laguna Woods Mobility Technology Plan
San Bernardino	Technology	City of Rialto	Smart Cities Plan for Warehousing & Logistics

CONNECT SOCAL 2024: LOOKING FORWARD

Creating an Equitable Future

SCAG has made a commitment and, in some cases, has the legal obligation to analyze and address the inequities that the government and planning profession, and others have created by systemically driving and perpetuating societal differences along racial lines. These inequities have resulted in vastly different living and social conditions, as well as reduced access to opportunities.



As part of Connect SoCal development, SCAG convened the Racial Equity & Regional Planning Subcommittee, which recommended that Connect SoCal 2024 function as a vehicle to promote racial equity. In this way, it can serve to address the historic impacts of systemic racism and coordinate and implement equity-centered activities across the region. SCAG aimed to consistently apply an equity lens while developing the Plan—and the Technical Reports, too, which address specific equity issues relevant to their respective topics.

While SCAG considers potential impacts on people of color and low-income households in our regional growth, transportation and economic development planning and analysis, SCAG recognizes that more affirmative approaches that seek to counter the effects of historic practices are needed to advance equity and social justice across the region. It is imperative that SCAG approach this work with a keen understanding of the diversity of the region—including sovereign Tribal Governments and Communities—to ensure that efforts to advance racial equity are inclusive and responsive to the needs across the region. Some key strategies for improving equity in the region include:

Priority for Equity Communities:
Prioritization of historically marginalized communities is a key focus for SCAG and

state and federal funding programs, which is why it was elevated as a priority by the Subcommittee. Prioritized capacity-building and funding efforts support historically marginalized communities—often communities of color—to develop programs that respond to community-identified needs and advance community-driven solutions.

Reconnecting Communities: Historic physical and economic segregation was caused by some U.S. housing and transportation policies and led to decades of inequalities. We are now planning policies and projects that involve removing, retrofitting or mitigating highways or other transportation facilities that create barriers to community connectivity, including mobility, access or economic development.

Affirmatively Furthering Fair Housing: Our goal is to take meaningful actions that address significant disparities in housing needs and access to opportunity, replace segregated living patterns with truly integrated and balanced living patterns, transform racially and ethnically concentrated areas of poverty into areas of opportunity, and foster and maintain compliance with civil rights and fair housing laws.

To further these strategies, SCAG develops studies and programs focused on creating more equitable outcomes for the region, including the following examples:

A VISION FOR 2050

Looking Toward the Future

The Vision and Goals for Connect SoCal 2024 are rooted in the direction set forth by Connect SoCal 2020, reflecting both SCAG's statutory requirements and the emerging trends and persistent challenges facing the region. SCAG then engaged with stakeholders and members of the public on a draft vision for Connect SoCal in 2050 and a set of draft goals. Reflecting that input, SCAG's vision for Southern California in the year 2050 is "A healthy, prosperous, accessible and connected region for a more resilient and equitable future." The following goals and subgoals will help the SCAG region to achieve this vision:

Mobility: Build and maintain an integrated multimodal transportation network

- Support investments that are well-maintained and operated, coordinated, resilient and result in improved safety, improved air quality and minimized greenhouse gas emissions
- Ensure that reliable, accessible, affordable and appealing travel options are readily available, while striving to enhance equity in the offerings in high-need communities
- Support planning for people of all ages, abilities and backgrounds

Communities: Develop, connect and sustain livable and thriving communities

- Create human-centered communities in urban, suburban and rural settings to increase mobility options and reduce travel distances
- Produce and preserve diverse housing types in an effort to improve affordability, accessibility and opportunities for all households

Environment: Create a healthy region for the people of today and tomorrow

- Develop communities that are resilient and can mitigate, adapt to and respond to chronic and acute stresses and disruptions, such as climate change
- Integrate the region's development pattern and transportation network to improve air quality, reduce greenhouse gas emissions and enable more sustainable use of energy and water
- Conserve the region's resources

Economy: Support a sustainable, efficient and productive regional economic environment that provides opportunities for all people in the region

- Improve access to jobs and educational resources
- Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air and quality of life for our communities

SCAG's vision for Southern California in the year 2050: A healthy, prosperous, accessible and connected region for a more resilient and equitable future.

Regional Planning Policies

SCAG developed a set of Regional Planning Policies to guide decision-making in the region that aligns with the Plan's vision and achievement of our goals. These policies carry forward priorities that have been refined over several planning cycles to promote a multimodal transportation system and sustainable land use and development. The policies listed in the Regional Planning Policies section near the end of this chapter incorporate recent discussions and direction from SCAG's Regional Council, Policy Committees and special subcommittees. The categories covered by these policies are detailed in each of the following sections.

MOBILITY IN 2050

The Future of Movement

How will we move and increase access to opportunities in 2050? Transportation and its corresponding technologies connect us to places and allow us to move between home and important destinations like work, school or the grocery store. Our community's land use pattern determines the distribution of these destinations which, when combined with available transportation options, either support or negatively impact our ability to meet our needs. Historically, patterns such as racial segregation, gentrification and displacement have limited mobility and access for communities of color. These historic inequities have present-day impacts that surface in a variety of ways, including increased exposure to air pollution, noise and traffic collisions. Ensuring mobility and accessibility is important, especially in the region's Priority Equity Communities, which are census tracts with a greater concentration of populations that have been historically marginalized and are susceptible to inequitable outcomes based on several socioeconomic factors. Additionally, it is critical that SCAG and our partner transportation agencies work in collaboration with communities most impacted by socioeconomic, environmental and transportation burdens. For people across the region to thrive, a healthy mobility ecosystem needs to exist, one where various modes of transportation work in tandem to meet the needs of the community.

Connect SoCal 2024 represents our most up-to-date understanding of the region, along with the policies, strategies and projects to advance the region's mobility, economy and sustainability through 2050.

In spring 2023 public outreach survey, SCAG asked thousands of people across the region what would be the ideal mode to access various activities. About 30 percent or more of respondents would prefer to walk/bike/roll when traveling to school or childcare, for errands and to social activities. In contrast, for work trips, about 25 percent would prefer to take transit and 25 percent would prefer to drive alone. The mismatch between the expressed preference of these survey respondents and the data on how we move today in Chapter 2—where 66 percent of commute trips are made by driving alone—indicates that there is pent-up demand for more options.

Connect SoCal 2024 includes investments, policies and programs for improving access to a robust multimodal transportation system that is reliable and safe for all users. Achieving the Plan vision requires ensuring that the current network is well-maintained and that policies are in place to support an efficient and coordinated operation of the system. This section highlights the investments and areas of focus for ensuring a robust transportation network in the region.

CONNECT SOCIAL 2024: MOBILITY STORIES

Traveling in the Region Tomorrow

Santa Ana, CA: A freshman at Santa Ana College rents a room close to school so that she can walk to class. When she needs to get to her internship in Corona, she takes Metrolink. For other trips, she relies on her Mobility Wallet to make the best choice, depending on cost and speed. Sometimes this means taking the OC Streetcar for local trips, a dockless shared bike for some extra exercise or renting a shared electric vehicle to make a longer trip.

San Bernardino, CA: A senior citizen lives in an assisted living facility. He can no longer safely operate a vehicle but still maintains an active social and civic life. He uses an app to reserve paratransit rides that transport him to appointments and community meetings. For shorter trips, he uses his motorized scooter on neighborhood sidewalks but plans his routes through streets with the most trees to keep cool in the shade.

El Centro, CA: A mom uses her electric car to drive her son to daycare and to get to work. She lives in an apartment that only has one charger, but she is able to rely on the robust public charging infrastructure to always have enough charge to get where she needs to go. She likes to ride her bike with her son to visit family on the weekends and feels safe doing so, thanks to the new bike paths.

Mobility Policies and Strategies

The following list provides a brief description of the categories that Connect SoCal 2024 uses to frame the Regional Planning Policies and Implementation Strategies detailed below.

- **System Preservation and Resilience:** Maintaining the operational efficiency of our transportation system is crucial. Unfortunately, demand on the system has increased over the decades without sufficient maintenance reinvestment. This has greatly influenced the number of roadways and bridges that have fallen into an unacceptable state of disrepair. Part of the challenge is to ensure that projects in the Plan follow a “fix-it-first” principle and that life-cycle costs, such as maintenance and preservation expenses, are considered and planned for during the development of infrastructure projects. Another part of the challenge is securing sufficient revenue to maintain both existing and new infrastructure in a state of good repair. This is a significant concern for our local streets and roads because every trip begins with them and, regardless of mode, we all rely upon a well-maintained local street and road system to support other critical mobility and safety goals.

- **Complete Streets:** Complete Streets are roadways designed to support the safety, comfort and mobility for all road users. They are accessible to people of all ages and abilities, regardless of whether they are driving, walking, bicycling, using micromobility devices, or riding transit/rail.

- **Transit and Multimodal Integration:** Strategies for improving the transportation system are dependent on integration with our growth and land use patterns. The availability, access and efficiency of different modes, including transit/rail, walking, bicycling and other forms of active transportation—including driving—all depend on a close relationship with how our region uses land and how we grow. This is particularly true when it comes to improving and building a transit/rail system that can best serve people in communities throughout our region. Encouraging shifts in the modes people use

also depends on the implementation of strategies supporting more seamless connections across modes, especially via first/last mile connection, those occurring between transit/rail and biking, walking, or rolling, and ensuring platforms exist to facilitate trip planning and payments.

- **Transportation Systems Management (TSM):** TSM is a series of techniques, including transportation demand management, designed to maximize the functional capacity and efficiency of the existing transportation system. Effective TSM strategies reduce traffic congestion, improve air quality and safety, and reduce or eliminate the need to construct new and expensive transportation infrastructure. Many TSM strategies seek to optimize the operation of the existing transportation system through use of Intelligent Transportation Systems (ITS). An example of this would be transit signal prioritization or advanced technologies that can anticipate changing traffic conditions and provide real-time information to drivers, allowing them to make more informed decisions.
- **Transportation Demand Management (TDM):** TDM strategies and investments can reduce the demand for roadway travel, particularly during peak times or on congested routes. Shifting trips to less congested times, such as through congestion pricing, can optimize the use of existing roadway capacity. Shifting trips from single occupancy vehicles (SOVs) to other modes often costs significantly less than roadway or transit capital expansion projects. TDM strategies add transportation choices that improve sustainability, public health and quality of life by reducing congestion, air pollution and GHG emissions. When transit ridership, carpooling, bicycling and walking increase, the efficiency of the entire transportation system improves, bringing many benefits to the region.

- Funding the System/User Fees:** The cost of a multimodal transportation system that will serve the region's projected growth in population, employment and demand for travel surpasses the projected revenues expected from existing sources, including the gas tax, our historic source of transportation funding. The purchasing power of our gas tax revenues is decreasing and will continue on a downward trajectory while transportation costs escalate. Projected revenues will continue to decline as fuel efficiency improves and the number of alternative-fuel and alternative-powered vehicles continues to grow. To backfill limited state and federal gas tax revenues, our region has continued to rely on local revenues to meet transportation needs. In fact, 61 percent of the region's core revenues are from local sources. Efforts are underway to explore how we can transition from our current system based on fuel taxes to a more direct system based on user fees. In addition to generating revenues, user fees are among the most impactful VMT and GHG reduction strategies for the transportation sector. However, a sensible system of user fees must be designed with policies that address fairness and equity concerns.



LET'S GET TECHNICAL

Review the *Mobility, Congestion Management and Transportation Finance Technical Reports* for further discussion of these critical aspects of transportation planning.

- Technology Integration:** Emerging technology has the potential to expand transportation choices and equity throughout the region. By providing more options for local and regional trips, emerging technologies may shift trips to less environmentally damaging modes, minimize negative environmental impacts associated with current vehicle use, increase system efficiency, improve safety and reduce auto-related collisions and fatalities. However, realizing these potential benefits (and avoiding potential negative impacts) is dependent on the rate of technology development and adoption of a wide range of public and private sector innovations. Some of these technologies, such as alternative fuel and powered vehicles, micro-mobility, bike sharing and microtransit, have a mitigating influence on GHG emissions. Others, such as ride-hailing and automated vehicles, will likely increase VMT and GHG emissions if their business models do not adapt to eliminate or reduce single-passenger rides and "deadheading," where vehicles are driven with zero passengers. Therefore, it is vitally important to adopt strategies and policies that encourage shared rides.
- Safety:** Maintaining the safety of all people who travel in our region is important at the local, regional, state and federal level. SCAG develops targets for safety that are updated every two years. Improving safety directly impacts the well-being and confidence of people who are walking, biking and rolling, as well as their willingness to choose active transportation. This is particularly pronounced for certain groups, such as children, older adults and individuals with disabilities who may need extra time and specific information to navigate and cross roads safely and securely. Additionally, returning transit/rail riders may be more likely to resume using transit/rail services in a safe and secure environment.

Complete Streets: Planning for All Users

Planning for a future where everyone has safe, affordable, reliable and sustainable transportation options requires additional transportation investments.

Complete Streets: These streets are designed to support safety, comfort and mobility for all road users. They are accessible to people of all ages and abilities, regardless of whether they are driving, walking, bicycling, rolling or riding transit/rail. The approaches vary based on community context, but elements often include comfortable sidewalks, bicycle lanes, transit priority lanes and signals, high-quality transit stops, frequent and safe crosswalks, median islands, accessible signals, curb extensions, modified vehicle travel lanes, streetscape and landscape treatments. They may also accommodate and optimize new technologies and micromobility devices, first mile/last mile connections to transit/rail and curbside management strategies including last-mile deliveries. SCAG's strategy is to focus targeted investments on corridors on the High Injury Network (HIN), where safety issues are concentrated and improvements to eliminate these issues would encourage mode shift.

Safe Routes to School (SRTS): The primary goal of these programs is to encourage and facilitate active transportation options while enhancing the safety and accessibility of routes used by people walking, biking or rolling. These programs often involve a combination of infrastructure improvements, educational campaigns and policy changes to create safer environments for traveling via active transportation. SCAG's strategy is to focus targeted investments on corridors within the High Injury Network (HIN) and located in close proximity to K–12 schools.

for developing a regional network of dedicated bus lanes and other transit priority treatments. The regional transit priority network is intended to enable enhanced transit services, improved mobility, accessibility and sustainability.

Zero-Emission Bus Acceleration: All transit agencies are required to transition to 100 percent zero-emission bus fleets by 2040 (Innovative Clean Transit regulation), a decade before the horizon year of Connect SoCal. Many agencies have already begun to transition their fleets, including the Antelope Valley Transit Authority, which became the first all-electric transit agency in North America in 2022. Due to this significant undertaking and given both the higher upfront costs and supportive infrastructure, additional funding is needed to support the transition.

Mobility Hubs: Mobility hubs are places where we can seamlessly connect with multiple modes of transportation in a safe, comfortable and accessible environment. Mobility hubs include a range of transportation options—but, typically, at least two—that connect and interact with one another (e.g., transit/rail, car share, bike share, etc.). They typically improve connectivity to transit/rail and are the infrastructure foundation for multimodal trip planning and promoting mode-shift. They are considered essential for a safe and convenient transfer between transportation modes. SCAG's strategy is to focus targeted investments in a set of prioritized mobility hubs distributed across the region.

Metrolink SCORE Buildout: This transformation of Metrolink, from a service profile primarily oriented to downtown Los Angeles peak-period commuters, to one that also serves a broader set of trips with more options to better align with changing travel patterns, such as more trips to activity centers throughout Southern California (including medical facilities, educational institutions and cultural centers), more non-work trips, and fewer peak-hour commuters due to work-from-home and hybrid work schedules.

To develop this forecast, SCAG first prepared a Regional Growth Forecast to understand how many people, households and jobs we needed to plan for. Then SCAG developed a preliminary Forecasted Regional Development Pattern based on local general plans and known development entitlement agreements. RHNA allocations, to the extent that they had been embedded into certified housing elements, were taken into account. In addition, regional sustainability strategies from the final, adopted Connect SoCal 2020, including priority growth and environmentally constrained areas, were embedded into the forecast. These are detailed further in the Priority Development Area and Green Region Resource Area sections. Then SCAG met with local jurisdictions across the region to verify that our understanding of the future matched with local planning efforts. This input from local jurisdictions was integrated into the Forecasted Regional Development Pattern for Connect SoCal 2024. Details about forecast data and consistency with the SCS can be found in the Supplementals section of this document.

The Regional Growth Forecast assumes the region is successful in alleviating much of the latent housing demand that has built up over past decades by projecting 30 percent higher household growth during the 2020s than Connect SoCal 2020. This reflects changes to state- and local-housing-supportive policy as well as stronger housing production numbers in recent years, including ADUs, which are historically undercounted. In contrast to past cycles in which local review usually yields lower household growth and higher job growth, the locally reviewed Connect SoCal 2024 household forecast was actually 2.3 percent higher than the preliminary version developed with a demographic panel of experts. This accelerated production reflects the optimism on the part of local jurisdictions to meet the housing needs of today and tomorrow. In addition to far more near-term household growth, the Forecasted Regional Development Pattern also demonstrates housing growth in generally more sustainable locations within the region than the prior Plan. The share of household growth in Connect SoCal 2024 in more than one priority area and outside environmental constraint areas is 39 percent compared to only 36 percent in Connect SoCal 2020.

- **15-Minute Communities:** A 15-minute community is one in which you can access all of your basic, day-to-day needs, services and amenities within a 15-minute walk, bike or roll from your home. This is where people are able to make fewer and/or shorter trips due to the proximity of activity centers and destinations. For SCAG's purposes, this represents a framework for making our jurisdictions more inclusive, more equitable and more efficient by providing a range of mobility options and overall reduction in single-occupant vehicle trips.
- **Equitable Engagement and Decision-Making:** Fostering strong and resilient communities depends not just on our built environment but also on our social networks. Striving for more equitable engagement and decision-making can ensure that our communities reflect the priorities of the people within them.

Forecasted Regional Development Pattern

As part of developing a Sustainable Communities Strategy per Senate Bill 375 (SB 375), SCAG must include a "forecasted development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies..." will enable SCAG to reach its per capita passenger vehicle GHG emission reduction target of 19 percent below 2005 levels by 2035, if feasible. This Forecasted Regional Development Pattern (see Map 3.3) details where people, households and employment will be located through 2050, the horizon year of the Plan.



LET'S GET TECHNICAL

For further discussion of critical aspects of regional planning, review the Land Use and Communities Technical Report.

Priority Development Areas

Priority Development Areas (PDAs) are areas within the SCAG region where future growth can be located to help the region reach Plan goals. Generally, this means that people in these areas have access to multiple modes of transportation or that trip origins and destinations are closer together, allowing for shorter trips. PDAs are a technical tool to facilitate Plan development and analysis, and are used for different purposes, such as growth visioning, performance measurement or grant applications. However, as a general principle, development in overlapping PDAs indicates a greater alignment with Plan goals. PDAs in Connect SoCal 2024 include Neighborhood Mobility Areas (NMAs), Transit Priority Areas (TPAs), Livable Corridors and Spheres of Influence (SOIs) (in unincorporated areas only). see Map 3.4 Priority Development Areas.

PDAs follow the principles of center-focused placemaking, providing locations where many Connect SoCal strategies can be fully realized. Additionally, PDAs assist with guiding the Forecasted Regional Development Pattern. Connect SoCal's PDAs—NMAs, TPAs, Livable Corridors and SOIs—account for 8.2 percent of the region's total land area. However, implementation of SCAG's recommended growth strategies will help these areas accommodate 66 percent of forecasted household growth and 54 percent of forecasted employment growth between 2019 and 2050. This more compact form of regional development, if fully realized, can reduce travel distances, increase mobility options, improve access to workplaces and conserve the region's resource areas.

From May to December 2022, jurisdictions were tasked with reviewing the PDA layers and the Forecasted Regional Development Pattern to ground regional strategies at the local level. This local feedback helps ensure our regional PDA strategies are best reflected at the local level and produce the strongest regional outcome.

Although the region will see benefits from infill development, jurisdictions are encouraged to actively acknowledge and plan for potential impacts, including displacement for both residents and small businesses.

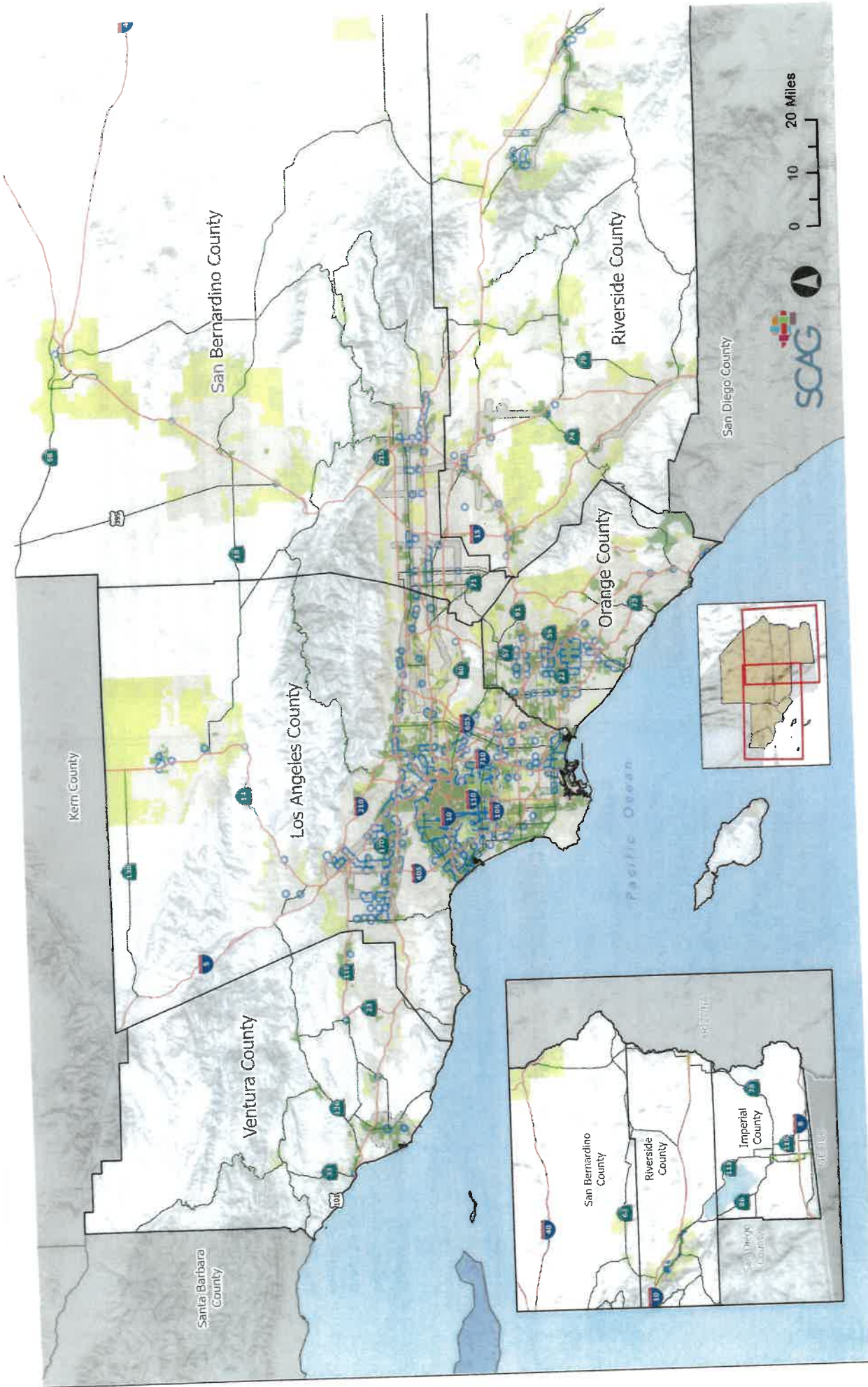
Production and preservation of permanent affordable housing to complement infill strategies is essential for achieving equitable outcomes. These priorities are reflected in Regional Planning Policies.

- **Neighborhood Mobility Areas (NMAs)** include four elements that reflect potential to improve, restore and enhance safe and convenient connections to schools, hospitals, shopping, services, places of worship, parks, greenways and other destinations. The four elements of an NMA are: 1) intersection density, 2) low-speed streets, 3) land use diversity, and 4) accessibility to amenities within one-mile using street network distances. NMAs exist in each county and throughout the region, and can vary in their specific form, regardless of whether the NMA is located in a dense urban neighborhood or a historic business district. SCAG developed a region-wide map of neighborhood mobility to help further strategies and policies within Connect SoCal 2024.
- **Livable Corridors** are areas where local jurisdictions can plan and zone for increased density at nodes along key corridors and redevelop single-story underperforming retail with well-designed, higher-density housing and employment centers. Growth at strategic nodes along key corridors, many of which are within High Quality Transit Corridors (HQTs), will make transit a more convenient and viable option. The Livable Corridors network is developed utilizing select variables from past plans like HQTs and input from local jurisdictions during the Local Data Exchange process. Additionally, this strategy integrates certain transit improvements, including Bus Rapid Transit (BRT), other features improving bus performance and user experience, and certain active transportation improvements to support safe bicycling and walking.

- **Transit Priority Areas (TPAs)** are areas within one half mile of existing or planned major transit stops in the region. A major transit stop is defined in state statute as a site containing an existing or planned rail or bus rapid transit station, a ferry terminal served by either bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. TPAs are where transit-oriented development (TOD) can be realized—where people can live, work and play in higher-density, compact communities that are conducive to complete streets that facilitate access to high frequency transit with safe and comfortable walking and biking networks. Focusing regional growth in areas with planned or existing major transit stops is key to achieving equity, economic and environmental goals. Infill within TPAs can reinforce the assets of existing communities, efficiently leveraging existing infrastructure and potentially lessening impacts on natural and working lands.

- **Spheres of Influence (SOIs)** are existing or planned service areas within the planning boundary outside of an agency's legal boundary. The intent of an SOI is to promote the efficient, effective and equitable delivery of local and regional services for existing and future residents and to encourage a collaborative process between agencies. A city will periodically annex parcels in an SOI into the city limits to include new developments or areas with infrastructure needs. Unlike the other three PDAs, spheres of influence are exclusively found in the unincorporated areas of SCAG's six counties. Prioritizing unincorporated county growth within existing SOIs discourages urban sprawl and the premature conversion of agricultural and natural lands—and typically makes more efficient use of infrastructure that can reduce costs to taxpayers. As a result, less than 3 percent of the region's future household growth from 2019 to 2050 will be located in unincorporated areas that are outside of SOIs.

Priority Development Areas (PDAs) are areas within the SCAG region where future growth can be located to reach Plan goals. Generally, people in these areas will have access to multiple modes of transportation or trip origins and destinations will be closer together, allowing for shorter trips.



SCAG: Connect SoCal 2024 **MAP 3.4** Priority Development Areas

- Livable Corridor (LC)
- Neighborhood Mobility Area (NMA)
- Sphere of Influence (SOI)
- Transit Priority Area (TPA)
- SCAG Counties
- City Boundaries
- Freeway/Toll Road
- Other State Highway

Source: SCAG 2023

ECONOMY IN 2050

The Future of Prosperity

How will we support a robust economy? The functioning of the regional economy is intertwined with the decisions and investments we make relative to our transportation network and communities. Our economy can be constrained if people can't afford to live here and if employers can't retain workers. Conversely, elements of our economy, such as the goods movement sector, can impact our ability to meet other goals—such as air quality. This section highlights areas where we need additional policies or strategies to ensure a robust regional economy. These strategies and investments improve the efficiency of the region's transportation network, which generates jobs by reducing the costs of getting to work and transporting goods.

Economic Policies and Strategies

The categories for the Regional Planning Policies and Implementation Strategies detailed below are focused on the following critical aspects of ensuring a strong and fair economy:

- **Goods Movement:** Transporting goods involves a highly complex system of raw, semi-finished and finished materials and products used by businesses and residents that often relies upon multiple modes of transportation (e.g., ships, trucks, trains, planes, etc.). The efficient movement of these goods is a critical component of a strong economy. They support industries and activities that provide jobs, tax revenue and resources that bolster innovation and creativity, and access to local and world markets through trade. This movement



LET'S GET TECHNICAL

For more details, review the *Economic Impact Analysis Technical Report*.

depends directly upon the physical infrastructure that comprises the transportation network, such as interstates and highways, rail lines and yards, ports and local roadway access that connects to industrial warehouses, distribution facilities and other facilities.

- **Broadband:** Broadband is a term that covers any high-speed internet access with minimum speeds of 25/3 megabits per second (Mbps). Broadband relies on a network of communications infrastructure, including middle-mile physical infrastructure to connect to global networks and last-mile connections by local carriers. The region relies on this digital infrastructure to support our transportation network and provide access to jobs, education and other vital daily needs, like commerce and healthcare.
- **Universal Basic Mobility:** Universal Basic Mobility (UBM) programs provide qualified residents with subsidies for transit and other mobility services. UBM aims to address existing inequities in the transportation system and improve accessibility to jobs and services.
- **Workforce Development:** These initiatives educate and train individuals to meet the needs of current and future businesses and industry in order to maintain a sustainable and competitive economic environment.
- **Tourism:** This relates to the travel of not just those visiting from outside the region but also from within the region to reach the region's many destinations and attractions. This sector of the economy employs nearly 500,000 people and generates over \$2 billion in local tax revenues.

Regional Strategic Investments

There are several strategic investments that are necessary to support a sustainable, efficient and productive regional economy. By investing in a more efficient goods movement network, Universal Basic Mobility and improved access to recreational trails, the SCAG region is not only making broad improvements to the general regional economy but is focusing specifically on areas of disparity—and making it possible to improve the health and access of under-resourced communities.

Goods Movement

The efficient movement of goods is critical to a strong economy and improves quality of life in the SCAG region by providing essential goods and supplies to residents and businesses, generating employment opportunities and providing access to markets through trade. However, increased volumes of goods moving across the transportation system also contribute to greater congestion, safety concerns and harmful emissions. It is critical to integrate land use decisions and technological advancements to minimize environmental and health impacts while fostering continued growth in trade and commerce.

Bottleneck Relief: As part of Connect SoCal and SCAG's comprehensive regional goods movement planning, bottleneck relief analysis and implementation strategy development has served to identify areas with the worst congestion and delay characteristics. Targeted regional investments will implement a menu of improvement strategies focused on freight corridors to improve the flow of people and goods.

ITS Strategy, Technology Initiatives: Goods movement Intelligent Transportation Systems and technology components of equipment, facilities and systems are increasingly shifting to automation, routing platforms and app-developed platforms. As part of SCAG's comprehensive regional goods movement planning, targeted regional investments will implement a menu of improvement strategies focused on newer technologies that can optimize how goods flow throughout the region.

Arterial O&M, Pavement Management, First/Last Mile Delivery:

Through SCAG's comprehensive regional goods movement planning and Last Mile Freight Delivery Study, SCAG identifies numerous changes with respect to technologies, shifting supply chains and increasing deliveries of goods directly to residents and businesses. SCAG also highlights the importance of addressing local pavement conditions along critical goods movement routes throughout the region. Targeted regional investments will implement a menu of improvement strategies focusing on preserving and managing pavement systems from goods movement impacts.

Zero-Emission: SCAG's Last Mile Freight Program (LMFP) and Zero-Emission Truck Infrastructure Roadmap Study are providing planning and implementation support to facilitate the region's transition to a zero-emission goods movement system. Targeted regional investments will support zero-emission vehicles and infrastructure to realize the regions' goods movement industries' transition to clean technologies.

Universal Basic Mobility

Universal Basic Mobility (UBM) programs provide qualified residents with subsidies for transit and other mobility services. In doing so, they aim to address existing inequities in the transportation system and improve accessibility to jobs and services. At its core, UBM combines a mix of partnerships and policies to support safe and efficient access to a range of mobility services. UBM program participants are typically provided with monthly subscriptions of prepaid cards to access mobility services. UBM can also help disadvantaged community members gain payment credentials by waiving annual fees on debit cards and transition cash users into digital payment users. In this way, UBM can help address payment barriers that technologies can impose upon disadvantaged communities while also making broader access to shared mobility options possible beyond traditional, fixed-route transit. SCAG anticipates focusing on partnerships with affordable housing developers throughout the region to subsidize a range of transportation services, improve livability and lower the cost burden of travel. These efforts will also need to be complemented by efforts to expand travel choices and access to opportunity for low-income households.

Tourism: Access to Recreational Trails and Scenic Byways

This initiative provides funds to develop non-motorized recreational trails and related facilities, including trails and pathways that provide access to local and regional parks. This includes considering transit-oriented accessibility to offer more options for people to reach open space. The recreational trails and scenic byways component is similar to the Recreational Trails Program Non-Motorized.

MOBILITY



System Preservation and Resilience

- 01.** Prioritize repair, maintenance and preservation of the SCAG region's existing transportation assets, following a "Fix-It-First" principle
- 02.** Promote transportation investments that advance progress toward the achievement of asset management targets, including the condition of the National Highway System pavement and bridges and transit assets (rolling stock, equipment, facilities and infrastructure)

Complete Streets

- 03.** Pursue the development of Complete Streets that comprise a safe, multimodal network with flexible use of public rights-of-way for people of all ages and abilities using a variety of modes (e.g., people walking, biking, rolling, driving, taking transit)
- 04.** Ensure the implementation of Complete Streets that are sensitive to urban, suburban or rural contexts and improve transportation safety for all, but especially for vulnerable road users (e.g., people, especially older adults and children, walking and biking)

- 05.** Facilitate the implementation of Complete Streets and curb space management strategies that accommodate and optimize new technologies, micromobility devices and first/last mile connections to transit and last-mile delivery

- 06.** Support Implementation of Complete Streets improvements in Priority Equity Communities, particularly with respect to Transportation Equity Zones, as a way to enhance mobility, safety and access to opportunities

Transit and Multimodal Integration

- 07.** Encourage and support the implementation of projects, both physical and digital, that facilitate multimodal connectivity, prioritize transit and shared mobility, and result in improved mobility, accessibility and safety
- 08.** Support connections across the public, private and nonprofit sectors to develop transportation projects and programs that result in improved connectivity
- 09.** Encourage residential and employment development in areas surrounding existing and planned transit/rail stations
- 10.** Support the implementation of transportation projects in Priority Equity Communities, particularly with respect to Transportation Equity Zones, as a way to enhance mobility, safety and access to opportunities
- 11.** Create a resilient transportation system by preparing for emergencies and the impacts of climate change

Transportation System Management

12. Pursue efficient use of the transportation system using a set of operational improvement strategies that maintain the performance of the existing transportation system instead of adding roadway capacity, where possible
13. Prioritize transportation investments that increase travel time reliability, including build-out of the regional express lanes network

Transportation Demand Management

14. Encourage the development of transportation projects that provide convenient, cost-effective and safe alternatives to single-occupancy vehicle travel (e.g., trips made by foot, on bikes, via transit, etc.)
15. Encourage jurisdictions and TDM practitioners to develop and expand local plans and policies to promote alternatives to single occupancy vehicle travel for residents, workers and visitors
16. Encourage municipalities to update existing (legacy) TDM ordinances by incorporating new travel modes and new technology and by incorporating employment and residential sites of certain populations—for example, employers who have less than 250 employees (below the 250 or more employees threshold identified in AQMD's Rule 2202)

Technology Integration

17. Support the implementation of technology designed to provide equal access to mobility, employment, economic opportunity, education, health and other quality-of-life opportunities for all residents within the SCAG region
18. Advocate for data sharing between the public and private sectors to effectively evaluate the services' benefits and impacts on communities while protecting data security and privacy

19. Advocate for technology that is adaptive and responsive to ensure it remains up to date and meets the evolving needs of users and stakeholders

20. Promote technology that has the capacity to facilitate economic growth, improve workforce development opportunities, and enhance safety and security

21. Proactively monitor and plan for the development, deployment and commercialization of new technology as it relates to integration with transportation infrastructure

Safety

22. Eliminate transportation-related fatalities and serious injuries (especially those involving vulnerable road users, such as people, especially older adults and children, walking and biking) on the regional multimodal transportation system

23. Integrate the assessment of equity into the regional transportation safety and security planning process, focusing on the analysis and mitigation of disproportionate impacts on disadvantaged communities

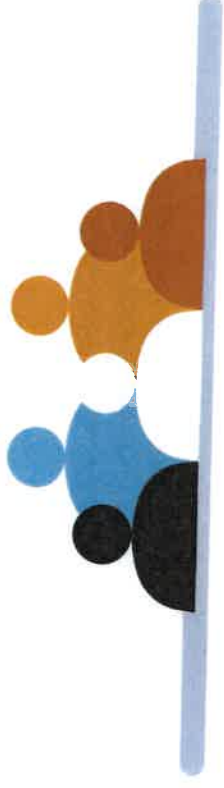
24. Support innovative approaches for addressing transit safety and security issues so that impacts to transit employees and the public are minimized and those experiencing issues (e.g., unhoused persons) are supported

25. Support the use of transportation safety and system security data in investment decision-making, including consideration of new highway and transit/rail investments that would address safety and security needs

Funding the System/User Fees

- 26.** Promote stability and sustainability for core state and federal transportation funding sources
- 27.** Establish a user fee-based system that better reflects the true cost of transportation, provides firewall protection for new and existing transportation funds, and represents equitable distribution of costs and benefits
- 28.** Pursue funding tools that promote access to opportunity and support economic development through innovative mobility programs
- 29.** Promote national and state programs that include return-to-source guarantees while maintaining the flexibility to reward regions that continue to commit substantial local resources
- 30.** Leverage locally available funding with innovative financing tools to attract private capital and accelerate project delivery
- 31.** Promote local funding strategies that maximize the value of public assets while improving mobility, sustainability and resilience

COMMUNITIES



Priority Development Areas

- 32.** Promote the growth of origins and destinations, with a focus on future housing and population growth, in areas with existing and planned urban infrastructure that includes transit and utilities
- 33.** Promote the growth of origins and destinations, in areas with a proclivity toward multimodal options like transit and active transportation, to reduce single occupant vehicle (SOV) dependency and vehicle miles traveled
- 34.** Seek to realize scale economies or a critical mass of jobs and destinations in areas across the region that can support non-SOV options and shorter trip distances, combined trips and reduced vehicle miles traveled

Housing the Region

- 35.** Encourage housing development in areas with access to important resources and amenities (economic, educational, health, social and similar) to further fair housing access and equity across the region
- 36.** Encourage housing development in transit-supportive and walkable areas to create more interconnected and resilient communities

Equitable Engagement and Decision-Making

- 45.** Advance community-centered interventions, resources and programming that serve the most disadvantaged communities and people in the region, like Priority Equity Communities, with strategies that can be implemented in the short-to-long-term
- 46.** Promote racial equity that is grounded in the recognition of the past and current harms of systemic racism and one that advances restorative justice
- 47.** Increase equitable, inclusive, and meaningful representation and participation of people of color and disadvantaged communities in planning processes

37. Support local, regional, state and federal efforts to produce and preserve affordable housing while meeting additional housing needs across the region

38. Prioritize communities that are vulnerable to displacement pressures by supporting community stabilization and increasing access to housing that meets the needs of the region

39. Promote innovative strategies and partnerships to increase homeownership opportunities across the region with an emphasis on communities that have been historically impacted by redlining and other systemic barriers to homeownership for people of color and other marginalized groups

40. Advocate for and support programs that emphasize reducing housing cost burden (for renters and homeowners), with a focus on the communities with the greatest needs and vulnerabilities

41. Support efforts to increase housing and services for people experiencing homelessness across the region

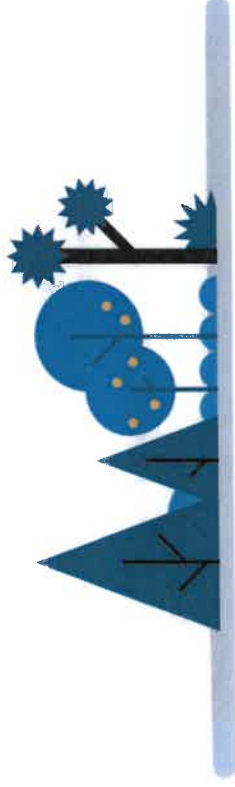
15-Minute Communities

42. Promote 15-minute communities as places with a mix of complementary land uses and accessible mobility options that align with and support the diversity of places (or communities) across the region. These are communities where residents can either access their most basic, day-to-day needs within a 15-minute walk, bike ride or roll from their home or as places that result in fewer and shorter trips because of the proximity of complementary land uses

43. Support communities across the region to realize 15-minute communities through incremental changes that improve equity, quality of life, public health, mobility, sustainability, resilience and economic vitality

44. Encourage efforts that elevate innovative approaches to increasing access to neighborhood destinations and amenities through an array of people-centered mobility options

ENVIRONMENT



Sustainable Development

- 48.** Promote sustainable development and best practices that enhance resource conservation, reduce resource consumption and promote resilience
- 49.** Support communities across the region to advance innovative sustainable development practices
- 50.** Recognize and support the diversity of communities across the region by promoting local place-making, planning and development efforts that advance equity, mobility, resilience and sustainability

Air Quality

- 51.** Reduce hazardous air pollutants and greenhouse gas emissions and improve air quality throughout the region through planning and implementation efforts
- 52.** Support investments that reduce hazardous air pollutants and greenhouse gas emissions
- 53.** Reduce the exposure and impacts of emissions and pollutants and promote local and regional efforts that improve air quality for vulnerable populations, including but not limited to Priority Equity Communities and the AB 617 Communities

Clean Transportation

- 54.** Accelerate the deployment of a zero-emission transportation system and use near-zero-emission technology to offer short-term benefits where zero-emissions solutions are not yet feasible or commercially viable
- 55.** Promote equitable use of and access to clean transportation technologies so that all may benefit from them
- 56.** Consider the full environmental life cycle of clean transportation technologies, including upstream production and end of life as an important part of meeting SCAG's objectives in economic development and recovery, resilience planning and achievement of equity
- 57.** Maintain a technology-neutral approach in the study of, advancement of and investment in clean transportation technology

Universal Basic Mobility

- 80.** Encourage partnerships and policies to broaden safe and efficient access to a range of mobility services that improve connections to jobs, education and basic services
- 81.** Promote increased payment credentials for disadvantaged community members and the transition of cash users to digital payment technologies to address payment barriers

Workforce Development

- 82.** Foster a positive business climate by promoting regional collaboration in workforce and economic development between cities, counties, educational institutions and employers
- 83.** Encourage inclusive workforce development that promotes upward economic mobility
- 84.** Support entrepreneurial growth with a focus on underrepresented communities
- 85.** Foster a resilient workforce that is poised to effectively respond to changing economic conditions (e.g., market dynamics, technological advances and climate change)
- 86.** Inform and facilitate data-driven decision-making about the region's workforce

Tourism

- 87.** Consult and collaborate with state, county and local agencies within the region that are charged with promoting tourism and transportation
- 88.** Encourage the reduced use of cars by visitors to the region by working with state, county and local agencies (e.g., park services, transportation agencies) to highlight and increase access to alternative options, including transit, passenger rail and active transportation

Mobility Implementation Strategies

STRATEGY	SCAG ROLE	OTHER RESPONSIBLE PARTIES
System Preservation and Resilience		
Per federal requirements, establish and monitor regional targets for pavement conditions, bridge conditions and transit/rail assets, in coordination with Caltrans	Lead	Support: Local jurisdictions, transit/rail agencies, CTCs
Repair, operate, maintain and preserve the SCAG region's transportation assets in a state of good repair	Support	Lead: Caltrans, local jurisdictions, transit/rail agencies, CTCs
Collaborate to work toward a regional asset management approach	Partner	Lead: Local jurisdictions, transit/rail agencies, CTCs
Evaluate projects submitted for inclusion in the FTIP and RTP/SCS according to contributions in achieving system-performance targets	Lead	Support: Caltrans, transit/rail agencies, CTCs
Complete Streets		
Support implementation of Complete Streets demonstrations (including those addressing curb space management) to accommodate and optimize new technologies and micromobility devices, first/last mile connections to transit and last-mile deliveries	Partner	Lead: Local jurisdictions, transit/rail agencies, CTCs
Support community-led Complete Streets plans and projects, including those that take into account how to mitigate or adapt to climate change impacts (e.g., extreme heat)	Partner	Lead: Local jurisdictions, transit/rail agencies, CTCs
Encourage data-driven approaches to inform Complete Streets policies	Lead	Support: Local jurisdictions, transit/rail agencies, CTCs
Develop a Complete Streets network and integrate Complete Streets into regional policies and plans, including consideration of their impacts on equity areas	Lead	Support: Local jurisdictions, transit/rail agencies, CTCs
Engage regional stakeholders in Complete Streets policy and plan development, implementation and evaluation	Lead	Support: Local jurisdictions, transit/rail agencies, CTCs
Provide leadership at the state and regional levels to promote Complete Streets, including involvement on the statewide Complete Streets Advisory Committee and the Active Transportation Technical Advisory Committee	Lead	n/a

Mobility Implementation Strategies

STRATEGY	SCAG ROLE	OTHER RESPONSIBLE PARTIES
Transit and Multimodal Integration		
* All Modes. Increase multimodal connectivity (e.g., first/last mile transit and airport connections), which includes planning for and developing mobility hubs throughout the SCAG region All Modes. Enable a more seamless mobility experience through the implementation of Mobility as a Service (MaaS). This may include leveraging Cal-IJP's support, initiate open-loop payment demonstrations, and test shared-product systems and post-payment solutions.	Support	Lead: Transit/rail agencies, local jurisdictions, CTCs
* All Modes. Test, deploy and scale new and shared mobility services, including micromobility (e.g., bike share, e-scooters, etc.) and microtransit pilot projects	Support	Lead: Transit/rail agencies, local jurisdictions Support: Private sector companies
* Transit/Rail. Expand the region's dedicated lanes network—including new bus rapid transit, dedicated bus lanes, express bus service on managed and express lanes—as well as the region's urban and passenger rail network and transit/rail signal priority treatments. Improve transit/rail frequency, reliability, and fare and scheduling integration across operators	Partner and Support	Lead: Local jurisdictions, CTCs, transit/rail agencies, private sector companies Lead: Transit/rail agencies, CTCs Partner and Support: Local jurisdictions
Transit/Rail. Improve transit/rail safety and security for riders, including promoting best practices through SCAG advisory committees and working groups	Support	Lead: Transit/rail agencies, CTCs, local jurisdictions
* Transit/Rail. Through land use planning, support residential development along high-frequency transit corridors and around transit/rail facilities and centers	Partner	Lead: Local jurisdictions Support: Transit/rail agencies, CTCs
* Active Transportation. Support community-led active transportation and safety plans, projects and programs (e.g., Safe Routes to Schools) Partner with local jurisdictions on demonstrations and quick-build projects through SCAG's Go Human initiative	Partner	Lead: Local jurisdictions, transit/rail agencies, CTCs
* Active Transportation. Expand the region's networks of bicycle and pedestrian facilities. This includes creating more low stress facilities, such as separated bikeways and bike paths, slow streets, and open streets Streets and Freeways. Reconnect communities by removing, retrofitting or mitigating transportation facilities such as highways or railways that create barriers to community connectivity	Partner and Support	Lead: Local jurisdictions Partner and Support: CTCs
	Partner	Partner: Local jurisdictions, CTCs, Caltrans

*(Asterisks) denote quantified GHG emission reduction strategies that help to reach SCAG's GHG reduction target set by CARB.

Mobility Implementation Strategies

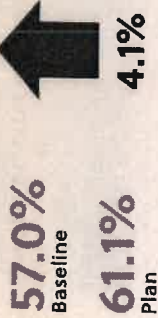
STRATEGY	SCAG ROLE	OTHER RESPONSIBLE PARTIES
Technology Integration (continued)		
Implement ITS priorities to improve the safety and efficiency of the current transportation system	Partner	Lead: CTCs Support: FHWA, Caltrans, local jurisdictions.
Further develop a Regional Configuration Management process among CTCs, Caltrans districts, ports and local governments to ensure consistent and compatible integration of ITS technologies and interoperable operations	Support	Lead: Caltrans, local jurisdictions, CTCs
Conduct regional assessment of current and planned Connected and Automated Vehicle (CAV) implementation in the SCAG region to determine opportunity zones for future deployments and develop toolkits and best practices for local jurisdictions	Lead	Support: CTCs, Caltrans, local jurisdictions
Safety		
Integrate equity into regional safety and security planning processes through analysis of the disproportionate impacts on disadvantaged communities and vulnerable roadway users, like pedestrians, bicyclists, older adults and young people	Partner	Partner: CTCs, Caltrans, local jurisdictions, CBOs, regional bike/pedestrian organizations
Promote implementation of data-driven approaches to guide transportation safety and security investment decision-making, including development of High Injury Networks and innovative safety modeling tools	Lead	Partner: Local jurisdictions Support: Caltrans, FHWA
Provide leadership at the state and regional levels to promote transportation safety and security planning, including involvement on the statewide Strategic Highway Safety Plan (SHSP) Steering Committee and Executive Leadership Committee	Lead	Partner: Caltrans, regional safety stakeholder groups
Evaluate projects submitted for inclusion in RTP/SCS and FTIP for their progress in achieving safety targets in the SCAG region	Lead	Partner: Caltrans, CTCs Support: Transit/rail agencies
Work with local, state and federal partners to advance safer roadways, including reduced speeds to achieve zero deaths and reduce GHGs	Partner	Partner: Local jurisdictions, Caltrans, FHWA

Economy Implementation Strategies

STRATEGY	SCAG ROLE	OTHER RESPONSIBLE PARTIES
Secure grant funding for underserved local jurisdictions for broadband infrastructure development	Lead	Support: Local jurisdictions, regional broadband consortiums, state agencies
Universal Basic Mobility		
Form partnerships with affordable housing developers in the region to subsidize a range of transportation services that improve livability, lower transportation costs, and expand travel choices and access to opportunity for low-income households	Partner	Lead: Affordable housing developers, local jurisdictions, CTCs, transit/rail agencies, mobility providers
Continue to develop an understanding of low-income travel patterns and needs, and the impact of shocks (e.g., pandemic response and telework adoption) on low-income travel	Lead	Support: Caltrans, CTCs, transit/rail agencies
Pursue and encourage outreach opportunities with low-income populations, particularly drivers	Lead	Support: Caltrans, CTCs, local jurisdictions
Workforce Development		
Provide technical assistance to help local jurisdictions realize their economic and workforce-development goals	Partner	Lead: Local jurisdictions
Encourage the growth of, and equitable access to, living-wage jobs throughout the region	Partner	Lead: Local jurisdictions, employers, educational institutions
Develop resources for understanding, analyzing and communicating complex regional economic and workforce data	Lead	Partner: Workforce development boards, community colleges, local jurisdictions, employers
Tourism		
Initiate and organize regular meetings between agencies that manage travel and tourism in the region and state to better inform planning efforts and align with travel and tourism needs—particularly with upcoming, large-scale events that include the 2026 FIFA World Cup and 2028 Summer Olympics	Support	Lead: Travel and tourism agencies, FHWA, FTA, FLMA's, Caltrans, CTCs, transit/rail agencies, local jurisdictions

Location Efficiency

Share of Regional Housing in Priority Development Areas



Share of Regional Employment in Priority Development Areas



Rural Land Consumption



Less Time Spent Driving

Daily Miles Driven per capita



Daily Traffic Delay per capita



Heavy Duty Truck Delay Highway



Heavy Duty Truck Delay Arterial



Improved Accessibility

Annual Transit Boardings per capita



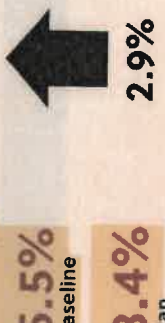
Average Commute Travel Time



Transit Mode Share Work Trips

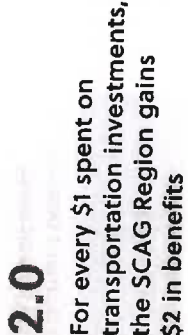


Active Transportation Mode Share Work Trips

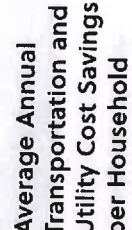


Economic Opportunity

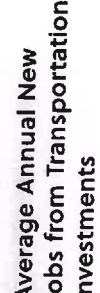
Benefit/Cost Ratio



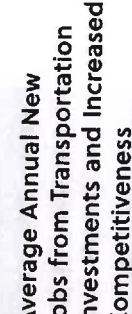
Average Annual Transportation and Utility Cost Savings per Household



Average Annual New Jobs from Transportation Investments



Average Annual New Jobs from Transportation Investments and Increased Competitiveness



CONNECT SOCIAL 2024: PERFORMANCE RESULTS

Daily Vehicle Miles Traveled (VMT)*
per capitaBaseline to
Plan Comparison
-6.3%Base Year to
Plan Comparison
-11.6%Daily Minutes of Person Delay
per capitaBaseline to
Plan Comparison
-23.8%Base Year to
Plan Comparison
-31.8%

	2019 BASE YEAR	2050 BASELINE	2050 PLAN
Imperial County			
DAILY VMT per capita	33.0 MILES	35.7 MILES	35.1 MILES
DAILY DELAY per capita	3.3 MINUTES	7.1 MINUTES	4.5 MINUTES
Los Angeles County			
DAILY VMT per capita	20.6 MILES	19.0 MILES	17.4 MILES
DAILY DELAY per capita	11.8 MINUTES	9.5 MINUTES	8.0 MINUTES
Orange County			
DAILY VMT per capita	22.6 MILES	21.3 MILES	20.3 MILES
DAILY DELAY per capita	8.2 MINUTES	7.2 MINUTES	5.1 MINUTES
Riverside County			
DAILY VMT per capita	22.7 MILES	21.7 MILES	21.2 MILES
DAILY DELAY per capita	4.5 MINUTES	5.9 MINUTES	4.1 MINUTES
San Bernardino County			
DAILY VMT per capita	26.3 MILES	25.5 MILES	23.8 MILES
DAILY DELAY per capita	5.8 MINUTES	8.4 MINUTES	4.5 MINUTES
Ventura County			
DAILY VMT per capita	20.6 MILES	19.4 MILES	18.5 MILES
DAILY DELAY per capita	5.8 MINUTES	4.7 MINUTES	2.9 MINUTES

*VMT per capita refers to automobiles and light trucks only

Note: Base Year: 2019 Existing Conditions; Baseline: Continuation of current trends without Plan; Plan: Full implementation of Connect SoCal 2024

TABLE 5.1 Connect SoCal 2024 Performance Measures

PERFORMANCE MEASURE	CONNECT SOCIAL GOAL AREA	DESCRIPTION	2050 PERFORMANCE RESULTS		
			BASELINE	CONNECT SOCIAL	TREND
Average Trip Distance (all modes)	Mobility	Average distance traveled for work trips (miles)	16.2	15.9	-1.9%
		Average distance traveled for non-work trips (miles)	6.1	6.1	0.0%
		Share of all trips 10 miles or less	46.9%	47.6%	+0.7
		Share of all trips 25 miles or less	80.1%	80.7%	+0.6
Travel Mode Share (SOV)	Mobility	Share of work trips by single occupancy vehicle (SOV)	65.9%	61.9%	-4.0
		Share of all trips by single occupancy vehicle (SOV)	37.0%	34.7%	-2.3
Travel Mode Share (HOV)	Mobility	Share of work trips by high occupancy vehicle (HOV)	23.9%	21.7%	-2.2
		Share of all trips by high occupancy vehicle (HOV)	48.7%	46.3%	-2.4
Travel Mode Share (Transit)	Mobility	Share of work trips by transit	4.6%	7.9%	+3.3
		Share of all trips by transit	3.9%	5.3%	+1.4
Travel Mode Share (Walk)	Mobility	Work trips	3.6%	4.3%	+0.7
		All trips	8.8%	10.2%	+1.4
Travel Mode Share (Bike)	Mobility	Work trips	1.9%	4.1%	+2.2
		All trips	1.6%	3.5%	+1.9
Person Hours of Delay by Facility Type	Mobility	Highways	1,266,283	1,024,863	-19.1%
		High Occupancy Vehicle (HOV)	84,351	12,345	-85.4%
		Arterials	1,245,043	927,265	-25.5%
		All facilities	2,868,470	2,184,952	-23.8%
Person Delay Per Capita	Mobility	Daily minutes of delay experienced per capita	8.2	6.3	-23.8%
Truck Delay by Facility Type (Hours)	Mobility	Highways	140,249	119,137	-15.1%
		Arterials	28,457	22,621	-20.5%
		All facilities	173,039	144,812	-16.3%
Average Commute Travel Time (Minutes)	Mobility	Average travel time to work (all modes)	27.8	27.1	-2.5%

Healthy

Will people and our environments become healthier? Cleaner fuels and emergent vehicle technologies will significantly reduce many of the pollutants that contribute to smog and other airborne contaminants that impact public health in the SCAG region.

Connect SoCal prioritizes the attainment of all applicable federal requirements. As documented in the Transportation Conformity Analysis Technical Report, Connect SoCal meets all federal regulatory requirements for transportation conformity as defined under the federal Clean Air Act (CAA). Pursuant to the CAA, the U.S. EPA establishes and regularly updates the National Ambient Air Quality Standards (NAAQS), along with a set of planning and reporting requirements for designated criteria air pollutants. The primary purpose of NAAQS is to protect people's health.

Transportation conformity regulations apply to areas designated by the U.S. EPA as being in non-attainment or maintenance for the transportation-related criteria air pollutants, which are carbon monoxide (CO), nitrogen dioxide (NO₂), ozone and particulate matter (PM_{2.5} and PM₁₀). Under the U.S. Department of Transportation's Metropolitan Planning Regulations and the U.S. EPA's Transportation Conformity Regulations, Connect SoCal is required to pass the following four conformity tests to demonstrate transportation conformity:

1. Regional Emissions Analysis
2. Financial Constraint
3. Timely Implementation of Transportation Control Measures
4. Interagency Consultation and Public Involvement

Connect SoCal has passed the required tests for transportation conformity and therefore demonstrates positive transportation conformity. The Regional Council will adopt the initial Connect SoCal transportation conformity determination as part of the Final Connect SoCal, while the FHWA and the Federal Transit Administration (FTA) will approve the final transportation conformity determination.

Achieving SCAG's GHG Emission Reduction Target

Under Senate Bill (SB) 375, SCAG is responsible for developing a Plan that reduces greenhouse gas (GHG) emissions in the region by eight percent from 2005 levels by 2020 and by 2035. SCAG relies on a broad range of strategies to achieve this reduction. Some GHG emission reductions come from factors outside of SCAG's control, such as increases in auto operating costs or demographic changes. **The most significant and impactful strategies within the decision-making influence of the region include land use, user fees/pricing, transit/shared mobility and active transportation.**

Although transportation conformity is a federal requirement and the reduction of GHG emissions is a state mandate, both requirements are highly interrelated. First, the same policies, strategies, programs and projects that support achievement of state GHG emissions reduction targets also contribute to meeting federal transportation conformity requirements. In addition, transportation conformity addresses emissions of federally designated criteria pollutants and their precursors, which originate from the same source as GHG emissions: the combustion of fossil fuels in motor vehicles. The reduction or elimination of fossil-fuel use in motor vehicles will help the region meet both federal transportation conformity requirements and state GHG emission reduction targets.



LET'S GET TECHNICAL

The transportation conformity analysis and findings are described in detail in the Connect SoCal Transportation Conformity Analysis Technical Report.

2035 GHG Emission Reductions



How did we get here?

Land Use:

Local land use plans enable development in places where people can take shorter trips and access alternative modes of transportation.

Pricing/User Fees:

User fees like road user charges, cordon pricing and parking generate revenues but must be designed with policies to address fairness and equity concerns.

Transit and Shared Mobility:

Expansion and enhancement of the regional transit system as well as shared mobility options allow for more convenient and accessible travel options throughout the region.

Active Transportation:

New bike lanes and improvements to pedestrian infrastructure within communities across the region provide more options for short trips.

Other:

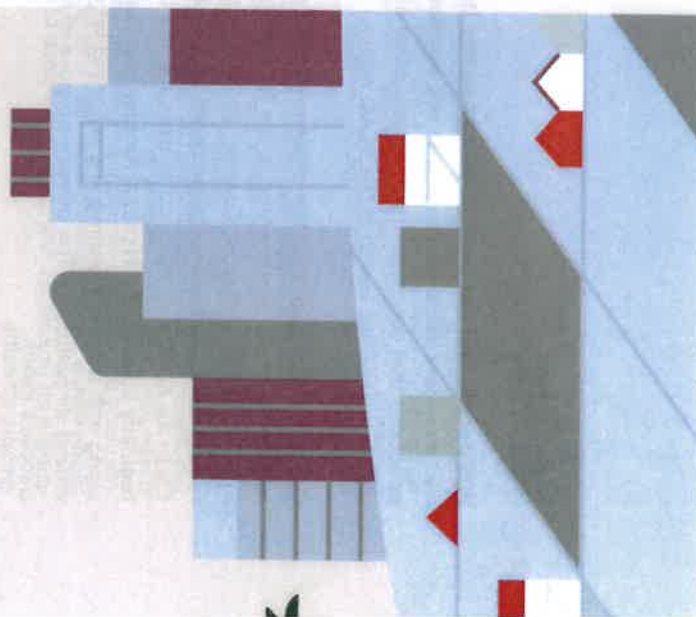
Other strategies that contribute to lesser, but important, reductions in GHG emissions include parking deregulation and car share.

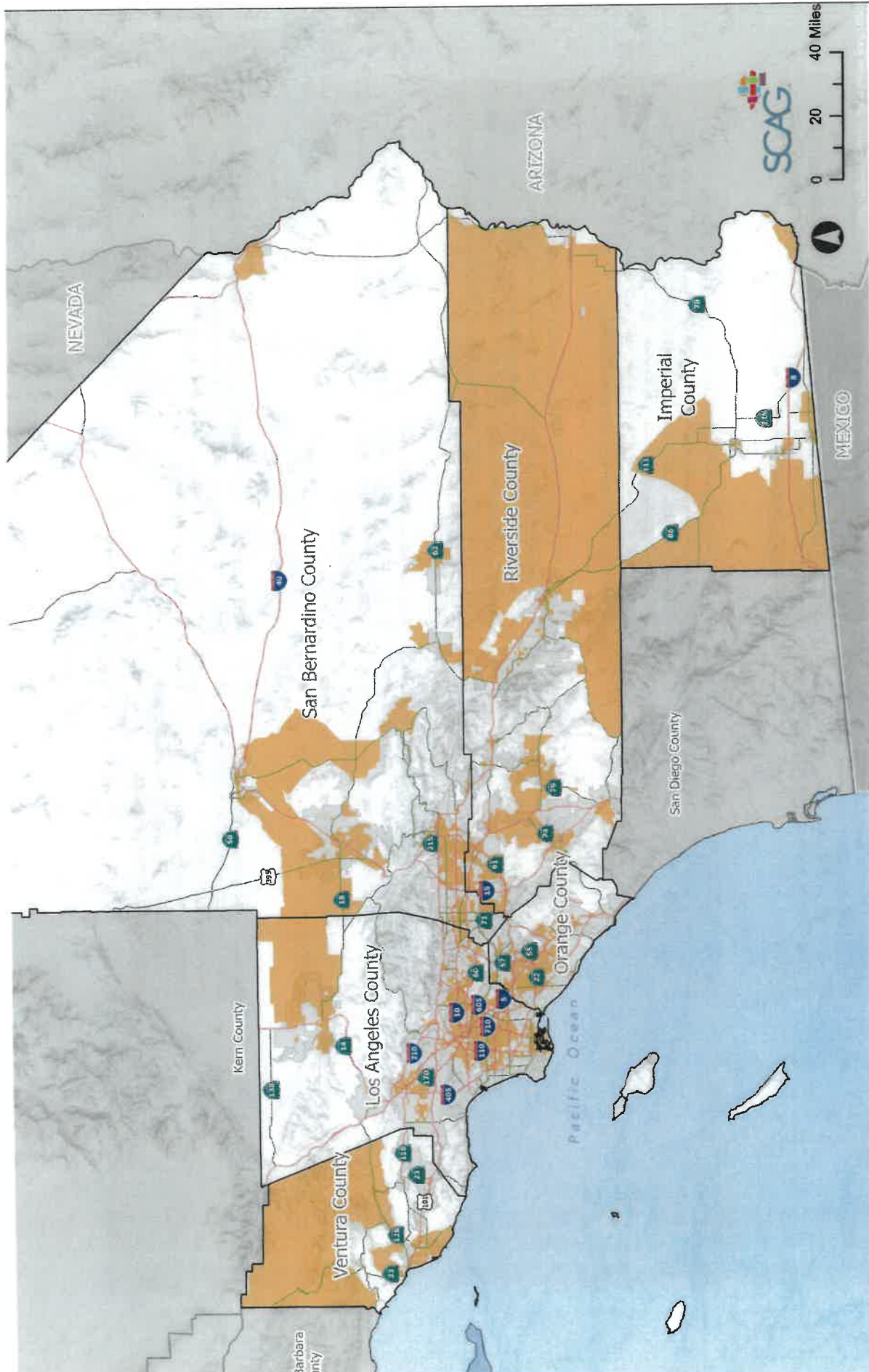
This Plan relies on many strategies to reduce GHGs. Many strategies, like land use and transit enhancements, also work to improve the region's accessibility.

CONNECT SOCIAL 2024: TAKE A CLOSER LOOK

Achieving the Target

SCAG is required to reduce greenhouse gas (GHG) emissions from passenger vehicles. This can be done through strategies like transitioning to cleaner vehicles or reducing driving by making it easier to take alternative modes of travel. There are other factors that influence how much people in the region drive that are often outside of our control, like demographics changes and our increasingly aging population. With a suite of strategies to support reduced GHG emissions combined with other factors, Connect SoCal meets its GHG emission reduction target of 19 percent by the year 2035.





SCAG: Connect SoCal 2024 **MAP 5.1 Priority Equity Communities**

Freeway Other State Highway SCAG Counties City Boundaries Priority Equity Communities

Priority Equity Communities are census tracts in the SCAG region that have a greater concentration of populations that have been historically marginalized and are susceptible to inequitable outcomes based on several socioeconomic factors.

Source: SCAG 2023, developed with data from U.S. Census Bureau ACS, 2017-2021 and High-Quality Transit Corridors

TABLE 5.3 Summary of Equity Performance Measures

PERFORMANCE MEASURE	DESCRIPTION	SUMMARY OF ANALYSIS
Mobility		
Share of Transportation System Usage	<i>Plan Assessment:</i> Comparison of transportation system usage by mode for low-income households and people of color relative to each groups regional population share	This existing conditions analysis confirmed typical patterns of higher-income transit riders tending to ride the train, while lower income transit riders tend to ride the bus. People of color are more likely to use public transit and active transportation modes to reach destinations as compared to White residents.
Travel Time and Travel Distance Savings	<i>Plan Assessment:</i> Change in distance traveled by all transit, local transit and auto modes by race and ethnicity and income quintiles	Compared to the 2050 baseline, results anticipate the Plan will increase miles traveled on transit and decrease miles traveled by auto in accordance with the integrated transportation and land use strategies proposed in Connect SoCal 2024. There are slightly greater decreases in person miles traveled for lower income quintiles and for Hispanic/Latino, Black and Asian travelers.
	<i>Plan Assessment:</i> Change in hours traveled by all transit, local transit and auto modes by race and ethnicity and income quintiles	Compared to the 2050 baseline, results anticipate the Plan will increase time spent on transit and decrease time spent traveling by auto in accordance with the integrated transportation and land use strategies proposed in Connect SoCal 2024. There are slightly greater decreases in person hours traveled for higher income quintiles and for Hispanic/Latino and White travelers.
Access to Everyday Destinations	<i>Plan Assessment:</i> Number of jobs reachable within 15 and 30 minutes by automobile and 15 and 45 minutes by transit during morning peak period (6 a.m.–9 a.m.), plus 0.5- 0.75-, and 1-mile walksheds and 1-, 3- and 5-mile bikesheds	Compared to the 2050 baseline, the Plan is expected to improve access to jobs for the overall population in the region and Priority Equity Communities, with no reduction in access for any specific population studied
	<i>Plan Assessment:</i> Number of retail establishments reachable within 15 and 30 minutes by automobile and 15 and 30 minutes by transit during the midday period (9 a.m.–3 p.m.), plus 0.5- 0.75-, and 1-mile walksheds and 1-, 3- and 5-mile bikesheds	Compared to the 2050 baseline, the Plan is expected to improve access to shopping for the overall population in the region and Priority Equity Communities, with no reduction in access for any specific population studied.

TABLE 5.3 Continued Summary of Equity Performance Measures

PERFORMANCE MEASURE	DESCRIPTION	SUMMARY OF ANALYSIS
Access to Everyday Destinations (continued)	<i>Plan Assessment:</i> Percent of population that can reach a park location within 15 and 30 minutes by automobile and 15 and 30 minutes by transit during the midday period (9 a.m.–3 p.m.), plus 0.5- 0.75-, and 1-mile walksheds and 1-, 3- and 5-mile bikesheds	Compared to the 2050 baseline, the Plan is expected to improve access to parks for the overall population in the region and Priority Equity Communities, except for small decreases in bicycle access. Transit access to parks is expected to improve for all populations, however, several decreases are seen for other modes. The largest decreases are for Hawaiian-Pacific Islander and Native American populations, where the decrease in auto access in Priority Equity Communities exceeds the regional change, and for the Native American population, where the decrease in bicycle access in the region exceeds the decrease in Priority Equity Communities.
	<i>Plan Assessment:</i> Number of schools within 15 and 30 minutes by automobile and 15 and 30 minutes by transit during morning peak period (6 a.m.–9 a.m.), plus 0.5- 0.75-, and 1-mile walksheds and 1-, 3- and 5-mile bikesheds	Compared to the 2050 baseline, the Plan is expected to improve access to schools for the overall population in the region and Priority Equity Communities. However, bicycle access decreases slightly for several populations in Priority Equity Communities, including Black and Hispanic/Latino people, older adults and people with disabilities.
	<i>Plan Assessment:</i> Number of health care facilities within 15 and 30 minutes by automobile and 15 and 30 minutes by transit during the midday period (9 a.m.–3 p.m.), plus 0.5- 0.75-, and 1-mile walksheds and 1-, 3- and 5-mile bikesheds	Compared to the 2050 baseline, the Plan is expected to improve access to healthcare for the overall population in the region and Priority Equity Communities, except for auto decreases for the Black population in Priority Equity Communities.
Bicycle and Pedestrian Collisions	<i>On-going Measure:</i> Percent of Bicycle/Pedestrian High Injury Networks (HIN) located within Priority Equity Communities	According to this existing conditions analysis, approximately 72 percent of the Bicycle High Injury Network and 80 percent of the Pedestrian High Injury Network are within or adjacent to Priority Equity Communities.
	<i>Plan Assessment:</i> Safety projects on bicycle and pedestrian HIN	While only 13 percent of bicycle and pedestrian modal networks of the Regional High Injury Network may experience improvement from planned safety projects included in the Plan, over 75 percent of those projects are located in Priority Equity Communities.

Plan Alignment

One aspect of performance based long-range planning is aligning with applicable state and federal plans and processes. Two of the critical touchpoints for Connect SoCal alignment are the federal planning factors and the California Transportation Plan 2050.

The federal planning factors are meant to be addressed by the MPO during the consideration and implementation of projects, strategies and services (23 U.S.C. Section 450.306). They are as follows:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency
2. Increase the safety of the transportation system for motorized and non-motorized users
3. Increase the security of the transportation system for motorized and non-motorized users
4. Increase accessibility and mobility of people and freight
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
7. Promote efficient system management and operation
8. Emphasize the preservation of the existing transportation system
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
10. Enhance travel and tourism

The California Transportation Plan (CTP 2050) is a policy framework that provides a vision for the future of the statewide transportation system. The vision for CTP 2050 is "California's safe, resilient, and universally accessible transportation system supports vibrant communities, advances racial and economic justice, and improves public and environmental health." The goals of the CTP 2050 are:

- **Safety:** Provide a safe and secure transportation system
- **Climate:** Achieve statewide GHG emission-reduction targets and increase resilience to climate change
- **Equity:** Eliminate transportation burdens for low-income communities, communities of color, people with disabilities and other disadvantaged groups
- **Accessibility:** Improve multimodal mobility and access to destinations for all users
- **Quality of Life and Public Health:** Enable vibrant, healthy communities
- **Environment:** Enhance environmental health and reduce negative transportation impacts
- **Economy:** Support a vibrant, resilient economy
- **Infrastructure:** Maintain a high-quality, resilient transportation system

Connect SoCal 2024 aligns with both the federal planning factors and the CTP 2050. There is significant overlap between the vision and goals of CTP 2050 and the Plan, with slight deviations to reflect the specific priorities for Southern California. For the federal planning factors, these factors were included in the development of goals, performance measures and guided the development of plan strategies and related analysis.

SAN BERNARDINO COUNTY
Department of Public Works

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

DISADVANTAGED COMMUNITIES MAPS AND DATA

Active Transportation Program
(ATP) Cycle 8 Application

San Bernardino County
Department of Public Works
Project Contact: Steven Sablan
Transportation Analyst II
Phone: 909-387-8172
Email: Steven.Sablan@dpw.subcounty.gov



Disadvantaged Community Documentation

Active Transportation Program

Summary

The Doris Dickson Elementary School Safe Routes to School project serves one of the most economically disadvantaged school communities in the Chino Valley Unified School District (CVUSD). The project area (encompassing the residential neighborhoods along Roswell Avenue, Riverside Drive, and Chino Avenue in Chino, California) is documented as a disadvantaged community through multiple complementary data sources. **The primary DAC qualifier is Free or Reduced Price Meal (FRPM) eligibility: approximately 88% of Doris Dickson Elementary students qualify for the highest rate in CVUSD and well above the 75% ATP threshold.** Supporting evidence from the CDC/ATSDR Environmental Justice Index confirms that the census tracts encompassing the project area rank in the upper tier of environmental justice burden.

Community Context — Poverty, Race, and Vehicle Access

Census data from the American Community Survey (ACS 2024, 5-year estimates) for the project area and surrounding community provides additional context for the economic disadvantage experienced by Doris Dickson Elementary School families:

- **Hispanic/Latino population:** 87.3% of Doris Dickson students, consistent with the predominantly Hispanic character of the surrounding neighborhood (Chino citywide Hispanic share: ~54%).
- **Children in poverty (Chino citywide):** 19% of children under 18 live below the poverty line (ACS 2024 1-year, Census Reporter)
- **Vehicle access:** 73% of Chino workers drive alone to work; walking and bicycling to work each account for only 1% reflecting a car-dependent environment, where families without reliable vehicle access face significant mobility barriers.
- **Household size:** 3.3 persons per household citywide (vs. 2.8 statewide), indicating larger family units with more school-age children per household.
- **Foreign-born population:** 28.2% of Chino residents are foreign-born (like the state rate of 27.7%), with 50% of the foreign-born population from Latin America — a population that disproportionately relies on walking as a primary transportation mode.

Sources: U.S. Census Bureau, American Community Survey 2024 1-year and 5-year estimates (Census Reporter, censusreporter.org). World Population Review, Chino California Population 2026. <https://censusreporter.org/profiles/16000US0613210-chino-ca/>
<https://censusreporter.org/profiles/14000US06071000401-census-tract-401-san-bernardino-ca/>
<https://www.cde.ca.gov/schooldirectory/details?cdscode=36676786098347>

Exhibit 1: Free or Reduced Price Meal (FRPM) Eligibility — Primary DAC Qualifier

The ATP recognizes Free or Reduced-Price School Meal eligibility as a direct measure of student poverty for Safe Routes to School projects. A school where at least 75% of students qualify meets the ATP threshold for designation as a disadvantaged community. **Doris Dickson Elementary School (3930 Pamela Drive, Chino, CA 91710) reported 88% FRPM eligibility for the 2023–2024 school year**, based on California Department of Education data (CDE FRPM file, Column V). This is the highest FRPM rate among all elementary schools in CVUSD, reflecting the concentrated economic disadvantage of the surrounding neighborhood.

All proposed project improvements including 7,965 linear feet of new sidewalk on Roswell Avenue (west side), Riverside Drive, and Chino Avenue, plus intersection safety treatments at Roswell Avenue/Pamela Drive, Cozzens Avenue/Pamela Drive, and Roswell Avenue/Riverside Drive are located within approximately one mile of the school, directly within the walking zone serving these students.

Disadvantaged Community Documentation

Active Transportation Program

Key Data Points:

- **Doris Dickson FRPM Eligibility:** 88% (2023–2024 school year)
- **CVUSD District Average FRPM:** Substantially lower — Dickson is the highest-FRPM elementary school in the district
- **ATP DAC Threshold:** 75% — Dickson exceeds by 13 percentage points
- **Total Enrollment:** 597 students (K–6)
- **Students qualifying for free/reduced meals:** Approximately 525 students

San Bernardino	Chino Valley Unified	Dickson Elementary		
Enrollment (K-12)	Free Meal Count	Percent (%) Eligible	FRPM Count (K-12)	Percent (%) Eligible
566	436	77.0%	498	88.0%

Source: California Department of Education, Unduplicated Student Poverty — Free or Reduced-Price Meals Data 2023–24.
<https://www.cde.ca.gov/ds/ad/documents/frpm2425.xlsx>

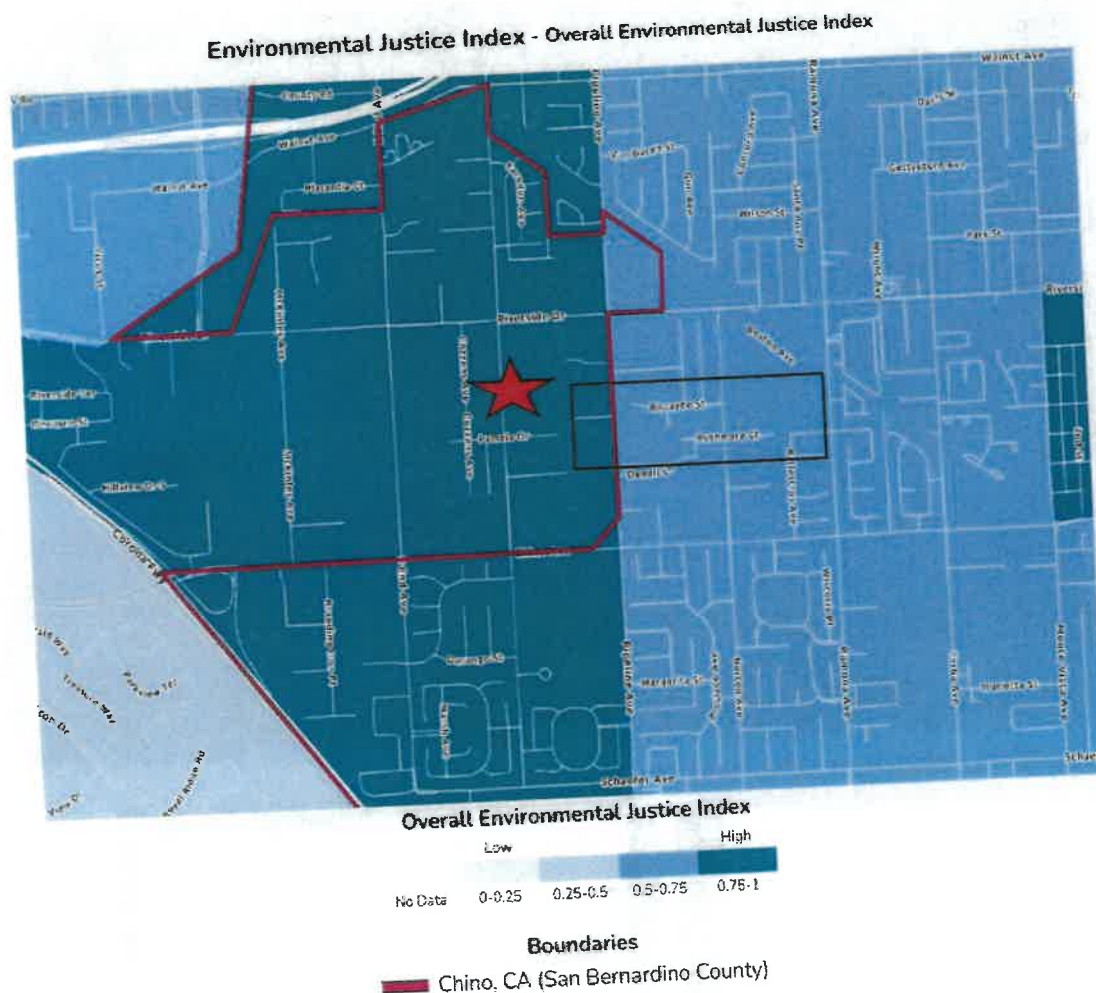
Disadvantaged Community Documentation

Active Transportation Program

Exhibit 2: CDC/ATSDR Environmental Justice Index (EJI) Project Area

The Environmental Justice Index (EJI), developed by the Centers for Disease Control and Prevention (CDC) and the Agency for Toxic Substances and Disease Registry (ATSDR), measures cumulative environmental justice burden at the census tract level using indicators across three categories: environmental burden, social vulnerability, and health vulnerability. Scores range from 0 to 1, with higher scores indicating greater environmental justice concern.

As illustrated in the EJI map below, the census tracts encompassing the Doris Dickson Elementary School project area score in the **0.5–0.75 and 0.75–1.0 (medium-high to highest) EJI tiers**. The blocks immediately surrounding the school and extending south along the project corridors, Roswell Avenue, Riverside Drive, and Chino Avenue, fall within the highest EJI burden tier (0.75–1.0), indicating that this community faces cumulative environmental, social, and health vulnerabilities significantly above the national baseline.



Date: 4/17/2026, 10:33:14 AM Website: <https://atsdr.cdc.gov/place-health/php/eji/eji-explorer.html>
 Disclaimer: This is a user-generated report. The findings and conclusions are those of the user and do not necessarily represent the view of CDC.



Source: CDC/ATSDR Environmental Justice Index, <https://atsdr.cdc.gov/place-health/php/eji/eji-explorer.html>. Map generated April 17, 2026.

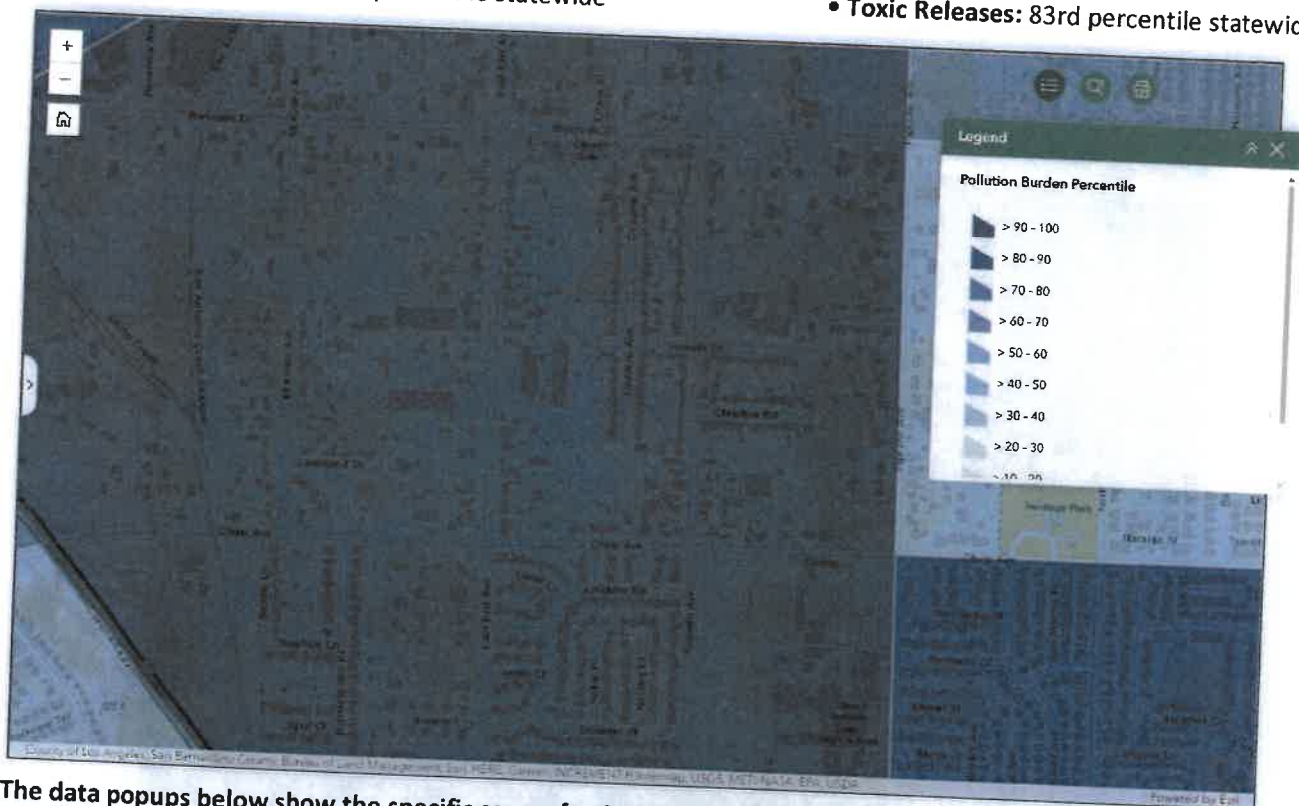
Disadvantaged Community Documentation

Active Transportation Program

Exhibit 4: CalEnviroScreen 4.0 — Pollution Burden, Census Tract 6071000401

CalEnviroScreen 4.0, developed by the California Office of Environmental Health Hazard Assessment (OEHHA), ranks California census tracts by cumulative pollution burden and population vulnerability. Census Tract 6071000401 — which encompasses the project area around Doris Dickson Elementary School — shows a **Pollution Burden score of 91 (91st percentile statewide)**, meaning this community faces greater pollution burden than 91% of California census tracts. The overall CalEnviroScreen 4.0 percentile for this tract is **69th statewide**. Key individual indicators are shown below.

- **PM 2.5:** 92nd percentile statewide
- **Drinking Water Contaminants:** 97th percentile statewide — among the most severely affected in California
- **Diesel Particulate Matter:** 85th percentile statewide
- **Hazardous Waste:** 77th percentile statewide
- **Traffic Impacts:** 81st percentile statewide
- **Toxic Releases:** 83rd percentile statewide



The data popups below show the specific scores for Census Tract 6071000401:

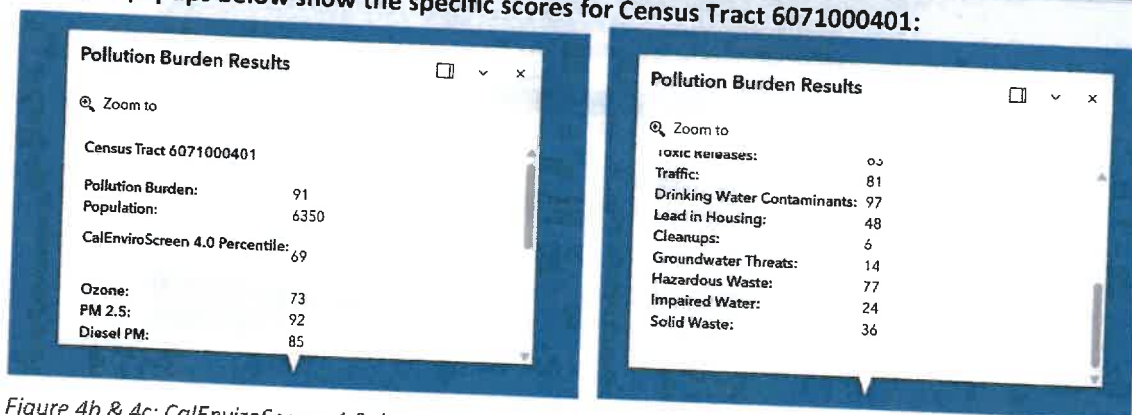


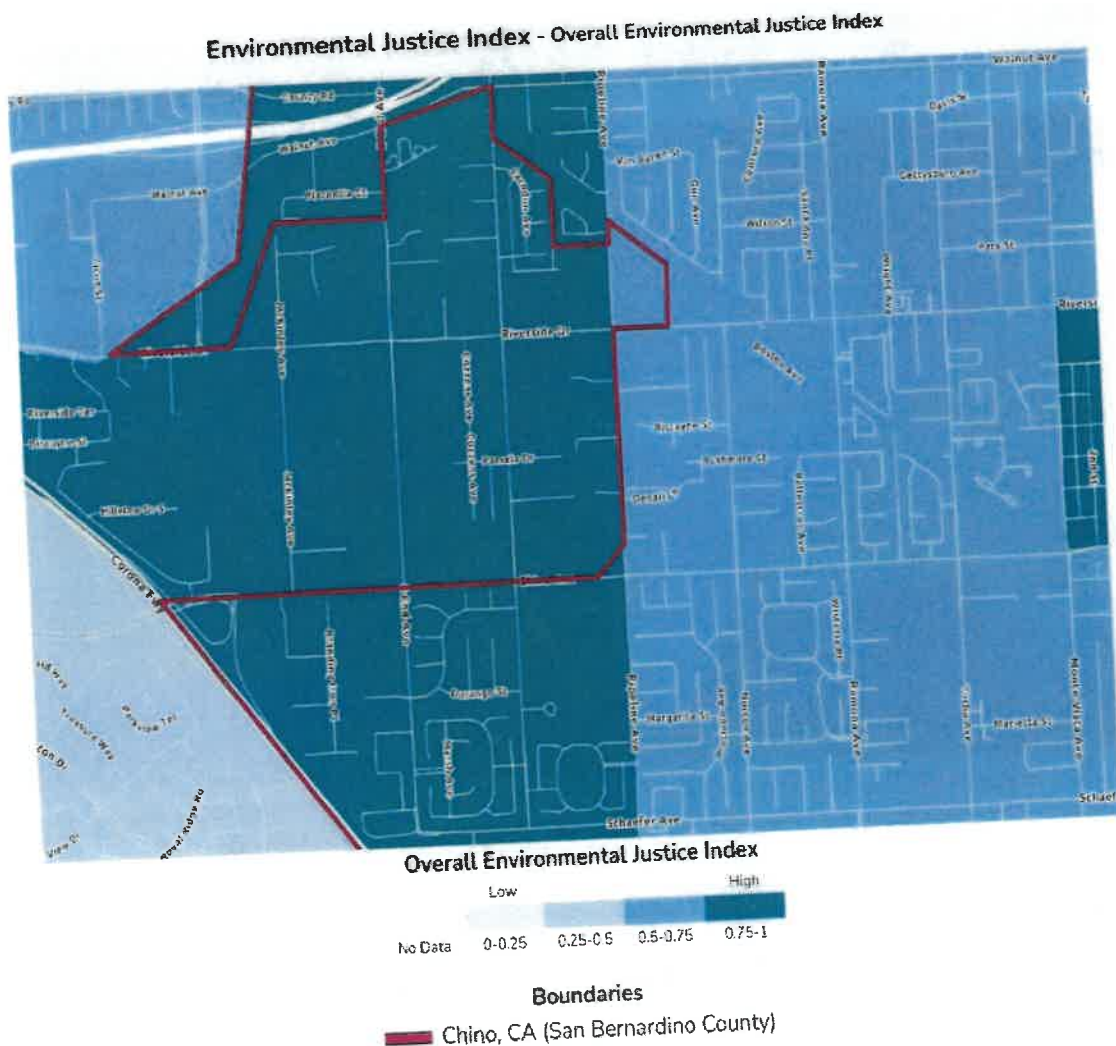
Figure 4b & 4c: CalEnviroScreen 4.0 data popups for Census Tract 6071000401 showing Pollution Burden (91st percentile) and individual indicators. Source: CalEnviroScreen 4.0, California Office of Environmental Health Hazard Assessment (OEHHA). <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>

Disadvantaged Community Documentation

Active Transportation Program

Exhibit 5: CDC/ATSDR Environmental Justice Index (EJI) — Project Area

The Environmental Justice Index (EJI), developed by the CDC and ATSDR, measures cumulative environmental justice burden using indicators across environmental burden, social vulnerability, and health vulnerability. Scores range from 0 to 1, with higher scores indicating greater concern. As shown in the map below, the census tracts encompassing the project area score in the **0.5–0.75 and 0.75–1.0 (medium-high to highest) EJI tiers**. The blocks immediately surrounding the school and extending south along the project corridors fall within the highest EJI burden tier nationally.



Date: 4/17/2026, 10:33:14 AM Website: <https://atsdr.cdc.gov/place-health/php/eji/eji-explorer.html>
 Disclaimer: This is a user-generated report. The findings and conclusions are those of the user and do not necessarily represent the view of CDC.



Figure 5: CDC/ATSDR Environmental Justice Index, project area (Chino, CA). Pink boundary = City of Chino. Teal shading = highest EJI burden tier (0.75–1.0). Source: ATSDR EJI Explorer, April 2026.

Source: CDC/ATSDR Environmental Justice Index. <https://atsdr.cdc.gov/place-health/php/eji/eji-explorer.html>

Disadvantaged Community Documentation

Active Transportation Program

Exhibit 6: California Healthy Places Index (HPI 3.0) — Project Area

The California Healthy Places Index (HPI 3.0), developed by the Public Health Alliance of Southern California, scores census tracts on 25 community characteristics that affect life expectancy and health outcomes. Higher scores indicate healthier community conditions. The map below is centered on **3930 Pamela Drive (Doris Dickson Elementary School)** and shows the surrounding census tracts shaded by HPI percentile. The project area tract appears in the **lower HPI range (lighter blue)**, indicating community health conditions that rank below the majority of California census tracts — meaning fewer healthy community resources than most of the state.

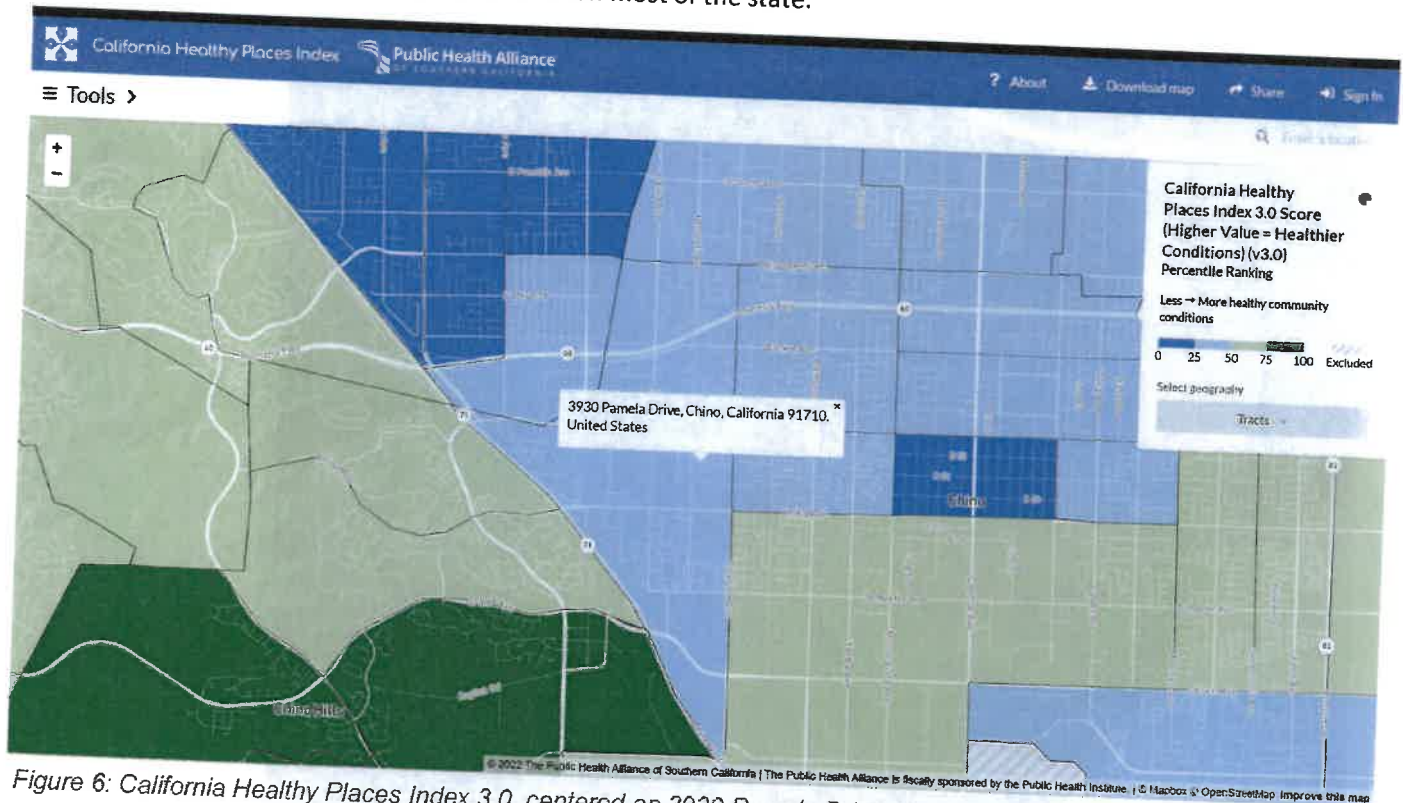


Figure 6: California Healthy Places Index 3.0, centered on 3930 Pamela Drive (Doris Dickson Elementary School). Lower percentile = less healthy community conditions. Source: map.healthyplacesindex.org

Source: California Healthy Places Index 3.0, Public Health Alliance of Southern California.
<https://map.healthyplacesindex.org>

Conclusion

The evidence presented in this attachment establishes that the project area surrounding Doris Dickson Elementary School qualifies as a disadvantaged community under ATP's Free or Reduced-Price Meal criterion, with an 88% eligibility rate that is 13 percentage points above the 75% threshold and the highest in CVUSD. This finding is corroborated by the CDC/ATSDR Environmental Justice Index, which places the project area census tracts in the highest burden tiers nationally, and by ACS census data documenting high child poverty rates, large household sizes, and a predominantly Hispanic, partially foreign-born population with limited vehicle access.

The proposed improvements — sidewalks, crosswalks, ADA curb ramps, and intersection safety treatments — directly address the mobility barriers faced by this disadvantaged community, providing safe walking infrastructure for the students, families, and residents who most depend on walking as their primary mode of travel to school.

SAN BERNARDINO COUNTY
Department of Public Works

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

DISADVANTAGED COMMUNITY SUPPORT DATA

Active Transportation Program
(ATP) Cycle 8 Application

San Bernardino County
Department of Public Works
Project Contact: Steven Sablan
Transportation Analyst II
Phone: 909-387-8172
Email: Steven.Sablan@dpw.subcounty.gov



PUBLIC OUTREACH SUMMARY

Doris Dickson Elementary School

Safe Routes to School — Active Transportation Program (ATP) Grant Application
3930 Pamela Drive, Chino, CA 91710 | Chino Valley Unified School District

1. Purpose of This Attachment

This document summarizes the public outreach activities conducted in support of the Active Transportation Program (ATP) Medium Infrastructure grant application for Doris Dickson Elementary School. Outreach was conducted by San Bernardino County Transportation Authority in coordination with the Chino Valley Unified School District as part of the San Bernardino County Safe Routes to School (SRTS) planning process. All survey outreach presented in English and Spanish and interpreters available as needed.

Community input gathered through these activities other directly informed the project design, including the selection of the three proposed sidewalk improvement corridors: the west side of Roswell Avenue, Riverside Drive, and Chino Avenue.

2. Outreach Activities Conducted

2A. Parent/Caregiver Survey — Doris Dickson Elementary School

San Bernardino County distributed a bilingual (English/Spanish) Parent/Caregiver Survey specifically for Doris Dickson Elementary School families. The survey was promoted through the school and accessible both online (surveymonkey.com/r/SBCSchools) and via QR code on printed flyers distributed to families.

Survey flyers were posted at the school and distributed to:

- School office and parent communication channels
- School pick-up and drop-off areas
- Community-facing locations near the school



2B. Student Arrival & Departure Tally Survey

Teachers at Doris Dickson Elementary School were requested to conduct a Student Arrival and Departure Tally Survey in their classrooms on at least two mid-week days (Tuesday, Wednesday, or Thursday). Students were asked how they arrived at school and how they planned to depart.

This teacher-administered tally provided school-level mode-share data to supplement parent responses.

2C. Community Issue Mapping Survey (ArcGIS)

San Bernardino County also deployed an interactive ArcGIS-based community issue mapping survey (SBC Safe Routes to Schools) across all participating schools in the county. Community members could identify specific locations and categories of concern along school travel routes. A total of 47 responses were received county-wide, with concerns mapped to sidewalks, street crossings, driver behavior, safety, and comfort. Survey responses were bilingual (English/Spanish).

3. Key Community Findings

3A. Current Travel Modes — Doris Dickson Families

The parent survey revealed that the vast majority of Doris Dickson students are driven to and from school by private vehicle, with very few currently walking or biking. This data underscores the need for safe active transportation infrastructure.

Travel Mode	Arrival (% of respondents)	Departure (% of respondents)
Private Vehicle	80% (16 of 20)	75% (15 of 20)
Walk	15% (3 of 20)	15% (3 of 20)
School Bus	5% (1 of 20)	10% (2 of 20)

3B. Barriers to Walking and Biking

Parents and caregivers identified the following as the most significant barriers preventing their children from walking or biking to Doris Dickson Elementary School:

Barrier Identified	Number of Respondents	% of Respondents
Safety of intersections and crossings	11	55%
Missing or inadequate sidewalks/pathways	10	50%
Amount of traffic along route	10	50%
Distance from school	9	45%
Speed of traffic along route	9	45%
Weather or climate	8	40%
Lack of crossing guards	7	35%

3C. Community-Identified Issues (County-Wide Mapping Survey)

The county-wide ArcGIS mapping survey captured 47 responses identifying walking and biking barriers. The top issues identified by category were:

Issue Category	Responses	Share
Sidewalks Aceras (missing, broken, or blocked)	20	42.6%
Street Crossings Cruces de calles	11	23.4%
Safety Seguridad	7	14.9%
Driver Behavior Comportamiento de conducción	6	12.8%
Comfort Comodidad	3	6.4%

Respondents specifically identified conditions along Roswell Avenue, Riverside Drive, Chino Avenue, and North/Randall areas as problem locations. Sidewalk issues cited included: no sidewalks or paths present (32%), broken or cracked sidewalks (28%), blocked sidewalks (21%), and discontinuous sidewalks (23%).

4. Representative Community Comments

The following comments were submitted by parents and caregivers of Doris Dickson Elementary School students through the Parent/Caregiver Survey. Comments have been lightly edited for clarity where submitted in Spanish.

“Los dos calles principales al salir de Dickson Elementary son Riverside Drive y Chino Avenue. Ninguna de esas calles tiene banquetas accesibles del lado más cercano a la escuela para que los niños caminen de forma segura.”

— Doris Dickson Parent (translated from Spanish)

“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.”

— Doris Dickson Parent

“In my opinion I think there should be a police officer outside the school watching traffic due to illegal parking and parents with children crossing in the middle of the street instead of using the crosswalk.”

— Doris Dickson Parent

5. Nexus Between Community Input and Proposed Project

The community outreach findings directly informed the proposed ATP project improvements. The table below demonstrates how the top community-identified barriers align with each proposed project element:

Community Concern Identified	Proposed Project Response
Missing sidewalks on Roswell Ave, Riverside Dr, and Chino Ave	New sidewalk construction on west side of Roswell Ave, Riverside Dr, and Chino Ave
Unsafe street crossings, lack of crosswalks	New curb ramps, marked crosswalks, and pedestrian safety improvements at key intersections
Traffic speed and volume on Riverside Dr and Chino Ave	Enhanced pedestrian crossing treatments and curb extensions to calm traffic
50% of parents would allow walking/biking if conditions improved	Project directly addresses the top barriers cited by parents, enabling active transportation

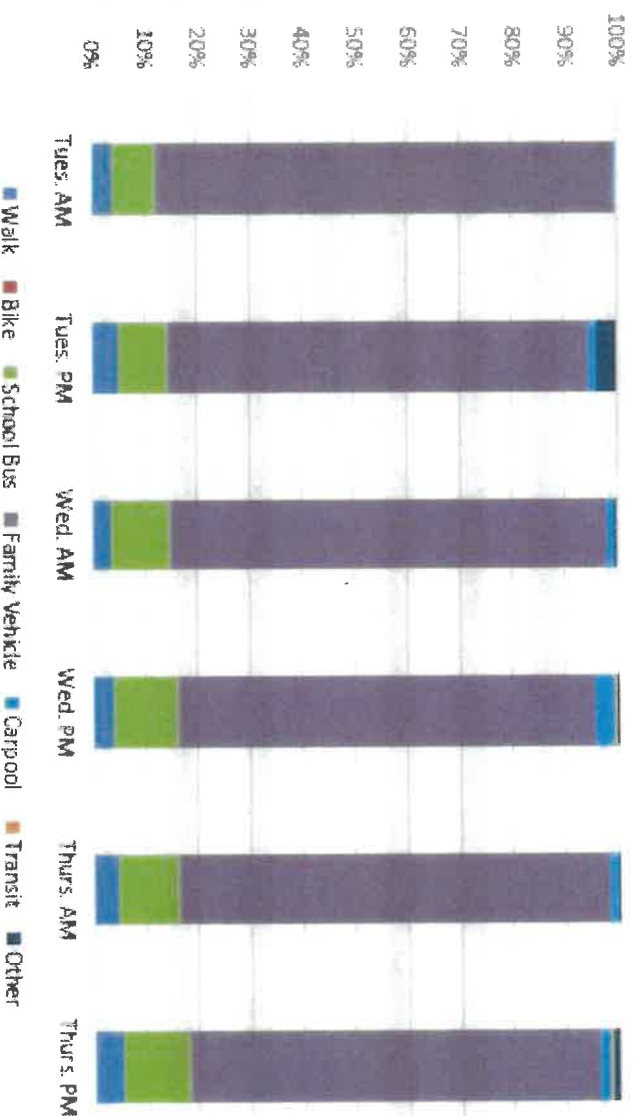
6. Conclusion

Public outreach for the Doris Dickson Elementary School Safe Routes to School project was conducted in a bilingual, accessible manner that meaningfully engaged the school's predominantly low-income, Latino community. Survey results confirm that nearly all families currently drive their children to school due to unsafe walking and biking conditions — and that a majority would allow their children to walk or bike if those conditions were improved.

The proposed project infrastructure directly responds to the community's expressed concerns and represents the top priority improvements identified through this outreach process.

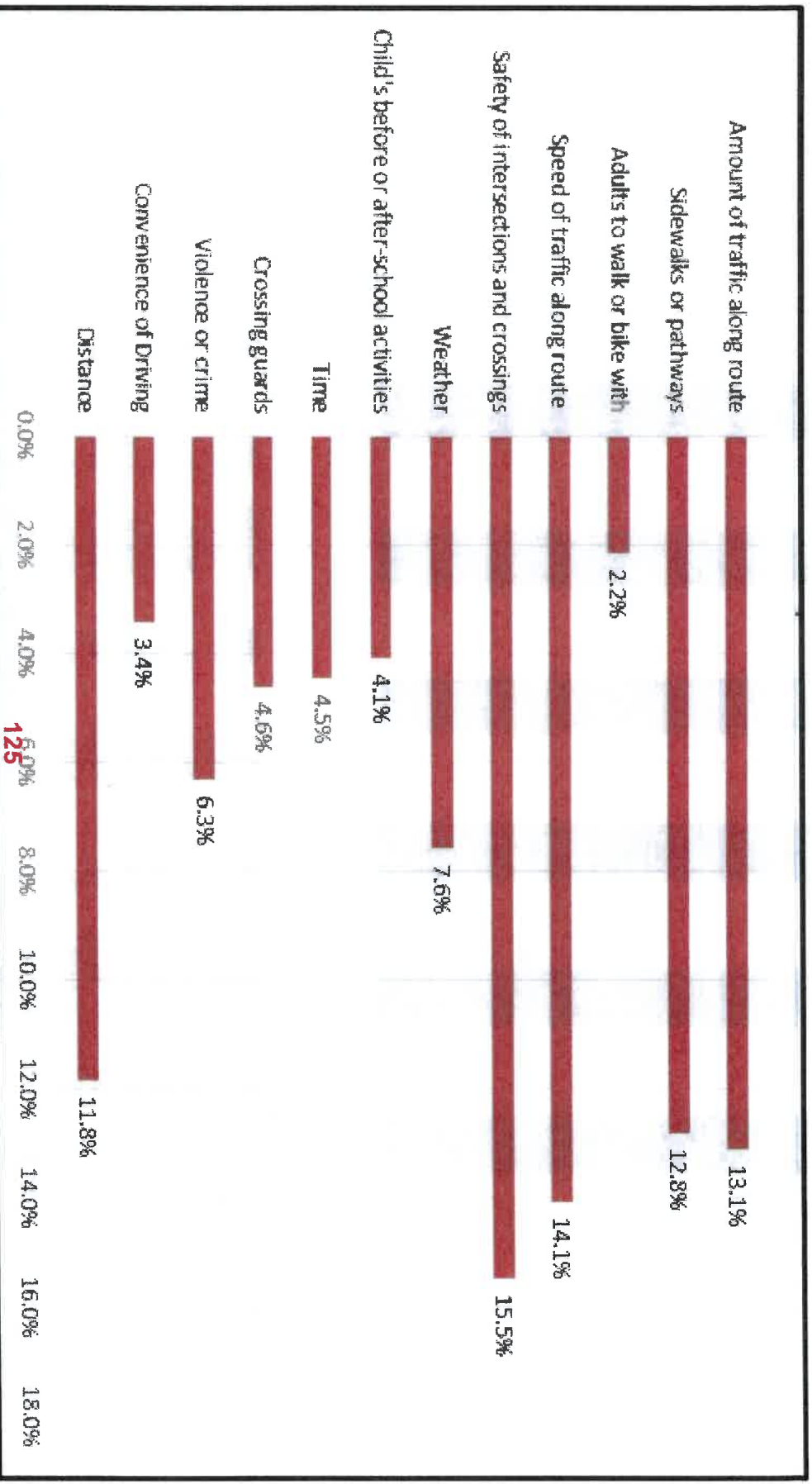
Doris Dickson Elementary Student Arrival and Departure Tally

	Tues. AM	Tues. AM	Tues. PM	Tues. PM	Wed. AM	Wed. AM	Wed. PM	Wed. PM	Thurs. AM	Thurs. AM	Thurs. PM	Thurs. PM
Walk	6	3.8%	8	5.2%	22	3.6%	23	4.1%	26	4.6%	31	5.4%
Bike	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.2%	1	0.2%
School Bus	13	8.3%	14	9.2%	69	11.3%	69	12.4%	65	11.4%	72	12.6%
Family Vehicle	137	87.3%	123	80.4%	505	83.1%	442	79.2%	466	82.0%	443	77.7%
Carpool	1	0.6%	2	1.3%	10	1.6%	22	3.9%	9	1.6%	14	2.5%
Transit	0	0.0%	0	0.0%	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Other	0	0.0%	6	3.9%	2	0.3%	1	0.2%	1	0.2%	8	1.4%
Total	157	100.0%	153	100.0%	608	100.0%	558	100.0%	568	100.0%	570	100.0%



Doris Dickson Elementary Parent/Caregiver Survey Results

What of the following issues affected your decision to allow, or not allow, your child to walk or bike from school?



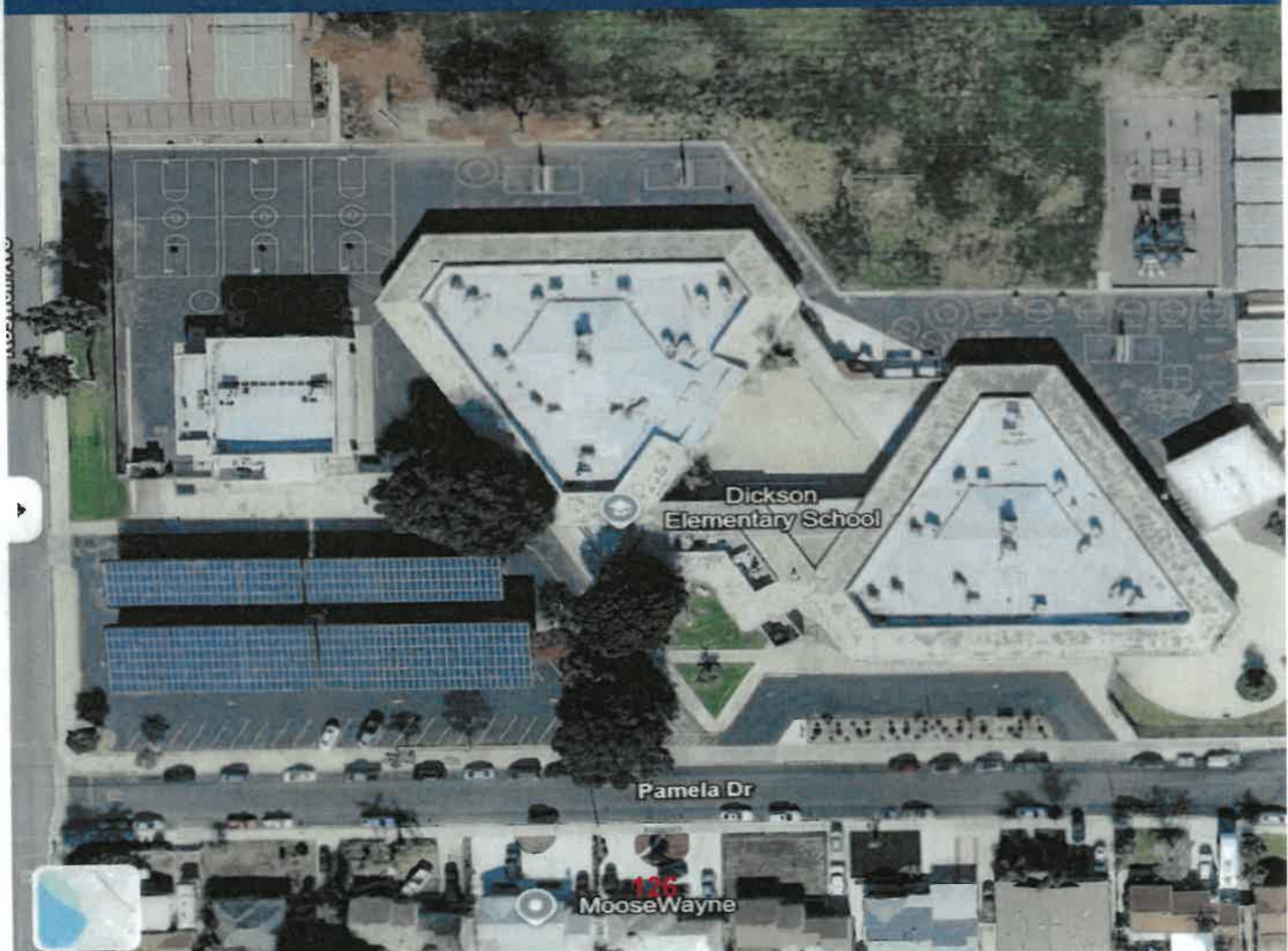
SAN BERNARDINO
COUNTY
Department of Public Works

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

GASP, BARRIERS, NEW ROUTES, AND IMPROVEMENTS MAPS

Active Transportation Program
(ATP) Cycle 8 Application

San Bernardino County
Department of Public Works
Project Contact: Steven Sablan
Transportation Analyst II
Phone: 909-387-8172
Email: Steven.Sablan@dpw.subcounty.gov



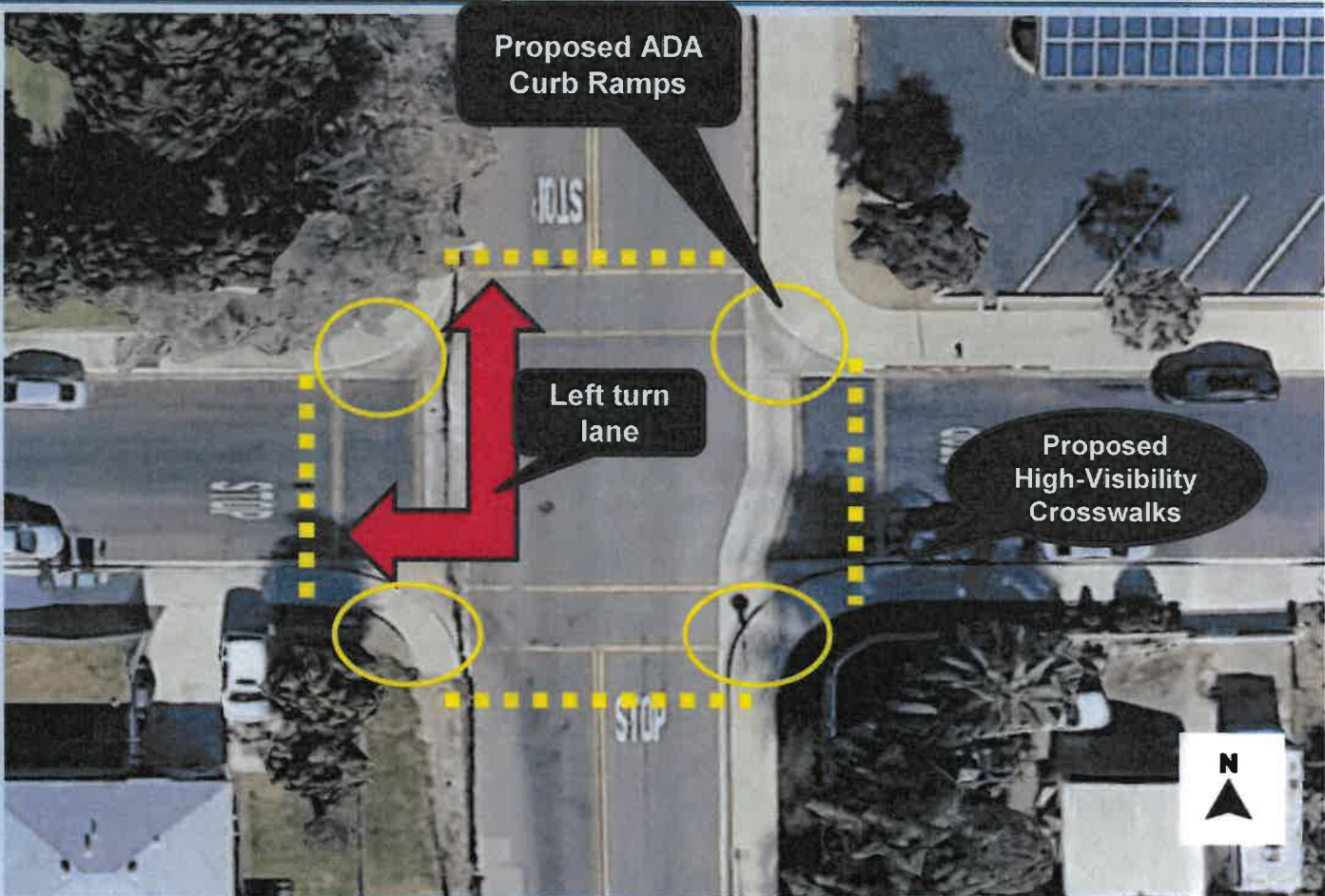
Location 1 — Roswell Avenue & Pamela Drive Intersection

Improvements

Red curb installation on west side of Roswell Ave (north of Pamela Dr); dedicated southbound left-turn lane; advance stop bars on all four legs; high-visibility crosswalk on all four legs; ADA-compliant curb ramps on all four corners.

Existing Conditions:

The Roswell Avenue/Pamela Drive intersection is the school's primary pedestrian access point. During arrival and dismissal, vehicles turning left into the school queue in the through lane, creating potential conflicts with pedestrians crossing Pamela Drive. The absence of high-visibility crosswalk markings and advance stop bars further reduces driver awareness of crossing pedestrians.



[Aerial map — Location 1: Roswell Avenue & Pamela Drive Intersection]



Current Conditions Photo 1



Absence of high-visibility crosswalks

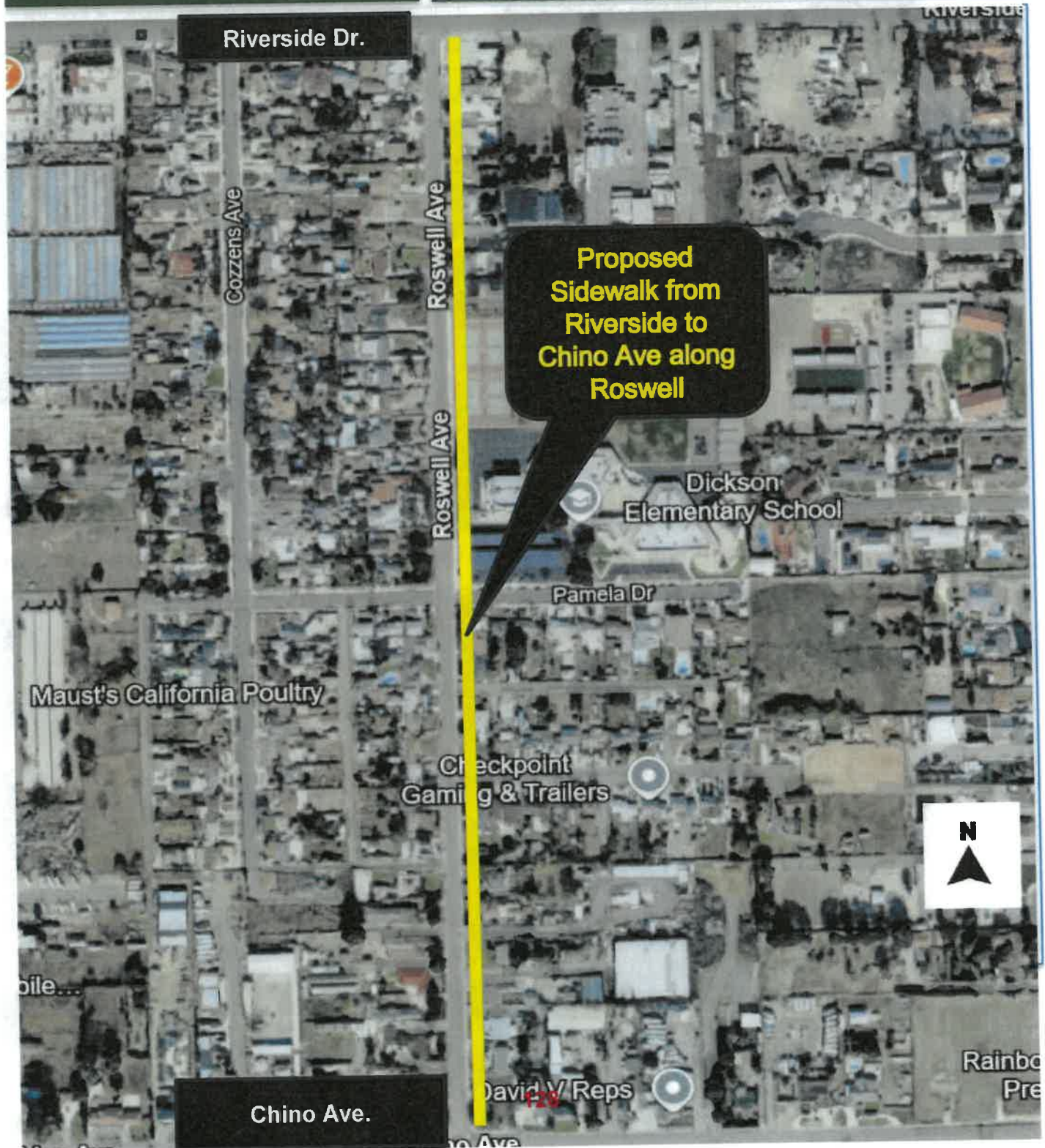
Location 2 — Roswell Avenue West Side Sidewalk

Improvements

Construct approximately 2,655 LF of new sidewalk on the west side of Roswell Avenue from Riverside Drive to Chino Drive (school entrance).

Existing Conditions:

Roswell Avenue (west side) currently has no continuous sidewalk between Riverside Drive and the school. Students and families are forced to walk along the vehicle travel lane or on an unpaved shoulder.



Location 3 — Riverside Drive Sidewalk & Crosswalk

Improvements:

Construct approximately 2,655 LF of new sidewalk on Riverside Drive from East End Avenue to Pipeline Avenue; install high-visibility crosswalk on east and south legs of Roswell Avenue/Riverside Drive intersection; install ADA curb ramps.

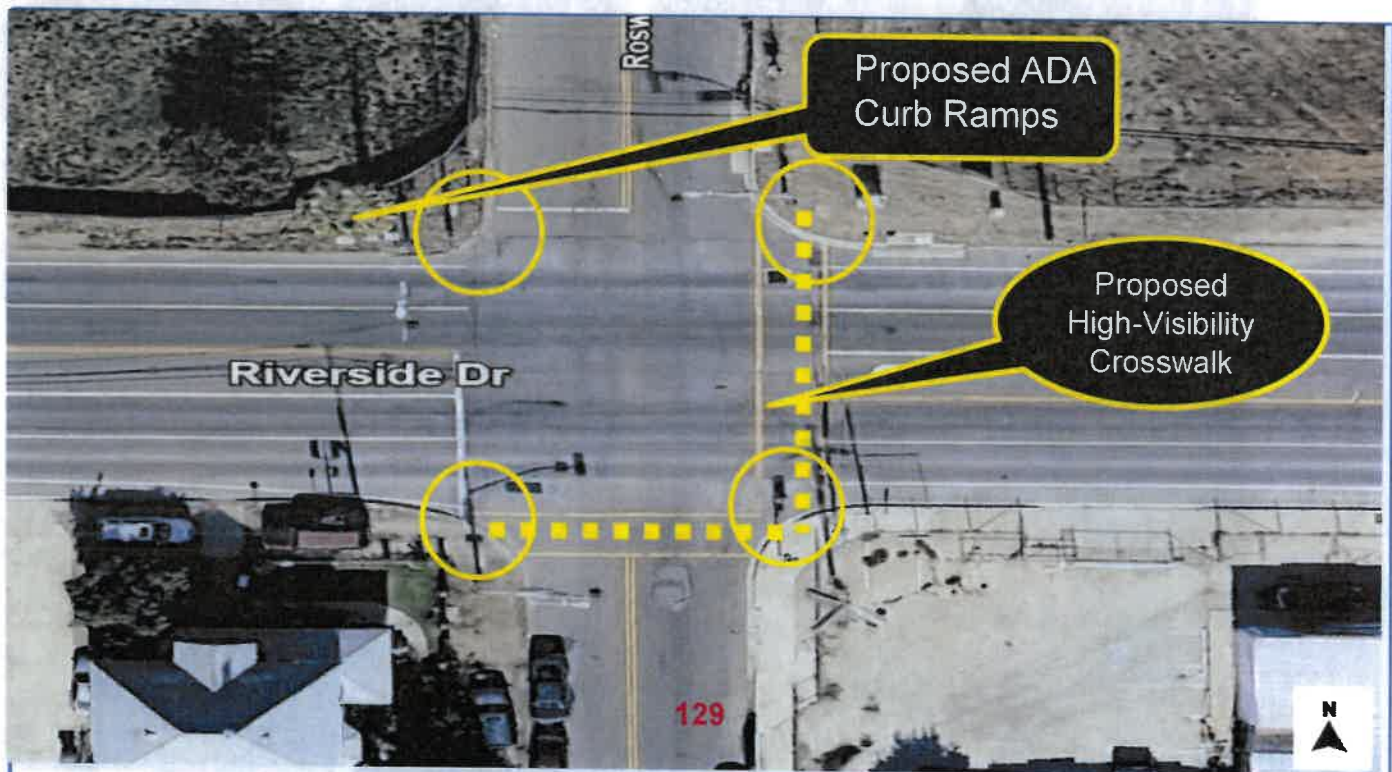
Existing Conditions:

Riverside Drive lacks continuous sidewalk between East End Avenue and Pipeline Avenue. This corridor is a primary walking route for students approaching from the north and west. A severe injury collision occurred on East End Avenue near Riverside Drive in 2021, directly associated with the absence of pedestrian infrastructure.

Sidewalk along Riverside Dr. from East End Ave to Pipeline Ave



ADA Curb Ramps and High-Visibility Crosswalks on Riverside Dr and Roswell Ave.



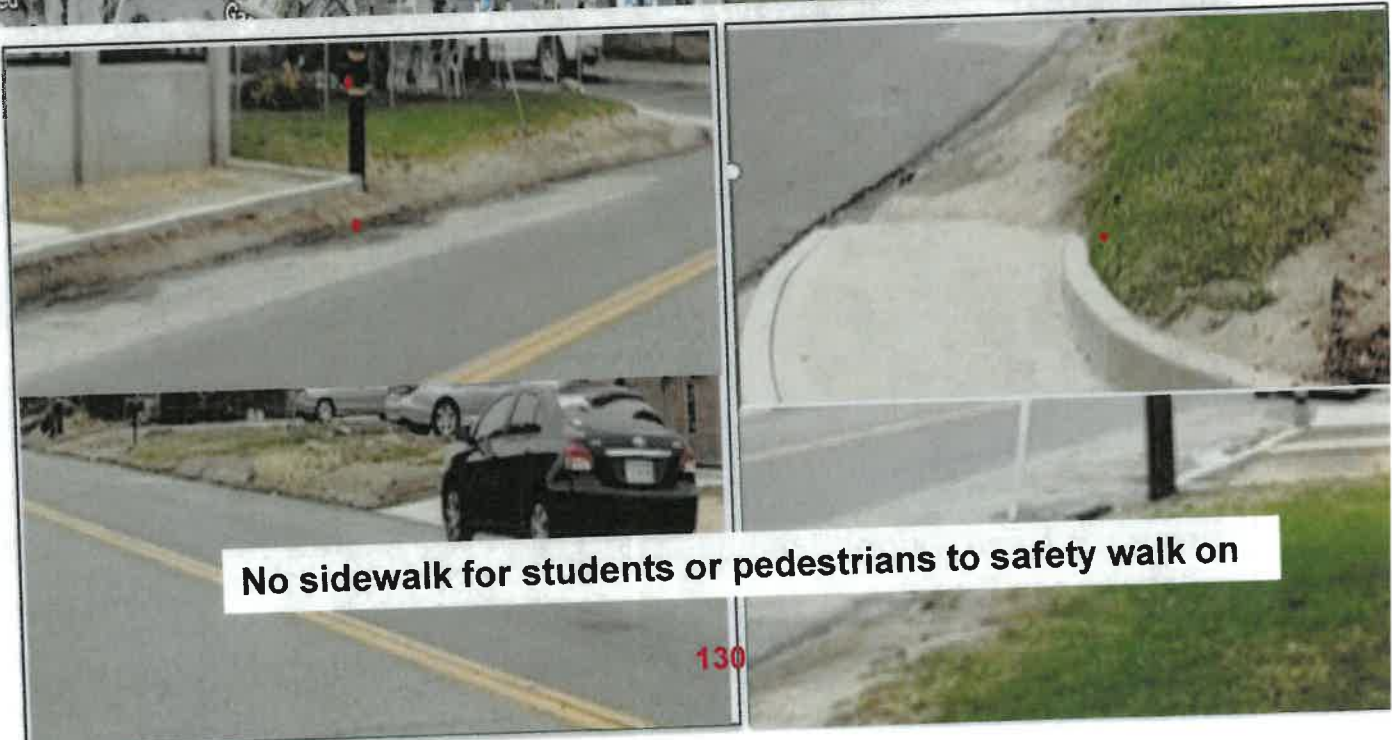
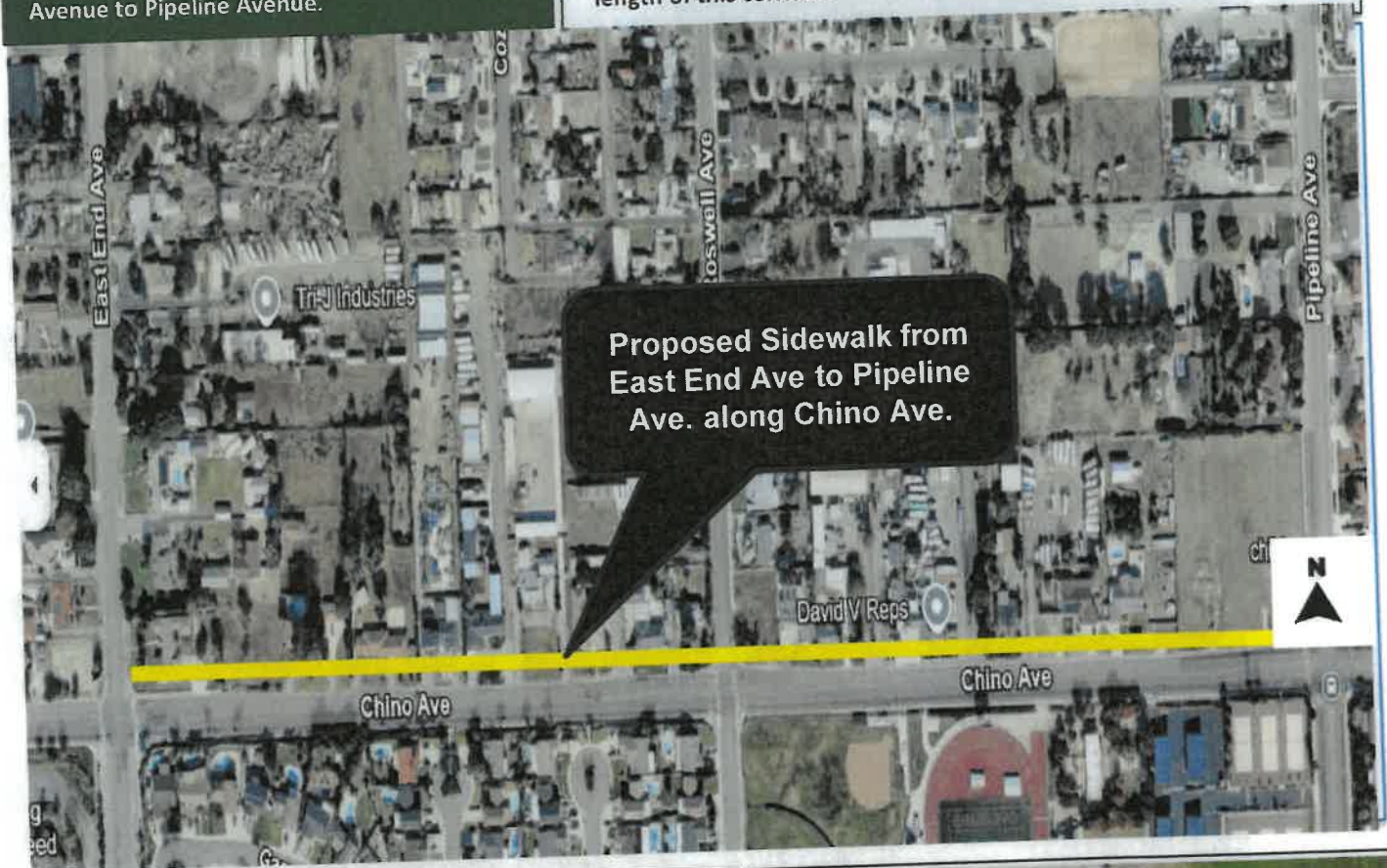
Location 4 — Chino Avenue Sidewalk

Improvements:

Construct approximately 2,655 LF of new sidewalk on Chino Avenue from East End Avenue to Pipeline Avenue.

Existing Conditions:

Chino Avenue lacks a continuous sidewalk between East End Avenue and Pipeline Avenue. A fatal pedestrian collision occurred on Chino Avenue in 2020. Students walking from the south neighborhood must walk along the roadway or on unpaved shoulders for the full length of this corridor.



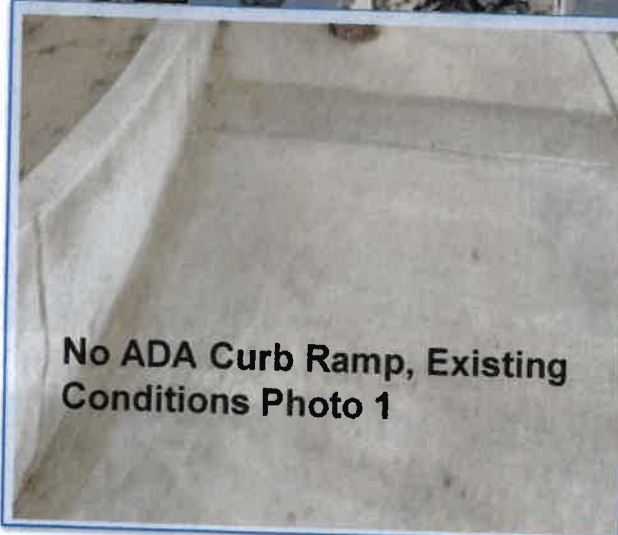
Location 5 — Cozzens Avenue & Pamela Drive Intersection

Improvements:

Install high-visibility crosswalk on north and east legs; install ADA-compliant curb ramps on southeast and northeast corners.

Existing Conditions:

The Cozzens Avenue/Pamela Drive intersection is a key crossing point for students approaching from the west along Pamela Drive. Currently, the intersection has no high-visibility crosswalk markings, reducing driver awareness of pedestrian crossings near the school.



No ADA Curb Ramp, Existing
Conditions Photo 1



Current Conditions Photo 2

SAN BERNARDINO COUNTY
Department of Public Works

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

TIMS DATA

Active Transportation Program
(ATP) Cycle 8 Application

San Bernardino County
Department of Public Works
Project Contact: Steven Sablan
Transportation Analyst II
Phone: 909-387-8172
Email: Steven.Sablan@dpw.subcounty.gov



TIMS ATP Collision Data — Doris Dickson Elementary School

Safe Routes to School Improvements | Chino, San Bernardino County, CA

Project Area Collision Summary

Project Area: ½-mile radius of Doris Dickson Elementary School (3930 Pamela Drive, Chino, CA; CDS 36676786098347), centered on the Pamela Drive school frontage and the Roswell Avenue, Riverside Drive, Chino Avenue, and East End Avenue corridors receiving sidewalk, high-visibility crosswalk, ADA curb-ramp, and intersection improvements under this project.

Reported Crashes Within the Project Area, 2014–2024

A TIMS/SWITRS query for a ½-mile radius around Doris Dickson Elementary School returned 13 reported pedestrian- and bicycle-involved collisions over the 2014–2024 analysis period: 1 fatal, 1 serious injury, 8 other visible injury, and 3 complaint of pain. Six involved pedestrians and seven involved bicyclists. One collision, the fatality, involving a pedestrian, occurred within ¼ mile of the school; the remaining 12 occurred within the ¼–½ mile band.

Radius	Fatal	Serious Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
< ¼ mi.	1	0	0	0	1	0	1
¼ – ½ mi.	0	1	8	3	5	7	12
Total	1	1	8	3	6	7	13

Source: UC Berkeley SafeTREC TIMS ATP / Safe Routes to School crash tool, project-area query. Data current as of June 1, 2026. Underlying crash records from SWITRS. Full project-area crash map and crash list are attached (see TIMS export, following pages).

Unlike a corridor with no recorded crashes, this project area carries a documented, multi-year pedestrian and bicycle collision history. The collisions concentrate on the corridors and cross-streets addressed by this project, which today carry students and residents to and from the school without continuous sidewalks, marked crossings, or pedestrian-scale protection at several locations. The proposed sidewalk, high-visibility crosswalk, ADA curb-ramp, and intersection improvements target these same corridors, extending protective infrastructure where the documented pedestrian and bicycle collisions have already occurred.

Safe Routes to School Crash Map Viewer

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

Type of Crashes:

☒ Bicycle ☒ Pedestrian

Crash Severity:

☒ 1 - Fatal ☒ 2 - Serious Injury ☒ 3 - Other Visible Injury ☒ 4 - Complaint of Pain

Years:

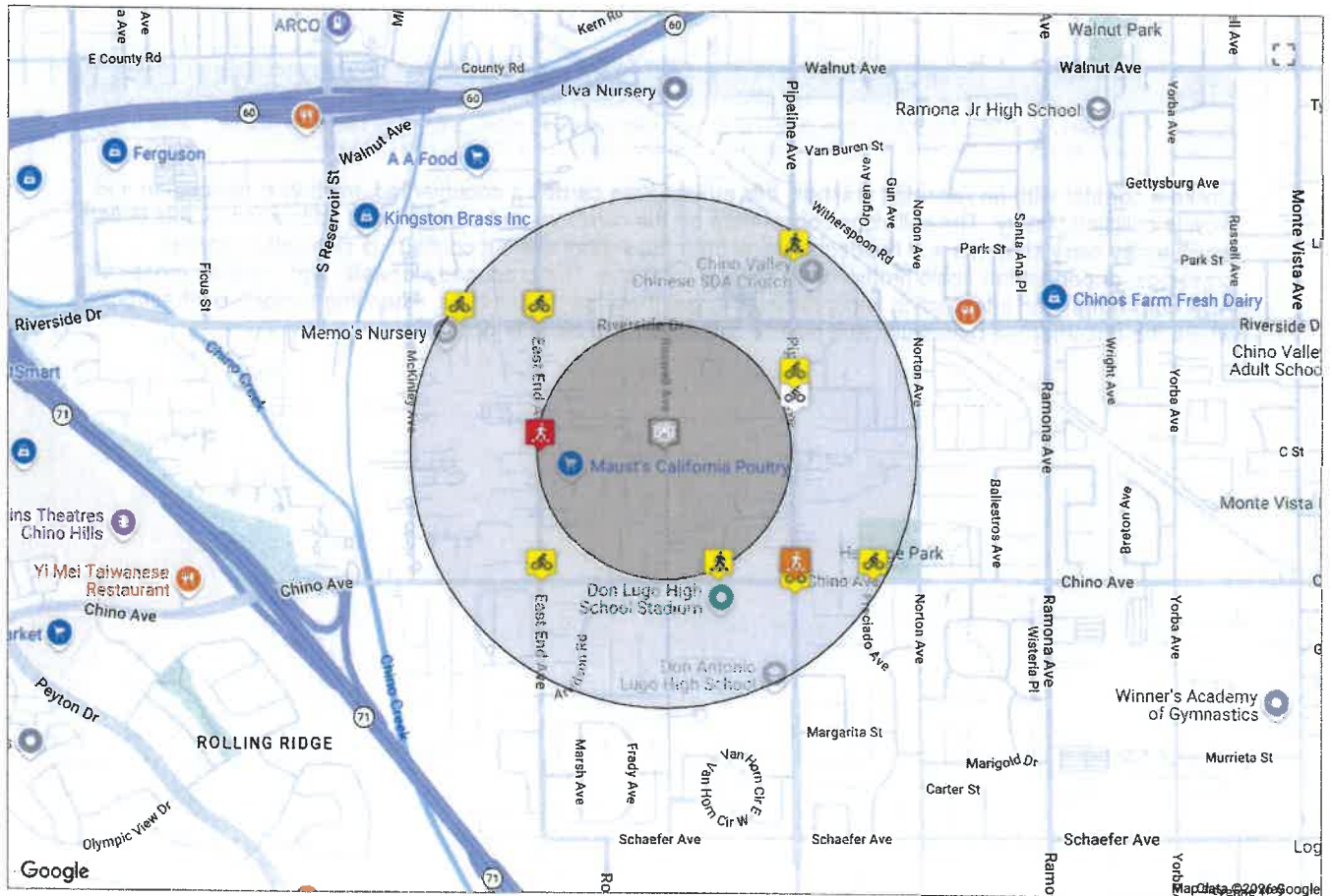
2014 - 2024

(A - 2024 - 2025 data is provisional and subject to change.)

Show Result

Dickson Elementary

3930 Pamela Drive | Chino | San Bernardino County | CDS: 36676786098347



Summary Statistics

Radius	Fatal	Serious Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<¼ mi.	1	0	0	0	1	0	1
¼ - ½ mi.	0	1	8	3	5	7	12
Total	1	1	8	3	6	7	13

Crash List

Case ID	Date	Time	Primary	Secondary	Distance	Direction	Bike	Ped
6735100	2014-09-22	09:59	RIVERSIDE DR	EAST END AV	0.00	-	Yes	No
6894983	2015-02-17	06:50	CHINO AV	PIPELINE AV	818.00	E	Yes	No
81803180	2022-05-25	07:00	PIPELINE AVE	CHINO AVE	0.00	-	No	Yes
8199877	2016-11-10	08:12	PIPELINE AV	HACIENDA LN	13.00	S	Yes	No
8571775	2018-02-13	07:18	PIPELINE AV	CHINO AV	136.00	S	Yes	No
90022439	2015-08-30	19:43	RIVERSIDE DR.	EAST END AVE.	10.00	W	No	Yes
90039354	2015-10-13	18:05	PIPELINE AVE.	RIVERSIDE DR.	639.00	N	No	Yes
9127075	2020-08-22	10:43	PIPELINE AV	CHINO AVE	0.00	-	No	Yes
91521301	2021-07-04	23:12	CHINO AVE.	ROSWELL AVE.	514.00	E	No	Yes
91754634	2021-12-11	17:47	EAST END AVENUE SOUTHBOUND (13100 BLOCK)	RIVERSIDE DRIVE	1315.00	S	No	Yes
92040524	2023-03-24	16:45	PIPELINE AVENUE (13000 BLOCK)	RIVERSIDE DRIVE	935.00	S	Yes	No
92105314	2023-06-22	11:00	EAST END AVE.	CHINO AVE.	0.00	-	Yes	No
9547982	2022-04-29	14:10	RIVERSIDE DR	MCKINNLEY AV	494.00	E	Yes	No

SAN BERNARDINO COUNTY
Department of Public Works

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

PUBLIC OUTREACH DOCUMENTATION

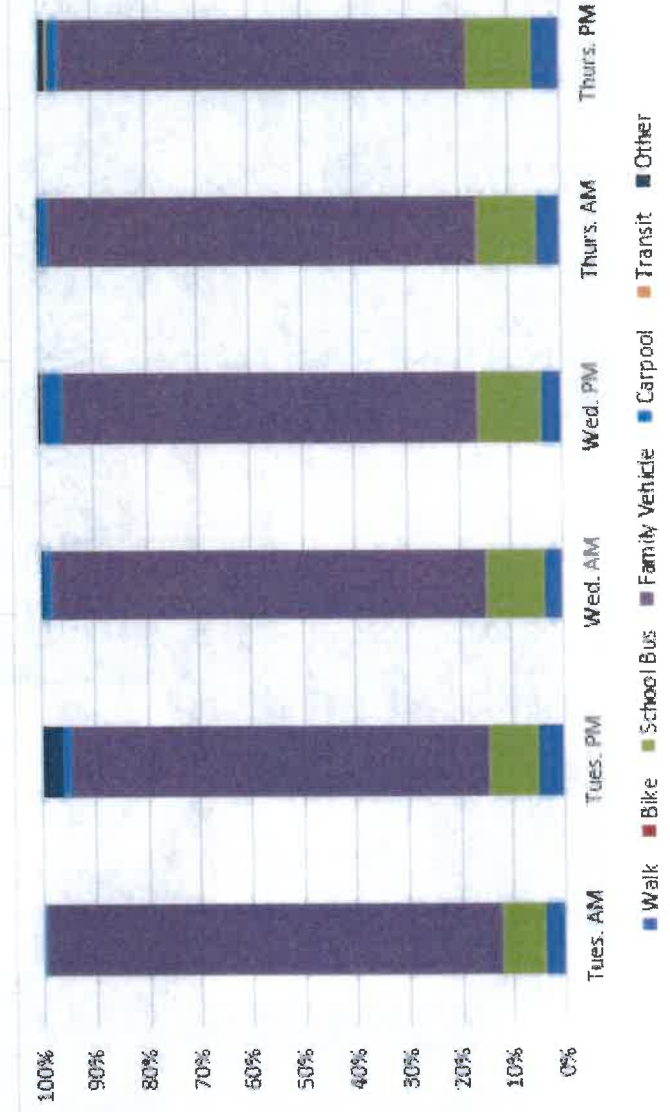
Active Transportation Program
(ATP) Cycle 8 Application

San Bernardino County
Department of Public Works
Project Contact: Steven Sablan
Transportation Analyst II
Phone: 909-387-8172
Email: Steven.Sablan@dpw.subcounty.gov

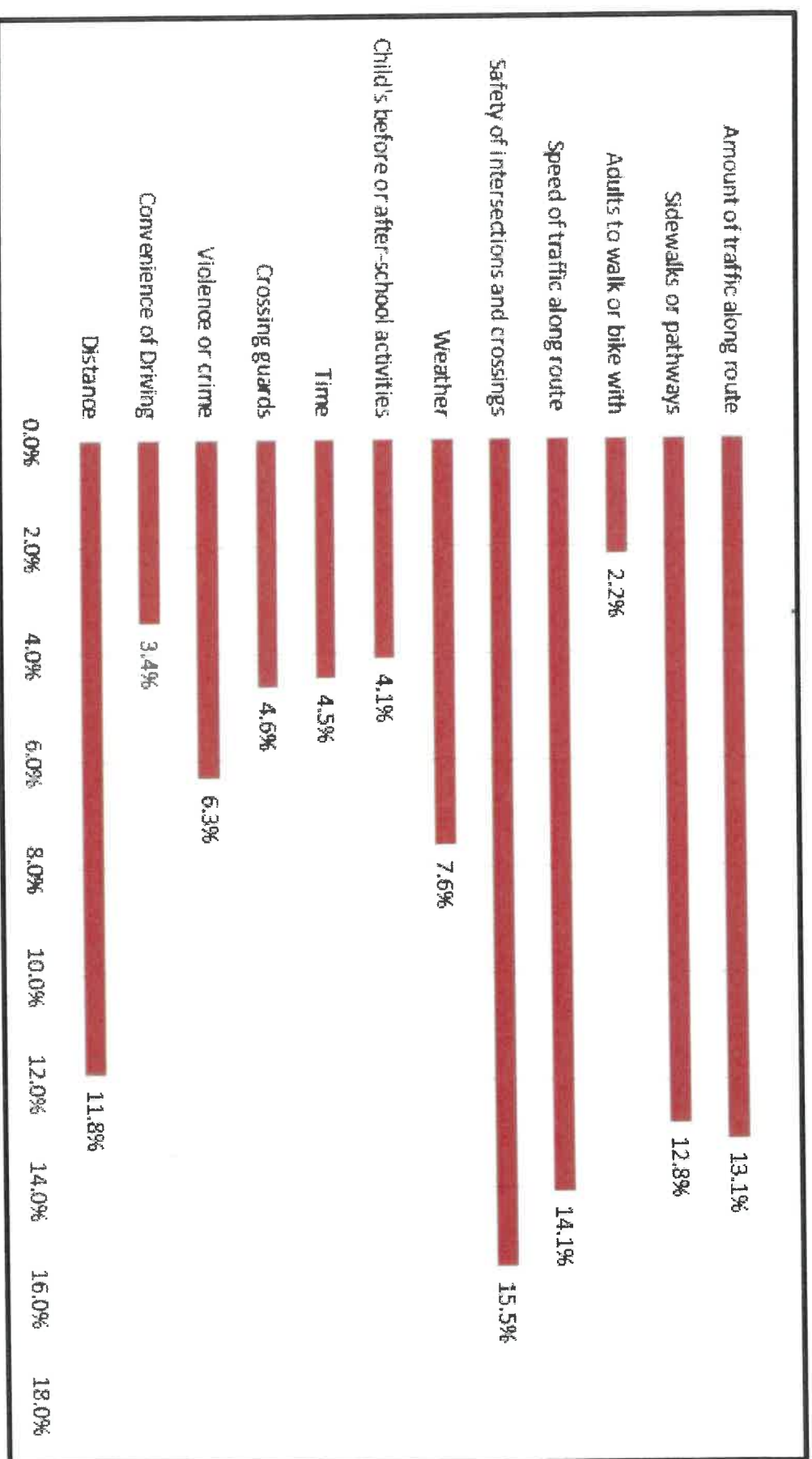


Doris Dickson Elementary Student Arrival and Departure Tally

	Tues. AM	Tues. AN	Tues. PM	Tues. PN	Tues. PM	Wed. AM	Wed. AM	Wed. PM	Wed. PM	Thurs. AM	Thurs. A	Thurs. P	Thurs. PM
Walk	6	3.8%	8	5.2%	22	3.6%	23	4.1%	26	4.6%	31	5.4%	
Bike	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.2%	1	0.2%	
School Bus	13	8.3%	14	9.2%	69	11.3%	69	12.4%	65	11.4%	72	12.6%	
Family Vehicle	137	87.3%	123	80.4%	505	83.1%	442	79.2%	466	82.0%	443	77.7%	
Carpool	1	0.6%	2	1.3%	10	1.6%	22	3.9%	9	1.6%	14	2.5%	
Transit	0	0.0%	0	0.0%	0	0.0%	1	0.2%	0	0.0%	1	0.2%	
Other	0	0.0%	6	3.9%	2	0.3%	1	0.2%	1	0.2%	8	1.4%	
Total	157	100.0%	153	100.0%	608	100.0%	558	100.0%	568	100.0%	570	100.0%	



Doris Dickson Elementary Parent/Caregiver Survey Results





San Bernardino County Safe Routes to School

Parent/Caregiver Survey

The San Bernardino County is developing a Safe Routes to School Plan for your school that aims to encourage students to take part in more physical activity, increase the use of public facilities such as bicycle and walking paths, create safer routes to school, and ensure that streets around your school are safe for everyone.

Your feedback is important to this project! Please take this 5-minute survey about your family's travel choices and perception of safety. What transportation concerns do you have?

Doris Dickson Elementary School

Encuesta de Padres/Cuidadores

El Plan de Rutas Seguras a la Escuela del Condado de San Bernardino tiene como objetivo alentar a los estudiantes a participar en más actividad física, aumentar el uso de instalaciones públicas como senderos para caminar y andar en bicicleta, crear rutas más seguras a la escuela y garantizar que las calles alrededor de su escuela sean seguras para todos.

Su opinión es importante para este proyecto. Por favor toma esta encuesta de 5 minutos sobre las opciones de viaje de su familia y las percepciones de viaje de su familia y la percepciones de seguridad.





CHAPTER 3 OUTREACH & ENGAGEMENT



**SAFE ROUTES
to SCHOOLS**

OUTREACH AND ENGAGEMENT

The San Bernardino County SRTS team worked closely with the school districts, schools, teachers, parents, and the overall community to address their concerns and priorities. School staff and families are experts on how students get to and from school, and their input is invaluable to creating recommendations that will best serve future students. This Plan identified a comprehensive outreach and engagement approach that provided opportunities for school staff, parents, and caregivers to learn about the SRTS Safety Action Plan and its goals, share their concerns about traffic safety around their school and neighborhood, and inform the decision-making process and ultimate project recommendations. This chapter provides a summary of the outreach conducted during the planning process and how feedback was used to inform the final SRTS Safety Action Plan.

3.1 SCHOOL OBSERVATIONS AND WALK AUDITS

The project team observed school drop-off or pick-up at each of the 21 project schools. The purpose of these observations was to understand school circulation patterns, identify barriers to walking and biking, and document unsafe behaviors.

Each school observation was coupled with a walk audit with school stakeholders, including parents/caregivers, principals, school staff, and others. The purpose of the walk audits was to introduce participants to the SRTS Safety Action Plan, and to provide opportunities for them to give their input on their needs and concerns, preferences, and observations that are barriers to safe walking, biking, and rolling to and from school. To ensure participation, each school publicized the walk audit through their communication channels (email, web page, social media, flyers).

The project team gave participants pens, clipboards, and maps of their school that included existing conditions. Each map included questions to prompt observations and an area for participants to record input. All materials were provided in both English and Spanish and outreach was conducted in both English and Spanish, as needed. Participants were invited to communicate verbally or with the paper map with the deficiencies and safety concerns about traveling to and from school. The project team was on hand to document the participant feedback and dialogue with them about potential solutions to improve active

transportation conditions along the school route. The feedback from the walk audit heavily informed the infrastructure recommendations. Chapter 4 includes the individual school plan which summarizes specific observations and feedback from each walk audit.



Figure 3.1 Walk Audit Flyer Example

2 STUDENT TALLIES AND PARENT SURVEYS

STUDENT TALLIES

part of the outreach for each school, the project team circulated a packet of material which included the walk audit flyers, student travel tally sheets, as well as instructions on how to administer the travel tally sheet. This tally sheet uses a standard "Student Travel Tally" form developed by the National Center for Transportation Planning to collect data from students on how they travel to and from school and is administered via a QR code to an on-line interface. Each school was asked to conduct the tally during the week of their schedule audit.

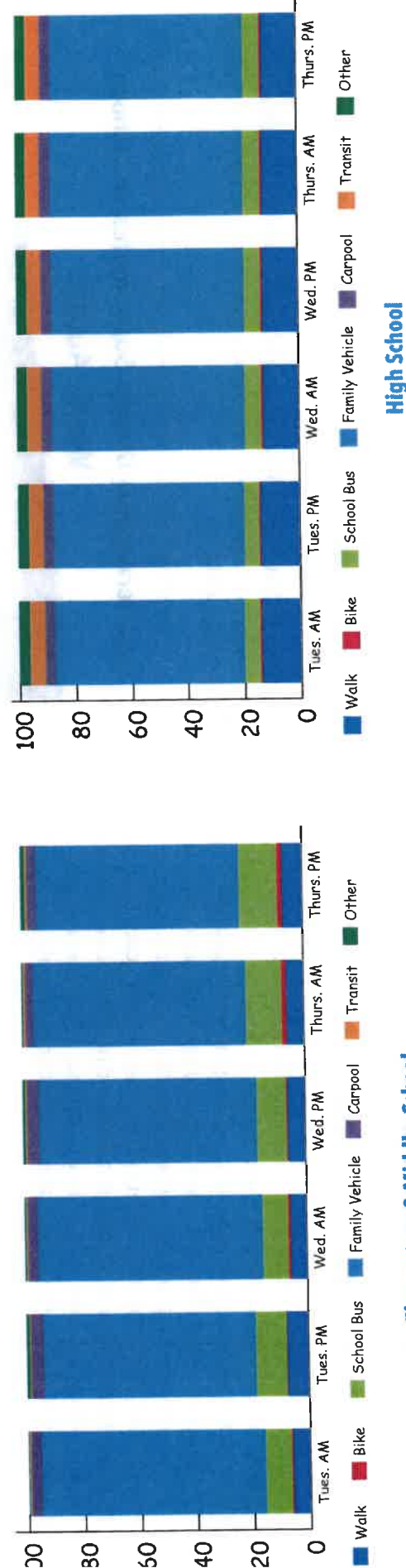
Overall, over 400 student travel tallies were submitted from across all 21 schools and were used to determine how students are traveling to and from school on a daily basis. Figure 3.2 shows the different travel modes students took to and from school in the morning and in the afternoon. Please note that high schools received a separate tally sheet to have students conduct their own tallies instead of the teachers conducting the tally. In general, family vehicles are the most common mode of transportation among students. Students were also recorded walking and taking the school bus.

PARENT SURVEY

Parents/guardians' knowledge and attitudes about their student's travel habits, including walking and biking to and from school were analyzed from the parent surveys collected at the beginning of this project. The survey was an online questionnaire sent to all project schools which was then publicized to all parents/guardians through each individual school's communication channels (email, web page, social media, flyers). Over 350 surveys were submitted from the 21 participating schools. The survey asked parents how their student currently travels to and from school, the distance their family lives from school, challenges associated with walking and biking, and their overall attitudes toward active modes of transportation.

The results of the parent surveys are highlighted in each individual school plan in Chapter 4.

Figure 3.2 Student Travel Mode to and from School



As Figure 3.3 shows, most parents shared that they live over two miles from their school and is the big reason why they do not allow their students to bike and walk to/from school. As shown, approximately 28% of parents responded that they live over two miles from their school while 23% responded they live within a quarter mile. This identified an opportunity to focus on biking and walking infrastructure within a quarter mile of the project schools. Parents also shared a number of concerns influencing their decision to allow or not allow their student to walk or bike to/from school. The biggest concern was unsafe intersections and crossings (Figure 3.4).

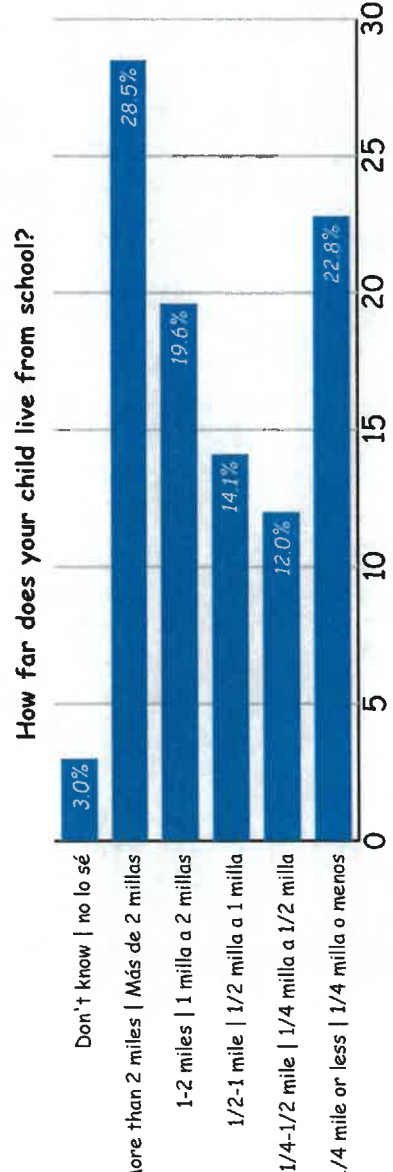


Figure 3.3 Parent Survey Question - Distance

What of the following issues affected your decision to allow, or not allow, your child to walk or bike from school?

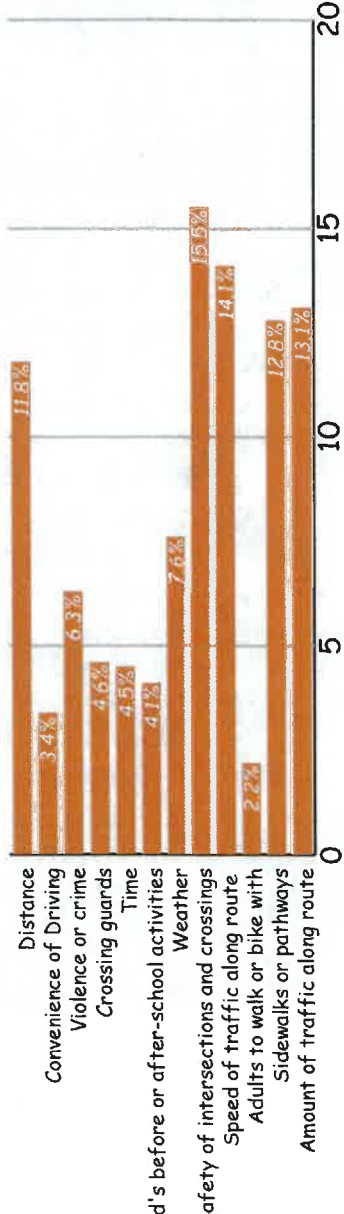


Figure 3.4 Parent Survey Question - Reason





Doris Dickson Elementary School

San Bernardino County Safe Routes to School Student Arrival and Departure Tally Survey

The San Bernardino County Safe Routes to School Plan aims to encourage students to take part in more physical activity, increase the use of public facilities such as bicycle and walking paths, create safer routes to school, and ensure that streets around your school are safe for everyone.

To help the County better understand your school, teachers are requested to survey students' modes of travel. Please conduct the surveys in the classroom. Please see the directions below:

1. Please conduct these counts on AT LEAST two of the following three days Tuesday, Wednesday or Thursday.
2. Please do not conduct these counts on Monday or Friday.
3. Before asking students to raise their hands, please read through all possible answer choices so they will know the available choices. Each student may only answer once.
4. Ask your students as a group the question, "How did you arrive at school today?"
5. Then, reread each answer choice and record the number of students that raised their hands for each choice.
6. Follow the same procedure for the question, "How do you plan to leave for home after school?"
7. Please conduct the survey once per day. During the count please ask students both school arrival and departure questions.
8. Please conduct the survey regardless of weather conditions.

Access the tally here:
surveymonkey.com/r/SRTSTally

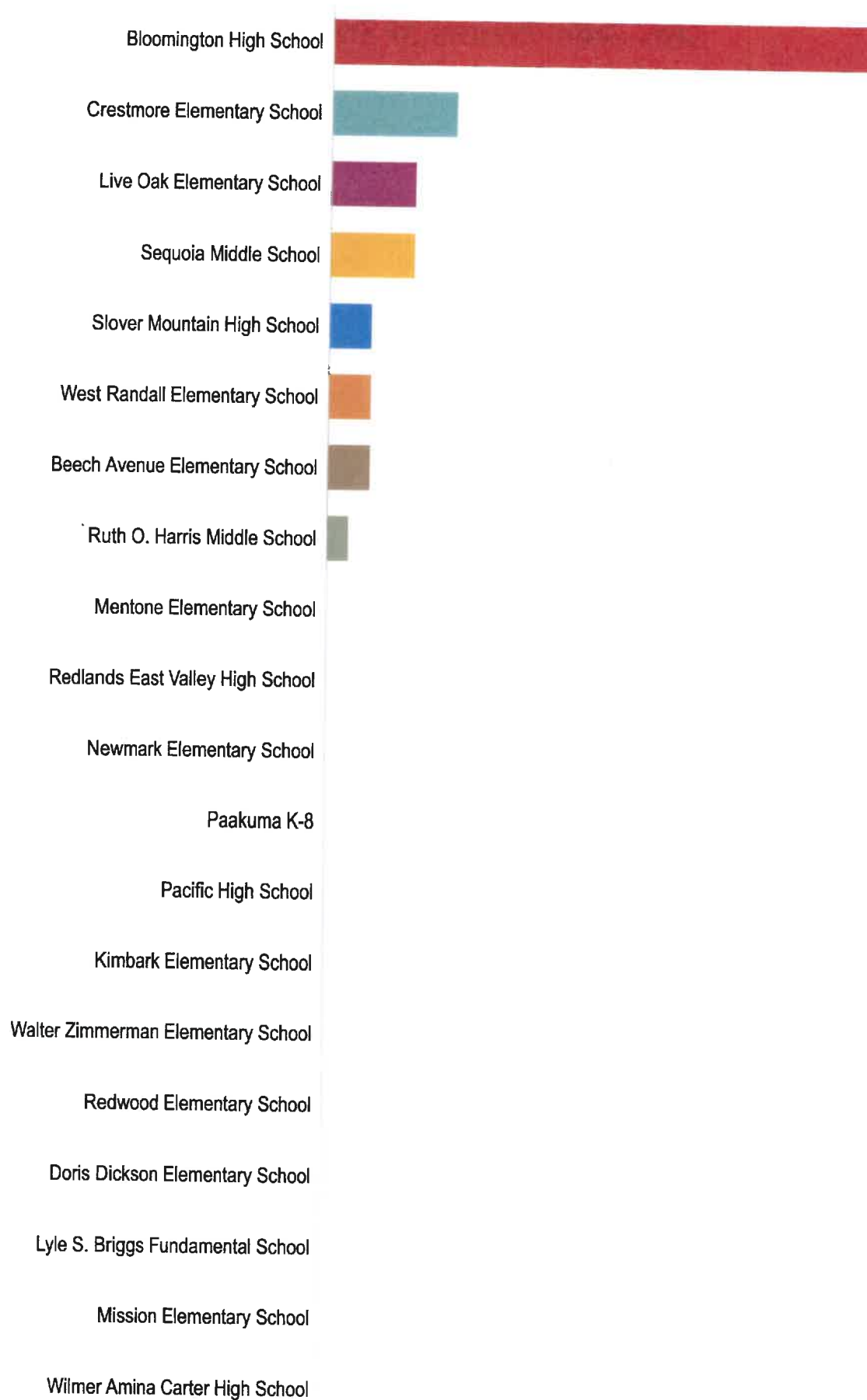


School	Sidewalks Aceras	Street Crossings Cruces de calles	Drive Behavior Comportamiento de conducción	Safety Seguridad	Notes Notas
Slover Mountain High School					
Slover Mountain High School Crestmore Elementary School		La escuela no tiene semáforos y no proporciona autobús para los alumnos que están en las calles de los números, a pesar de que está el área en construcción y el paso de camiones pesados es constante y peligroso, no hay banquetas ,			The school's located by warehouses, Union Pacific yards and lots of trucks coming and going. Trucks use the street as a means as a short cut to the freeway. It is not safe for the students. With the construction of the Cedar on ramp it is worse.
Bloomington High School					
Crestmore Elementary School					El transporte de camiones de carga está afectando varias escuelas de Bloomington aparte hay un tramo cerrado, no es seguro caminar Speed bumps would help cars slow down it has become a busy street Raise crosswalk would also help slow down traffic
Crestmore Elementary School Live Oak Elementary School Live Oak Elementary School Bloomington High School Bloomington High School Bloomington High School Bloomington High School Bloomington High School					
Bloomington High School Bloomington High School					Many people can get hit by a car is the car isn't paying attention because of how easily the sidewalks turn into nothing but street
Bloomington High School Bloomington High School Bloomington High School Bloomington High School Bloomington High School		Roads are under construction			The roads have been u der construction for already a few years and it's not safe to be driving in those conditions.
Ruth O. Harris Middle School Bloomington High School	There are no drains for the water to go to when it rains and water rises over 4-5 inches and students get drenched trying to cross the street with no sidewalks.				There are not enough sidewalk from Ruth O Harris to Bloomington High School or lights. Not safe for the students.
Live Oak Elementary School					The virtual map is not user friendly, the direction north from Live Oak towards Randall, incomplete sidewalks and there should be a cross walk in front of the schools parking lot.
Live Oak Elementary School Bloomington High School Bloomington High School Bloomington High School Bloomington High School Bloomington High School			Drivers don't respect many traffic rules.		There are different areas I have pin pointed in front of school where lots of mistakes are made daily. Also, trash on empty lot across school and on near sidewalk.
Bloomington High School					People are making turns that aren't okay. Today a Tesla made a whole 90 degree angle to get from the first lane to the third. Like what're you doing bro Then we got morons turning to the second lane from the first, like bro let me get on my own lane first
Bloomington High School Bloomington High School			Cedar Avenue and Valley Boulevard have a traffic light issue where the cars on cedar avenue fill up almost all spaces there and leaves no room for anyone else		
Bloomington High School					The only marked crosswalk is located on Laurel & Santa Ana. There is no crosswalk for the students who walk North on Laurel. Many students have to cross blindly hoping speeding vehicles will stop. There is also truck yard next to faculty parking. We need a crosswalk on Laurel traveling north. Preferably on the corner of Mindano St. Students are having to cross blindly making this very dangerous with the traffic of vehicles.
Bloomington High School Sequoia Middle School Beech Avenue Elementary School					
West Randall Elementary School					This area has no raised sidewalk separating it from the street, so people drive up blocking the kids from crossing and blocking their sight from on coming cars.

SBC Safe Routes to Schools

8

School *



Chaparral High School

0 10 20 30

Answers	Count	Percentage
Bloomington High School	26	55.32%
Crestmore Elementary School	6	12.77%
Live Oak Elementary School	4	8.51%
Sequoia Middle School	4	8.51%
Slover Mountain High School	2	4.26%
West Randall Elementary School	2	4.26%
Beech Avenue Elementary School	2	4.26%
Ruth O. Harris Middle School	1	2.13%
Mentone Elementary School	0	0%
Redlands East Valley High School	0	0%
Newmark Elementary School	0	0%
Paakuma K-8 School	0	0%
Pacific High School	0	0%
Kimbark Elementary School	0	0%
Walter Zimmerman Elementary School	0	0%
Redwood Elementary School	0	0%
Doris Dickson Elementary School	0	0%
Lyle S. Briggs Fundamental School	0	0%
Mission Elementary School	0	0%

2/25/25, 4:02 PM

SBC Safe Routes to Schools

Wilmer Amina Carter High School

0

0%

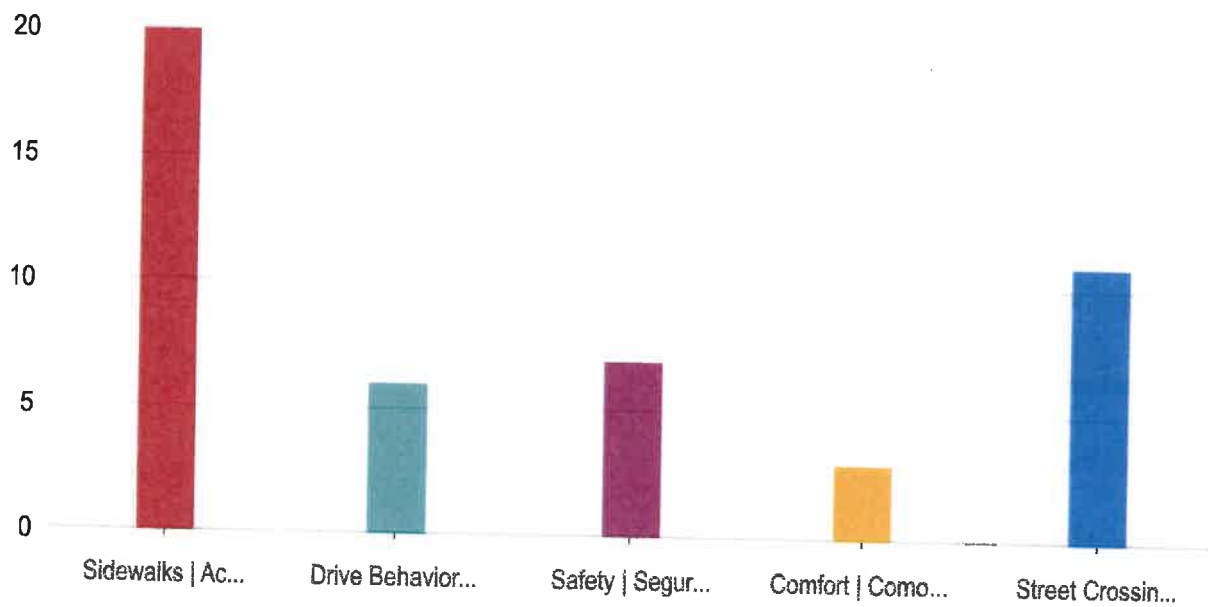
Chaparral High School

0

0%

Answered: 47 Skipped: 0

Issue Category *



Answers

Count

Percentage

Sidewalks | Aceras

20

42.55%

Drive Behavior | Comportamiento de conducción

6

12.77%

Safety | Seguridad

7

14.89%

Comfort | Comodidad

3

6.38%

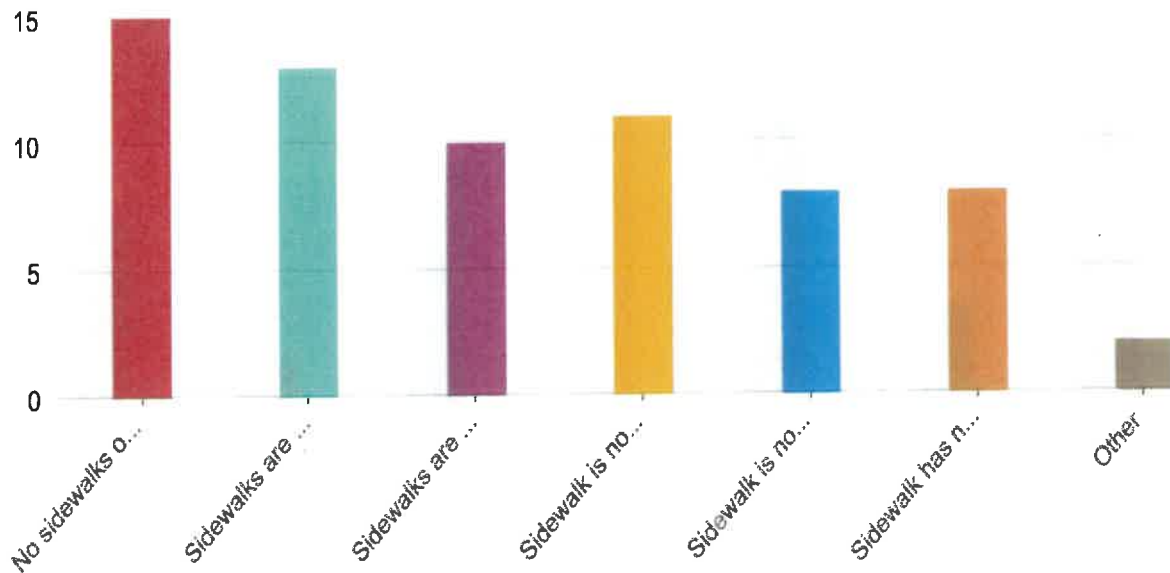
Street Crossings | Cruces de calles

11

23.4%

Answered: 47 Skipped: 0

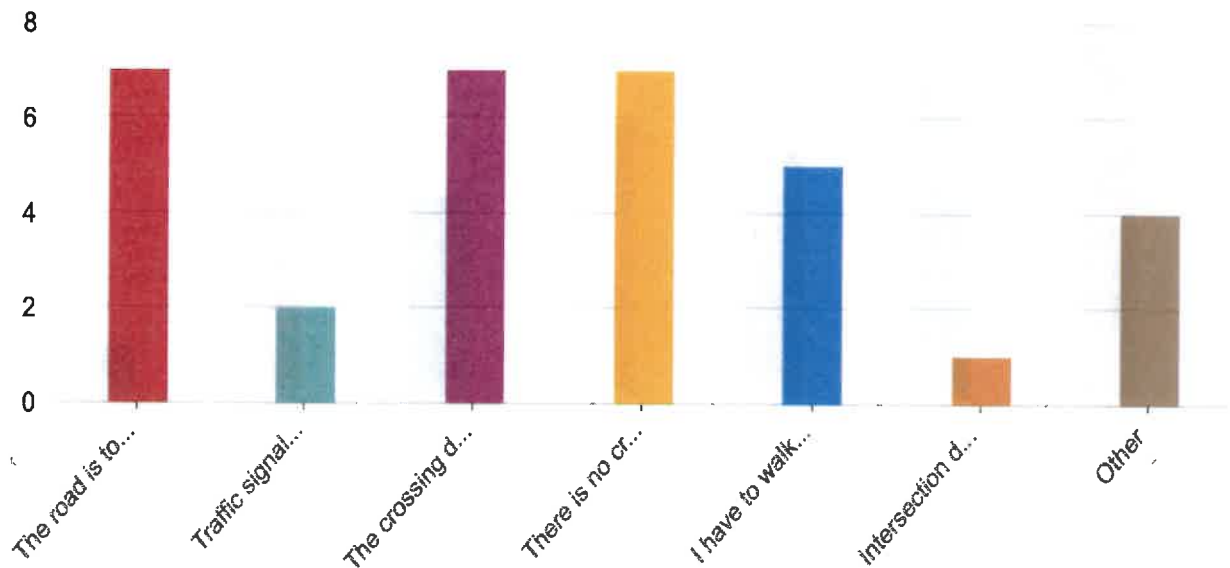
Sidewalks | Aceras



Answers	Count	Percentage
No sidewalks or paths Sin aceras ni caminos	15	31.91%
Sidewalks are broken, cracked, or have trip hazards Las aceras están rotas, agrietadas o presentan peligros de tropiezo	13	27.66%
Sidewalks are blocked by overgrown landscaping, poles, signs, plants, vehicles, etc. Las aceras están bloqueadas por vegetación exuberante, postes, señales, plantas, vehículos, etc.	10	21.28%
Sidewalk is not continuous La acera no es continua	11	23.4%
Sidewalk is not wide enough (two people can not easily walk together side by side) La acera no es lo suficientemente ancha (dos personas no pueden caminar juntas fácilmente)	8	17.02%
Sidewalk has nothing separating it from the street (grass, trees, parked cars) La acera no tiene nada que la separe de la calle (césped, árboles, coches aparcados)	8	17.02%
Other	2	4.26%

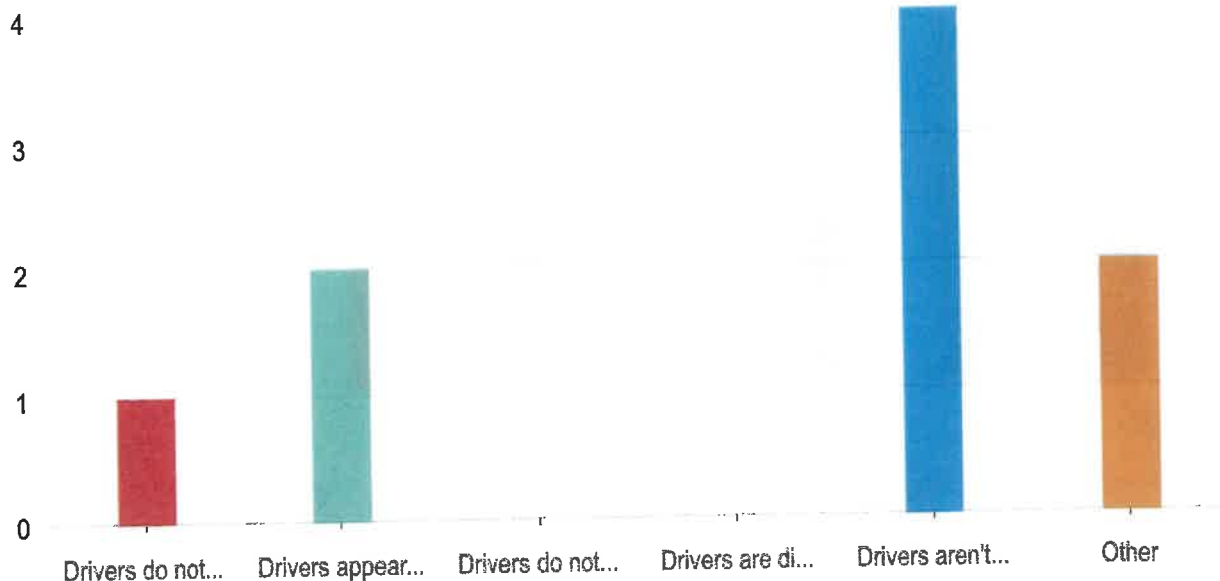
Answered: 19 Skipped: 28

Street Crossings | Cruces de calles



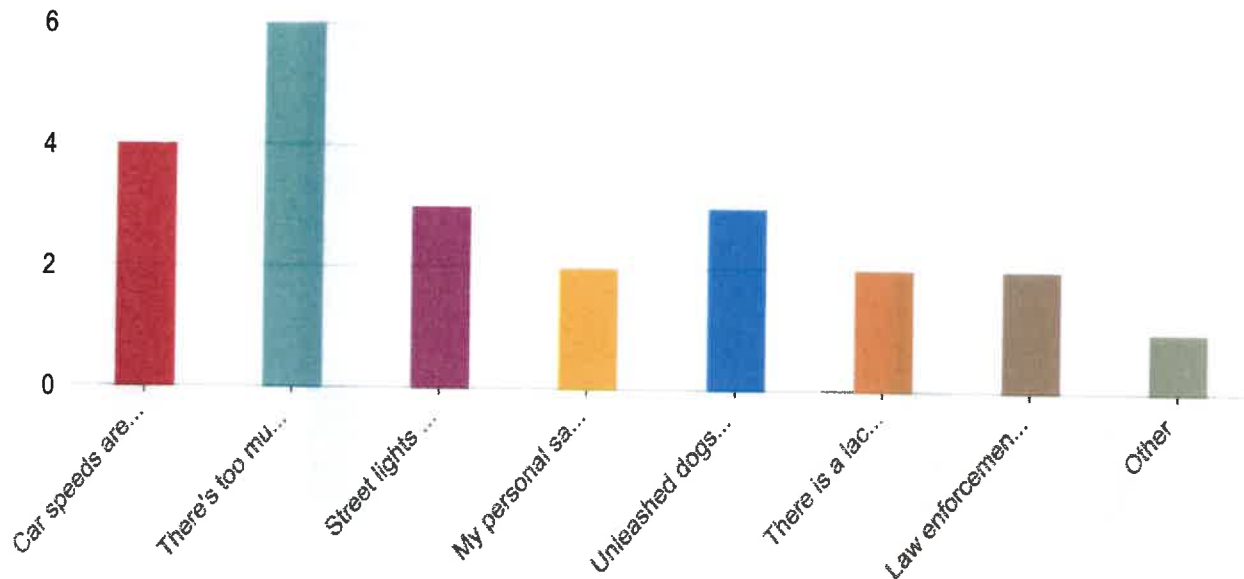
Answers	Count	Percentage
The road is too wide to cross easily El camino es demasiado ancho para cruzarlo fácilmente	7	14.89%
Traffic signals do not give enough time to cross the street Las señales de tráfico no dan tiempo suficiente para cruzar la calle	2	4.26%
The crossing does not have a pedestrian-activated button El cruce no tiene botón activado por peatones	7	14.89%
There is no crosswalk or it is poorly marked No hay paso de peatones o está mal señalizado	7	14.89%
I have to walk too far to find a safe, marked crosswalk Tengo que caminar demasiado para encontrar un cruce peatonal seguro y marcado	5	10.64%
Intersection does not have a curb ramp for carts, wheelchairs, strollers, walkers, etc. La intersección no tiene rampa para carritos, sillas de ruedas, cochecitos, andadores, etc.	1	2.13%
Other	4	8.51%

Answered: 11 Skipped: 36



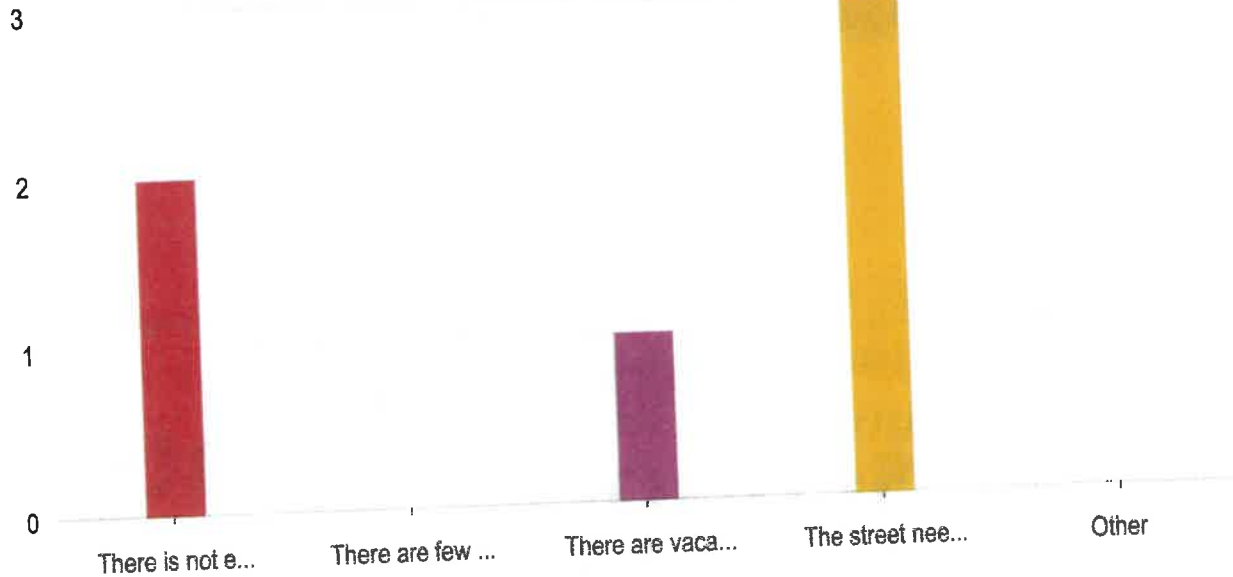
Answers	Count	Percentage
Drivers do not stop at stop signs or stop behind the crosswalk Los conductores no se detienen en las señales de pare ni se detienen detrás del paso de peatones	1	2.13%
Drivers appear to be speeding Los conductores parecen estar acelerando	2	4.26%
Drivers do not yield to people walking Los conductores no ceden el paso a los peatones	0	0%
Drivers are distracted (on the phone, texting, paying attention to passengers rather than road) Los conductores están distraídos (hablando por teléfono, enviando mensajes de texto, prestando atención a los pasajeros en lugar de a la carretera)	0	0%
Drivers aren't looking out for people walking, make unexpected turns, or seem hostile Los conductores no prestan atención a la gente que camina, hacen giros inesperados o parecen hostiles	4	8.51%
Other	2	4.26%

Answered: 6 Skipped: 41



Answers	Count	Percentage
Car speeds are too fast La velocidad del coche es demasiado rápida	4	8.51%
There's too much traffic Hay demasiado tráfico	6	12.77%
Street lights are few or not present Las luces de la calle son pocas o no están presentes	3	6.38%
My personal safety feels threatened along the walk, including seeing or experiencing street harassment Mi seguridad personal se siente amenazada a lo largo del camino, incluso viendo o experimentando acoso callejero	2	4.26%
Unleashed dogs or other loose intimidating animals are present Hay perros sueltos u otros animales intimidantes	3	6.38%
There is a lack of eyes on the street (e.g. absence of people, no houses or store fronts) Hay falta de ojos en la calle (por ejemplo, ausencia de personas, no hay casas ni escaparates)	2	4.26%
Law enforcement is not present La policía no está presente	2	4.26%
Other	1	2.13%

Answered: 7 Skipped: 40

Comfort | Comodidad

Answers	Count	Percentage
There is not enough shade from canopies, awnings, or trees No hay suficiente sombra de marquesinas, toldos o árboles	2	4.26%
There are few or no street trees or other landscaping Hay pocos o ningún árbol en la calle u otros elementos paisajísticos	0	0%
There are vacant lots or rundown buildings Hay lotes vacíos o edificios deteriorados	1	2.13%
The street needs benches and places to rest La calle necesita bancos y lugares para descansar	3	6.38%
Other	0	0%

Answered: 3 Skipped: 44

Image | Imagen

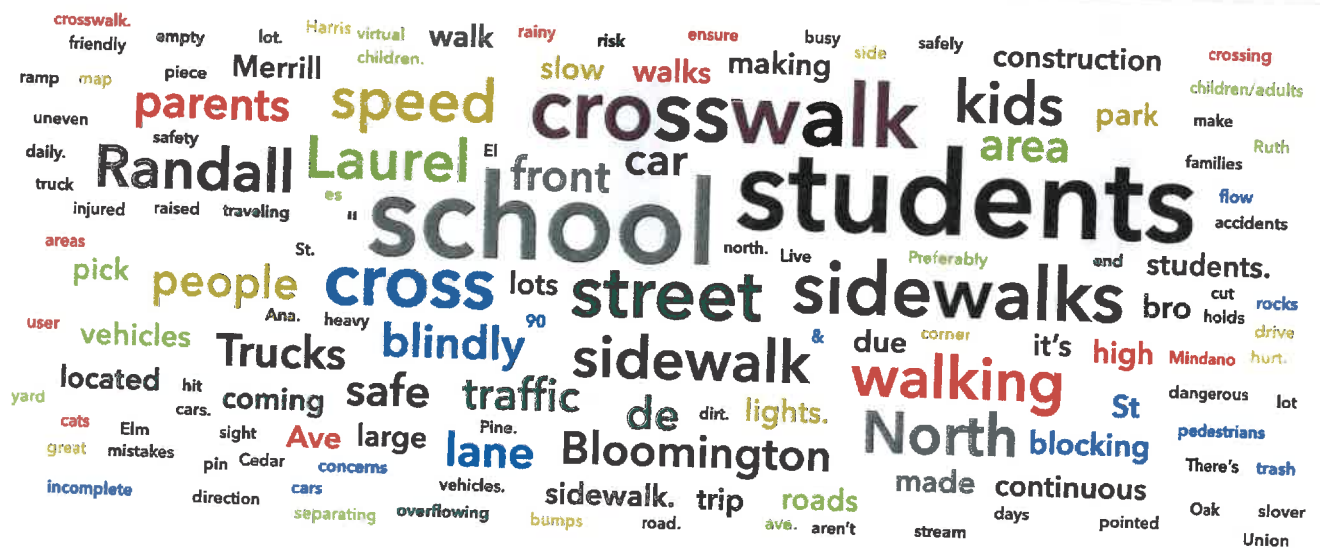
2/25/25, 4:02 PM

SBC Safe Routes to Schools



Images: 6

Notes | Notas



Word	Count
students	8
school	8
crosswalk	6
cross	5
street	5
sidewalks	5
Laurel	4
speed	4
walking	4

2/25/25, 4:02 PM

SBC Safe Routes to Schools

sidewalk	4
kids	4
North	4
Randall	4
blindly	3
traffic	3
car	3
area	3
people	3
parents	3
Bloomington	3
safe	3
front	3
Trucks	3
lane	3
de	3
making	2
vehicles	2
lights.	2
walks	2
due	2
it's	2
trip	2

2/25/25, 4:02 PM

SBC Safe Routes to Schools

sidewalk.	2
blocking	2
coming	2
large	2
pick	2
park	2
high	2
students.	2
lots	2
made	2
walk	2
St	2
located	2
construction	2
roads	2
slow	2
Ave	2
Merrill	2
continuous	2
bro	2
"	2
90	1
traveling	1

2/25/25, 4:02 PM

SBC Safe Routes to Schools

north.	1
Preferably	1
corner	1
Mindano	1
St.	1
dangerous	1
vehicles.	1
accidents	1
pedestrians	1
risk	1
injured	1
children.	1
side	1
ensure	1
families	1
safely	1
holds	1
safety	1
concerns	1
dirt.	1
uneven	1
children/adults	1
hurt.	1

2/25/25, 4:02 PM

SBC Safe Routes to Schools

rainy	1
days	1
make	1
heavy	1
stream	1
flow	1
overflowing	1
raised	1
separating	1
drive	1
crossing	1
sight	1
cars.	1
There's	1
piece	1
rocks	1
end	1
road.	1
Ruth	1
Harris	1
areas	1
pin	1
pointed	1

SBC Safe Routes to Schools

2/25/25, 4:02 PM

mistakes	1
daily.	1
trash	1
empty	1
lot	1
virtual	1
map	1
user	1
friendly	1
direction	1
Live	1
Oak	1
incomplete	1
schools	1
parking	1
lot.	1
slover	1
ave.	1
Mindanao	1
great	1
location.	1
designated	1
crosswalk.	1

2/25/25, 4:02 PM

SBC Safe Routes to Schools

commercial	1
school's	1
warehouses	1
Union	1
Pacific	1
yards	1
going.	1
means	1
short	1
cut	1
freeway.	1
Cedar	1
ramp	1
worse.	1
der	1
years	1
driving	1
conditions.	1
marked	1
&	1
Santa	1
Ana.	1
Laurel.	1

2/25/25, 4:02 PM

SBC Safe Routes to Schools

hoping	1
speeding	1
stop.	1
truck	1
yard	1
faculty	1
parking.	1
bumps	1
cats	1
busy	1
stree	1
Raise	1
Poplar	1
sidewalks.	1
Elm	1
Pine.	1
Eugenia	1
meets	1
causing	1
block	1
turns	1
aren't	1
okay.	1

2/25/25, 4:02 PM

SBC Safe Routes to Schools

Today	1
Tesla	1
degree	1
angle	1
third.	1
what're	1
morons	1
turning	1
respects	1
limit	1
student	1
teachers	1
aware	1
cars	1
don't	1
cross.	1
needing	1
longer	1
lasting	1
lights	1
button	1
pressed	1
"flashing"	1

SBC Safe Routes to Schools

2/25/25, 4:02 PM

asap...

hit

paying

attention

easily

turn

Hemlock

fixed

Gj

El

transporte

camiones

carga

está

afectando

varias

escuelas

aparte

hay

tramo

cerrado

es

seguro

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

2/25/25, 4:02 PM

caminar

SBC Safe Routes to Schools

1

curbs

1

bad

1

cleaning

1

Answered: 24 Skipped: 23



Department of Public Works

- Flood Control
- Operations
- Solid Waste Management
- Special Districts
- Surveyor
- Transportation

Noel Castillo, P.E.
Director

Byanka Velasco, P.E.
Assistant Director

David Doublet, M.S., P.E.
Assistant Director

June 8, 2026

Tanisha Taylor
Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Letter of Commitment for Leveraged Funds – San Bernardino County Transportation Program Cycle 8 Application

Dear Ms. Taylor:

Please accept this letter as evidence of San Bernardino County's commitment to leverage the proposed matching funds for the Doris Dickson Elementary School Safe Routes to School (SRTS) Project. The County commits to leveraging an estimated \$995,352 or approximately 20.1% of the total Project cost, \$4,952,000. Attached is the 2025-2026 Adopted Budget Book referencing the Public Works Local Match Reserve to fund this commitment.

If you have any questions regarding the County's financial standing or commitment to this Project, please do not hesitate to contact Robert Lopez, Supervising Public Works Analyst, at (909) 387-8180.

Sincerely,

Noel Castillo, P.E.
Director, Department of Public Works-Transportation

	Total Reserves					
	6/30/24 Ending Balance	Approved 2024-25		6/30/25 Ending Balance	Adopted 2025-26	
		Contributions	Uses		Contributions Ongoing	Contributions One-time
						Uses
						6/30/26 Estimated Balance
Indigent Defense Costs	500,000			500,000		
Jail Upgrades						500,000
Adelanto Detention Center	4,781,111		(4,751,358)	29,753		
Glen Helen Rehabilitation Center 512 Bed Step Housing Program	74,500			74,500		29,753
West Valley Detention Center ADA Improvements	6,597,500		(1,252,914)	5,344,586		74,500
Labor	13,598,493		(279,966)	13,318,527		1,600,678
Land Use Services General Plan/Development Code Amendments	884,441	7,050,000	(2,330,329)	5,604,112		13,318,527
Land Use Digitization Reserve		2,000,000		2,000,000		5,604,112
Land Use Permit Backlog Reserve						2,000,000
Liability Reserve	25,000,000				5,000,000	5,000,000
Library Enhancements Reserve		8,000,000		8,000,000		25,000,000
Litigation Expenses	865,000	9,698,908		10,563,908		5,000,000
Medical Center Debt Service	32,074,905			32,074,905		10,563,908
Pacific Village Reserve		3,736,651		3,736,651		32,074,905
Public Health Animal Control Security Reserve					300,000	3,736,651
Public Works Infrastructure Reserve		20,000,000	(694,166)	19,305,834	3,000,000	300,000
Public Works Local Match Reserve						22,305,834
Regional Parks Projects Reserve		1,415,296		1,415,296	10,000,000	10,000,000
Restricted Revenue Set-Aside	5,997,664	975,142		6,972,806		1,415,296
Retirement	40,943,787	20,000,000		60,943,787	20,000,000	6,972,806
Running Springs County Library	2,634,984			2,634,984	5,000,000	85,943,787
Sheriff Project Funding Reserve	20,000,000		(20,000,000)			2,634,984
Strategic Initiatives Reserve	307,673			307,673		
Summer Youth Employment Program Reserve		410,579		410,579		307,673
Supporting Vulnerable Populations	25,000,000	10,000,000	(9,015,200)	25,984,800		410,579
Teamsters Side Letter Reserve	779,485			779,485		25,984,800
Transportation Projects						779,485
Cedar Avenue Interchange	6,723,000		(6,723,000)			
Glen Helen Parkway Bridge Replacement/Widening Construction						
National Trails Highway	3,919,912		(3,919,912)			
Rock Springs Bridge Replacement/Widening Construction	2,037,000		(2,037,000)		7,000,000	7,000,000
Stanfield Cutoff Road Repair and Bridge Replacement	405,000		(405,000)			
Vision2Succeed Reserve	249,421			249,421		
Wastewater Needs Assessment Reserve		62,875		62,875		249,421
Wildfire Prevention Reserve						62,875
Total Specific Purpose	605,254,147	328,395,627	(260,531,356)	673,118,418	84,550,713	75,000,000
Total Reserves	823,392,985	348,551,228	(260,531,356)	911,412,857	84,550,713	1,028,560,470

	Year End Actual Balance				Adopted
	2021-22	2022-23	2023-24	2024-25	2025-26
General Purpose	183.9	198.1	218.1	238.3	254.2
Specific Purpose					
AB177/199 Criminal Fees Backfill Reserve	0.0	4.7	5.5	5.3	5.3
Annual Elections Cycle Reserve	0.0	6.8	0.0	0.0	15.0
Asset Replacement	34.9	40.1	24.0	7.2	6.0
Bloomington Community Benefit/Improvement Reserve	0.0	0.6	0.8	0.0	0.5
Body Camera Implementation Project	5.3	2.5	1.8	1.4	0.3
Building Acquisition Reserve	0.0	0.0	28.8	47.6	57.6
Business Process Improvement Reserve	0.0	0.0	0.0	5.0	5.0
Capital Projects:					
Animal Shelter	9.9	35.0	40.0	0.0	0.0
Archives Acquisition	1.7	1.7	1.7	0.0	0.0
Big Bear Alpine Zoo	1.7	1.7	1.7	0.9	0.9
Building Replacement Reserve	20.0	50.0	73.1	92.9	122.9
Children's Assessment Center Facility Reserve	0.0	0.0	0.0	0.0	5.0
Chino Airport Development Plan Reserve	0.3	0.3	0.3	0.3	0.3
Chino Plume Needs Reserve	0.0	10.0	10.0	0.0	0.0
Chino SOL Sewer Project Reserve	0.0	0.0	0.0	11.3	11.3

SAN BERNARDINO COUNTY
Department of Public Works

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

CCC CONSULTATION DOCUMENTS

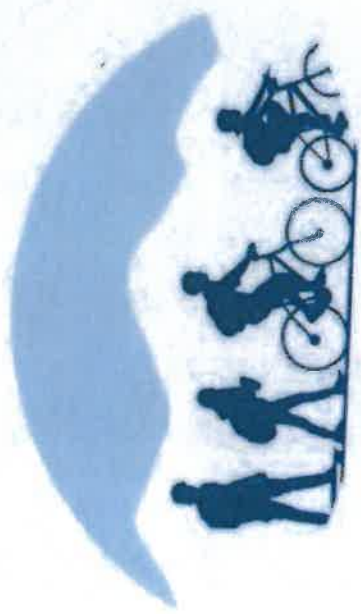
Active Transportation Program
(ATP) Cycle 8 Application

San Bernardino County
Department of Public Works
Project Contact: Steven Sablan
Transportation Analyst II
Phone: 909-387-8172
Email: Steven.Sablan@dpw.subcounty.gov





Corps Consultation



Project Location Maps





The proposed project is located in an unincorporated area of San Bernardino County near the City of Chino. San Bernardino County is the largest county in the United States by area, encompassing over 20,000 square miles with a population of over 2 million residents. The project serves one of the most economically disadvantaged school communities, where approximately 88% of students qualify for free or reduced-price meals. To increase safety and encourage active transportation, the proposed project will install high-visibility crosswalks, ADA-compliant curb ramps, advance stop bars, new sidewalks, and targeted traffic calming measures at key intersections within 1-mile of the school.

Doris Dickson ES
3930 Pamela Drive
Chino, CA 91710
Enrollment: 597

Doris Dickson Elementary School is located in unincorporated San Bernardino County within the City of Chino Sphere of Influence and is part of the Chino Valley Unified School District. Doris Dickson Elementary School has a majority Hispanic population, according to the census estimates. Approximately 88% of Doris Dickson Elementary School students received free or reduced-price lunch during the 2023-2024 school year, which is considerably higher than the state and the county averages. Safe Routes to School improvements at Doris Dickson Elementary School will enhance safety for students, families, and staff and increase the proportion of those who walk, bike, or roll to school.





California Conservation Corps and Certified Community Conservation Corps

Corps Consultation Review Document

Active Transportation Program (ATP)



Except for an exempted project, this Corps Consultation Review Document shall be completed by California Conservation Corps and Certified Community Conservation Corps (hereafter collectively referred to as Corps) staff on behalf of applicants wishing to seek preference for using the Corps, and must accompany applications for funding through the Active Transportation Program (ATP), created by Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013), with subsequent funding provided by Senate Bill 1 (Road Repair and Accountability Act of 2017). Please see the Corps Consultation Process for more information. A copy of the process can be requested from the state department administering the grant program.

1. Name of Applicant: **San Bernardino County Department of Public Works**
Project Title: **Doris Dickson Elementary Safe Routes to School Improvements**
Department/Conservancy to which you are applying for funding: **California Transportation Commission**
Grant Program: **ATP**
Date Response Sent to Applicant: **5/19/2026**

This Consultation Review Document is being prepared by:

- ☐ The California Conservation Corps (CCC)
 - ☒ **California Association of Local Conservation Corps (CALCC)**
2. Applicant has submitted the required information by email to the Corps:
 - ☒ **Yes, Applicant has submitted all necessary information.**
 - ☐ No, Applicant has not submitted all information or did not submit information to both Corps. Application is deemed non-compliant.
 3. Determination:
 - ☐ It is NOT feasible for Corps services to be used on the project (deemed compliant).
 - ☒ **It is feasible for Corps services to be used on the project. The following aspects of the project can be accomplished with Corps services (deemed compliant):**
Corpsmembers from the Urban Conservation Corps of the Inland Empire can assist with this project.

Please contact the corps to discuss costs and coordinate the planning of Corps involvement in this project, and reach out again if your project receives funding:

Irene Lopez Muro
Email: ilopezmuro@mountainsfoundation.org
Phone: 562-215-2940

Notes

CCC and CALCC representatives will return a Corps Consultation Review Document to applicant via email within 10 business days of receipt of a complete consultation request as verification of consultation. Applicant will include a copy of the documents as part of the project application.

If the Corps determine it is feasible for their services to be used on the project, applicant will contact the Corps to discuss costs and coordinate the planning of Corpsmember involvement in the project and reach out again if the project receives funding.

Revised January 2026

Submission of past consultations does not satisfy the requirement to consult with the Corps. The Corps must be consulted each grant cycle prior to submitting a grant application.

SAN BERNARDINO
COUNTY
Department of Public Works

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

CALCC CONSULTATION DOCUMENTS

Active Transportation Program
(ATP) Cycle 8 Application

San Bernardino County
Department of Public Works
Project Contact: Steven Sablan
Transportation Analyst II
Phone: 909-387-8172
Email: Steven.Sablan@dpw.subcounty.gov



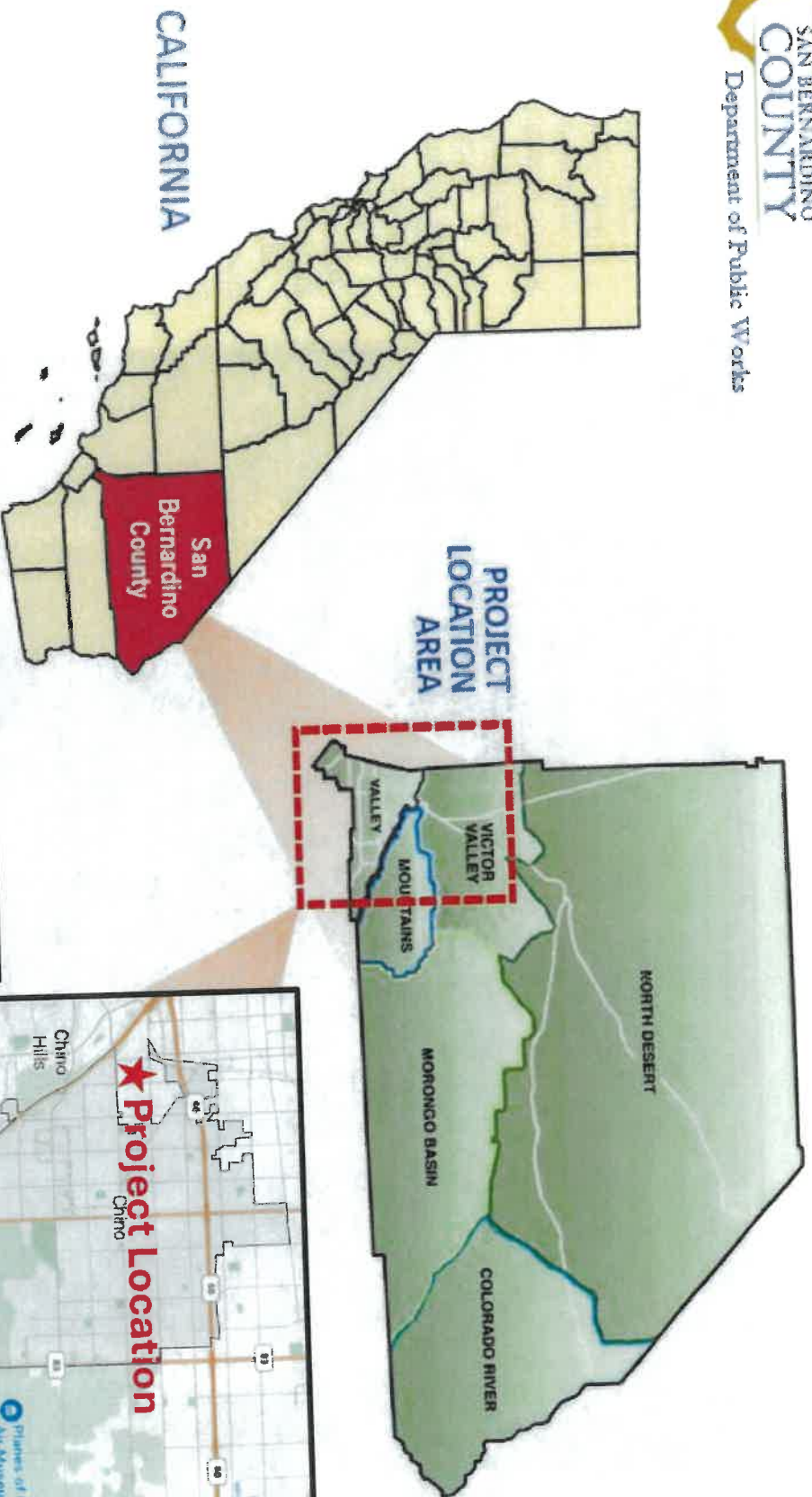


Corps Consultation



Project Location Maps





The proposed project is located in an unincorporated area of San Bernardino County near the City of Chino. San Bernardino County is the largest county in the United States by area, encompassing over 20,000 square miles with a population of over 2 million residents. The project serves one of the most economically disadvantaged school communities, where approximately 88% of students qualify for free or reduced-price meals. To increase safety and encourage active transportation, the proposed project will install high-visibility crosswalks, ADA-compliant curb ramps, advance stop bars, new sidewalks, and targeted traffic calming measures at key intersections within 1-mile of the school.

Doris Dickson ES
3930 Pamela Drive
Chino, CA 91710
Enrollment: 597

Doris Dickson Elementary School is located in unincorporated San Bernardino County within the City of Chino Sphere of Influence and is part of the Chino Valley Unified School District. Doris Dickson Elementary School has a majority Hispanic population, according to the census estimates. Approximately 88% of Doris Dickson Elementary School students received free or reduced-price lunch during the 2023-2024 school year, which is considerably higher than the state and the county averages. Safe Routes to School improvements at Doris Dickson Elementary School will enhance safety for students, families, and staff and increase the proportion of those who walk, bike, or roll to school.





California Conservation Corps and Certified Community Conservation Corps

Corps Consultation Review Document

Active Transportation Program (ATP)



Except for an exempted project, this Corps Consultation Review Document shall be completed by California Conservation Corps and Certified Community Conservation Corps (hereafter collectively referred to as Corps) staff on behalf of applicants wishing to seek preference for using the Corps, and must accompany applications for funding through the Active Transportation Program (ATP), created by Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013), with subsequent funding provided by Senate Bill 1 (Road Repair and Accountability Act of 2017). Please see the [Corps Consultation Process](#) for more information. A copy of the process can be requested from the state department administering the grant program.

1. Name of Applicant: **San Bernardino County Department of Public Works**
Project Title: **Doris Dickson Elementary Safe Routes to School Improvements**
Department/Conservancy to which you are applying for funding: **California Transportation Commission**
Grant Program: **ATP**
Date Response Sent to Applicant: **5/19/2026**

This Consultation Review Document is being prepared by:

- ☐ The California Conservation Corps (CCC)
☒ **California Association of Local Conservation Corps (CALCC)**

2. Applicant has submitted the required information by email to the Corps:
☒ **Yes, Applicant has submitted all necessary information.**
☐ No, Applicant has not submitted all information or did not submit information to both Corps. Application is deemed non-compliant.
3. Determination:
☐ It is NOT feasible for Corps services to be used on the project (deemed compliant).
☒ **It is feasible for Corps services to be used on the project. The following aspects of the project can be accomplished with Corps services (deemed compliant):**
Corpsmembers from the Urban Conservation Corps of the Inland Empire can assist with this project.

Please contact the corps to discuss costs and coordinate the planning of Corps involvement in this project, and reach out again if your project receives funding:

Irene Lopez Muro
Email: ilopezmuro@mountainsfoundation.org
Phone: 562-215-2940

Notes

CCC and CALCC representatives will return a Corps Consultation Review Document to applicant via email within 10 business days of receipt of a complete consultation request as verification of consultation. Applicant will include a copy of the documents as part of the project application.

If the Corps determine it is feasible for their services to be used on the project, applicant will contact the Corps to discuss costs and coordinate the planning of Corpsmember involvement in the project and reach out again if the project receives funding.

Revised January 2026

Submission of past consultations does not satisfy the requirement to consult with the Corps. The Corps must be consulted each grant cycle prior to submitting a grant application.

Part C: Attachments

Attachment A: Signature Page

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

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

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

Signature:  Date: JUN 09 2026
Name: Dawn Rowe Phone: (909) 387-4855
Title: San Bernardino County Board of Supervisors Chair E-mail: Dawn.Rowe@bos.sbcounty.gov

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, 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.

Signature: N/A Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____



ATP Engineer's Checklist Required for all Infrastructure Projects

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

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

Chapter 7; Article 3; Section 6735 of the Professional Engineer's Act of the State of California requires engineering calculation(s) or report(s) be either prepared by or under the responsible charge of a licensed civil engineer. Since the corresponding ATP Infrastructure-application defines the scope of work of a future civil construction project and requires complex engineering principles and calculations which are based on the best data available at the time of the application, the application must be signed and stamped by a licensed civil engineer. By signing and stamping this document, the engineer is attesting to this application's technical information and engineering data upon which local agency's recommendations, conclusions, and decisions are made. This action is governed by the Professional Engineer's Act and the corresponding Code of Professional Conduct, under Sections 6775 and 6735.

❖ For more assistance, please refer to the Caltrans ATP PSR equivalent recording and slides

1. **Project Location Map** (Attachment C)

- a. The project limits must be clearly depicted in relation to the overall agency boundary
i. Include the scale of the drawing and a north arrow.

Engineer's Initials: 

2. **Project Layout/Plans** showing existing and proposed conditions (Attachment D)

- a. Show project elements at a scale which allows the visual verification of the overall project "construction" limits and limits of each primary element of the project. Scale must be shown on the layout/plans.
b. Show the full scope of the proposed project.
c. Show all changes to existing motorized/non-motorized lane and shoulder widths. Label the proposed widths.
d. Show agency's right-of-way (R/W) lines when permanent or temporary R/W impacts will occur. (As appropriate, also show Caltrans', Railroad, and all other government agencies R/W lines.)

Engineer's Initials: 

Anticipated Number of R/W Takes

N/A

Cost

\$0

Time needed to Acquire

Months

Anticipated Number of Easements

30

Cost

\$2,267,704

Time needed to Obtain

24

Months

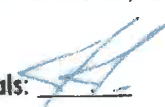
3. **Cross-section(s)** showing existing and proposed conditions (Attachment D)

(Must include a cross-section for each segment where the width or improvements or Right-of-way vary significantly if a typical cross section is provided)

- a. Show and dimension: changes in lane widths, **R/W lines**, side slopes, etc.
b. Show both the width and the depth/thickness for any new pavement.

Engineer's Initials: 

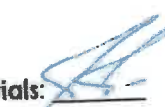
Note – Separate cross sections for existing and proposed conditions may be needed to clearly show the before and after pavement widths/thicknesses.

Engineer's Initials: 

4. **Project Estimate** (Attachment F)

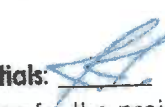
- The Project Estimate (Attachment F) **must be used** for all applications that are requesting ATP Infrastructure funds. Attachment F shall be completed per the instructions and attached to the application, in the appropriate location.
- Each of the main project elements are broken out into separate construction items. The costs for each item are based on calculated quantities and appropriate corresponding unit costs.
 - Only items in the "Allowable Lump Sum Items" tab may use Lump Sum as a unit.
- All non-participating costs in relation to the ATP funding are clearly identified and accounted for separately from the eligible costs.
- Clearly identify and account for all project elements in which the applicant intends to utilize services provided by the CCC, certified community conservation corps, or tribal corps.
- All** project development costs (including non-ATP funds) need to be accounted for in the total project cost.

5. **Crash/Safety Data, Collision maps and Countermeasures** (Part B, Question 3)

Engineer's Initials: 

- Confirm that crash data shown is depicted accurately, is shown to scale, and occurred within the influence area of proposed improvements.

6. **Project Schedule, Funding, and Programming Request** (Part A6)

Engineer's Initials: 

- All applicants with projects over \$1M must anticipate receiving federal ATP funding for the project and therefore the project schedules and programming included in the application must account for all applicable federal requirements and timeframes.
- "Completed Dates" for project Milestone Dates shown in the application have been reviewed and verified.
- "Expected Dates" for project Milestone Dates shown in the application account for all reasonable project timetables, including: Interagency MOUs, Caltrans agreements, CTC allocations, FHWA authorizations, federal environmental studies and approvals, federal right-of-way acquisitions, federal consultant selections, project permits, etc.
- The fiscal year and funding amounts shown in the Project Programming Request (PPR) must be consistent with Implementing Agency's expected project milestone dates and available matching funds.

Anticipated Environmental Studies	Cost	Time needed for the study
1. CEQA	\$ 125,000	12 Months
2.	\$	Months
3.	\$	Months

Engineer's Initials: 

7. **Warrant Studies/Guidance** (Attachment K)

☒ **X (Check if not applicable)**

- For new Traffic Control Signals – an engineering study that includes analysis of Signal Warrants 1- 9 (CA MUTCD) must be submitted. For ATP funding, warrants 4, 5 or 7 should be met but the final decision to install a signal must be made by the engineer. The engineering study (and any additional documentation of the engineering judgment supporting the Traffic Control Signal, if

ATP Cycle 8

Engineer's Checklist

Attachment B

needed) must include the name and license number of the responsible engineer and must be attached to the application in the "Additional Attachments" section (Attachment K).

8. **Additional Narration and Documentation** (Attachment K)

Engineer's Initials: _____

- a. The text in the "Narrative Questions" in the application must be consistent with and supports the engineering logic and calculations used in the development of the maps, layout/plans, cross sections, schedule and estimate. If non-standard ATP elements are included in the project (i.e. vehicular roadway widening necessary for the construction of the primary ATP elements), attach appropriate documentation demonstrating the engineering decisions and calculations that justify the inclusion of the non-standard elements.

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

Licensed Engineer Information:

Name (Last, First):

Johnson, Jeremy

Title:

Engineering Manager

Engineer License Number:

C91246

Signature and Date:

 6/4/2026

Email Address:

Jeremy.Johnson@apw.sbcounty.gov

Phone:

909-387-8165

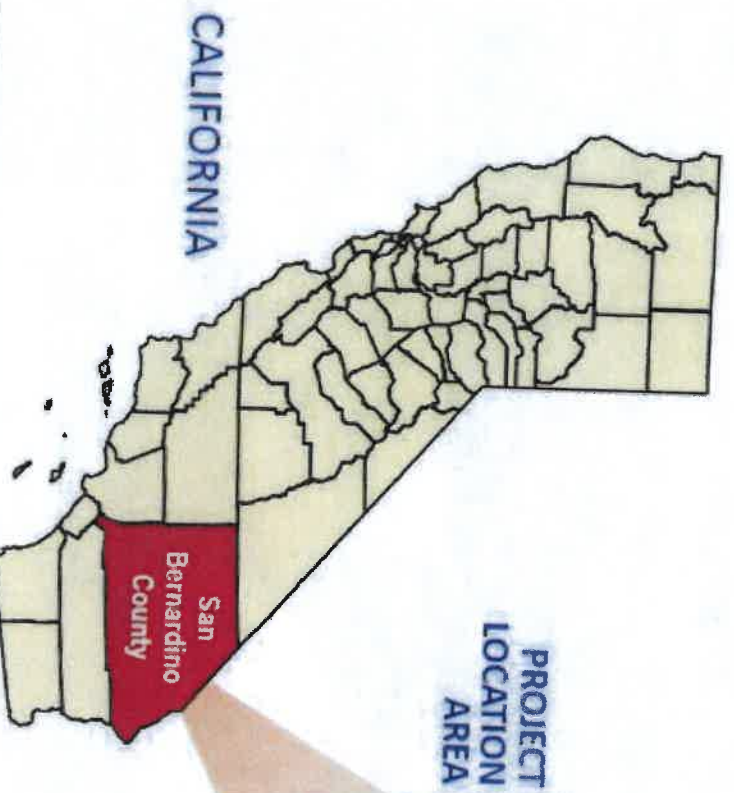
Place the Engineer's Stamp below:



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

PROJECT LOCATION MAPS





The proposed project is located in an unincorporated area of San Bernardino County near the City of Chino. San Bernardino County is the largest county in the United States by area, encompassing over 20,000 square miles with a population of over 2 million residents. The project serves one of the most economically disadvantaged school communities, where approximately 88% of students qualify for free or reduced-price meals. To increase safety and encourage active transportation, the proposed project will install high-visibility crosswalks, ADA-compliant curb ramps, advance stop bars, new sidewalks, and targeted traffic calming measures at key intersections within 1-mile of the school.



Doris Dickson ES
3930 Pamela Drive
Chino, CA 91710
Enrollment: 597

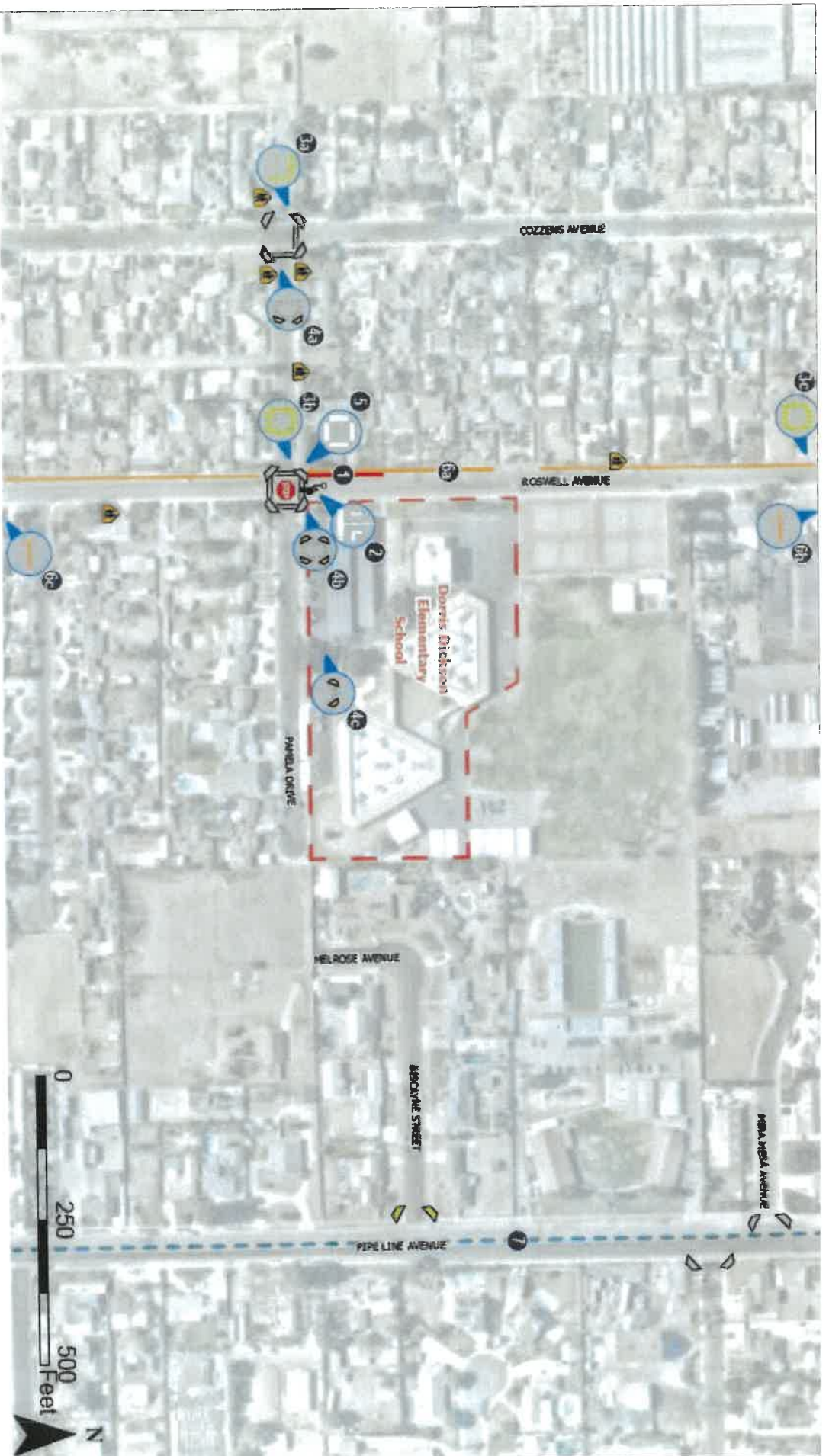
Doris Dickson Elementary School is located in unincorporated San Bernardino County within the City of Chino Sphere of Influence and is part of the Chino Valley Unified School District. Doris Dickson Elementary School has a majority Hispanic population, according to the census estimates. Approximately 88% of Doris Dickson Elementary School students received free or reduced-price lunch during the 2023-2024 school year, which is considerably higher than the state and the county averages. Safe Routes to School improvements at Doris Dickson Elementary School will enhance safety for students, families, and staff and increase the proportion of those who walk, bike, or roll to school.



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

PROJECT LAYOUTS/PLANS





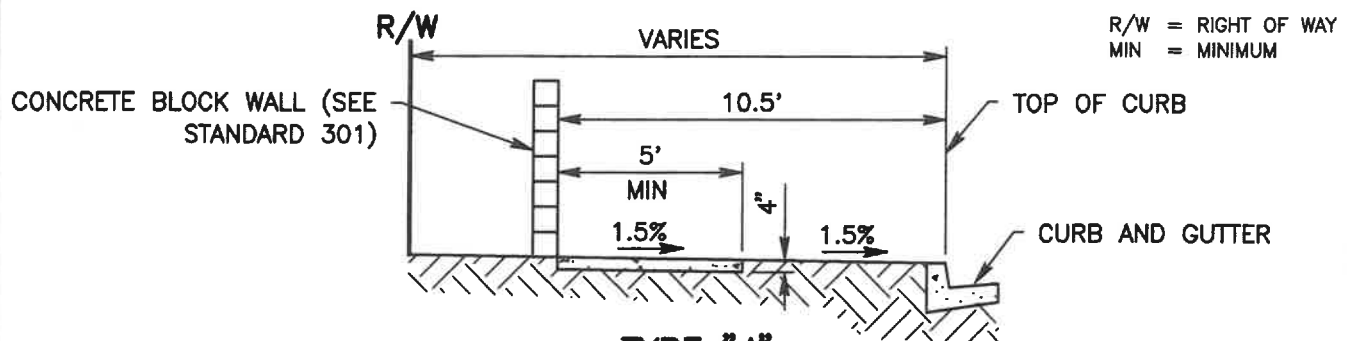
Existing Infrastructure

- ADA Compliant Ramp
- Ramp
- Signalized Intersection
- Crossing Guard
- Marked Crosswalk
- High-Visibility Crosswalk
- Rectangular Rapid Flashing Beacon
- School Signage
- School Site
- All-Way Stop Limit Sign

Recommendations

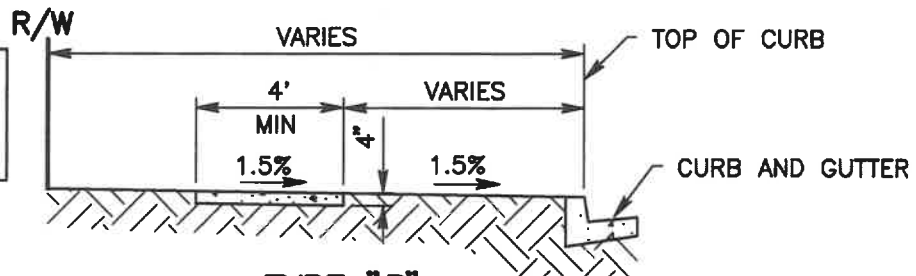
- Install High Visibility Crosswalk
- Install ADA Curb Ramps
- Create Left Turn Lane
- Add Advance Stop Bars
- Planned Class II Bike Lane (SBCTA)
- Construct Sidewalk
- Add Red Curb

189

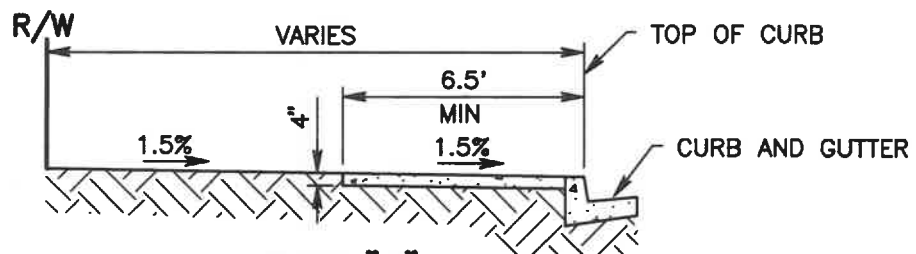


TYPE "A"

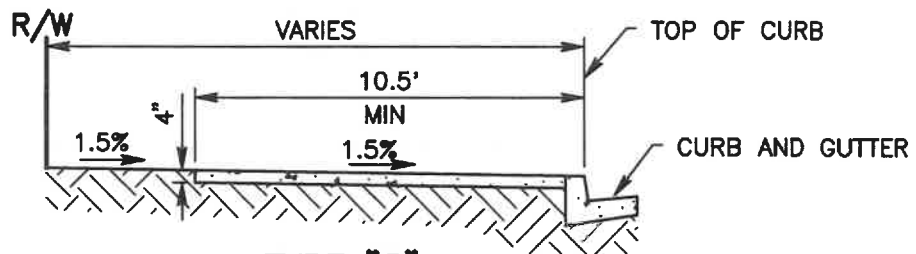
FOR 4' SIDEWALK, PLACE 5'x5' PAD FOR PASSING AT EVERY 200' DISTANCE MAXIMUM.



TYPE "B"



TYPE "C"



TYPE "D"

NOTES:

1. TYPE "C" SIDEWALKS ADJACENT TO CURB SHALL ONLY BE USED ON LOCAL AND COLLECTOR STREETS AND ONLY UPON APPROVAL OF THE TRANSPORTATION DEPARTMENT.
2. SIDEWALK SHALL BE CONSTRUCTED OF 4" THICK MINOR CONCRETE.
3. WEAKENED PLANE JOINTS SHALL BE CONSTRUCTED ON TEN FEET (10') SPACING.
4. SCORING SIDEWALK WILL BE PERMITTED.
5. IN EXPANSIVE SOIL AREAS, REFER TO SECTION 73 OF THE CALTRANS STANDARD SPECIFICATIONS.



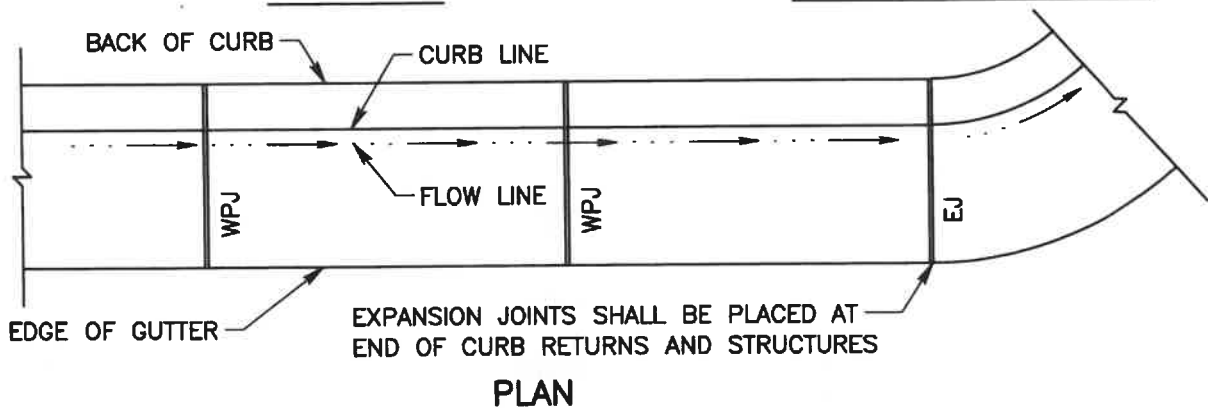
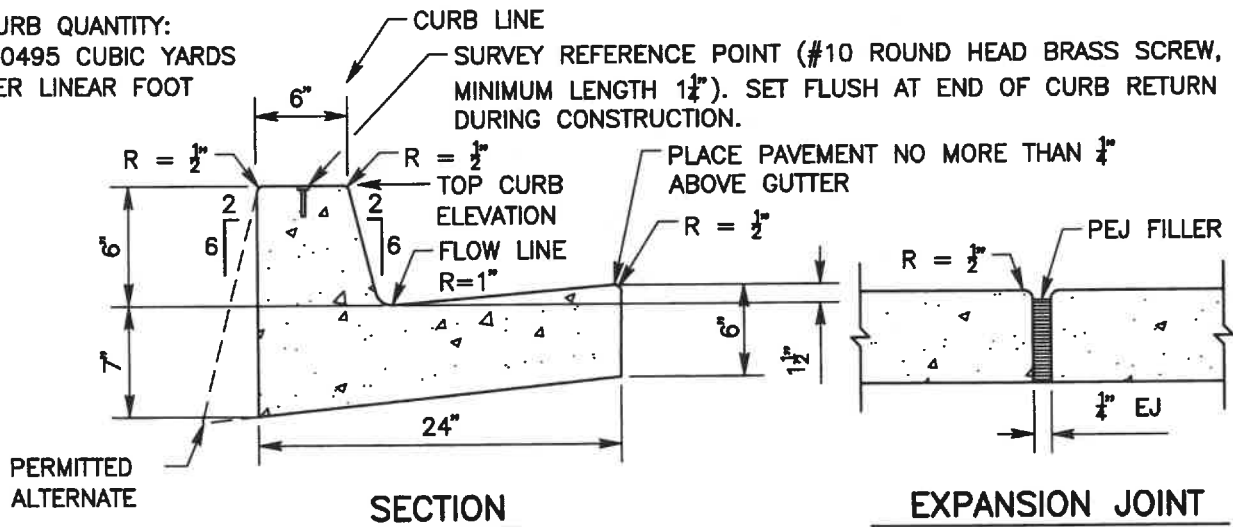
SAN BERNARDINO COUNTY DEPARTMENT OF PUBLIC WORKS

SIDEWALK

BRENDON P. BIGGS, PE
DIRECTOR OF PUBLIC
WORKS/ROAD
COMMISSIONER

R = RADIUS
 EJ = EXPANSION JOINT FILLER
 WPJ = WEAKENED PLANE JOINT
 PEJ = PREFORMED EXPANSION JOINT FILLER PER ASTM D 1751

CURB QUANTITY:
 0.0495 CUBIC YARDS
 PER LINEAR FOOT



NOTES:

1. CURB AND GUTTER SHALL BE CONSTRUCTED MONOLITHICALLY OF MINOR CONCRETE.
2. WIDTHS OF STANDARD STREET SECTIONS SHOWN ON PLANS ARE TO CURB LINE UNLESS OTHERWISE INDICATED.
3. WEAKENED PLANE JOINTS ($\frac{3}{16}$ " x $1\frac{1}{2}$ " DEEP) SHALL BE CONSTRUCTED AT TEN FOOT (10') INTERVALS, EXCEPT THAT THE INTERVAL SHALL BE VARIED TO ALLOW MATCHING OF JOINTS IN ADJACENT EXISTING IMPROVEMENTS.
4. CURING COMPOUND SHALL BE SPRAYED UNIFORMLY ON EXPOSED SURFACES.
5. WHEN CURB AND GUTTER IS PLACED BY AN EXTRUSION MACHINE, MINOR FINISHING MAY BE DONE TO PROVIDE AN ACCEPTABLE FINISH AND THE WEAKENED PLANE JOINTS MAY BE SAWCUT.
6. PEJ FILLER SHALL BE APPLIED IN THE WHOLE CROSS SECTION OF THE CURB AND GUTTER.
7. WHEN IN FRONT OF A CURB RAMP, USE GUTTER PAN TRANSITION ON THE CURRENT CALTRANS STANDARD PLAN A88A.



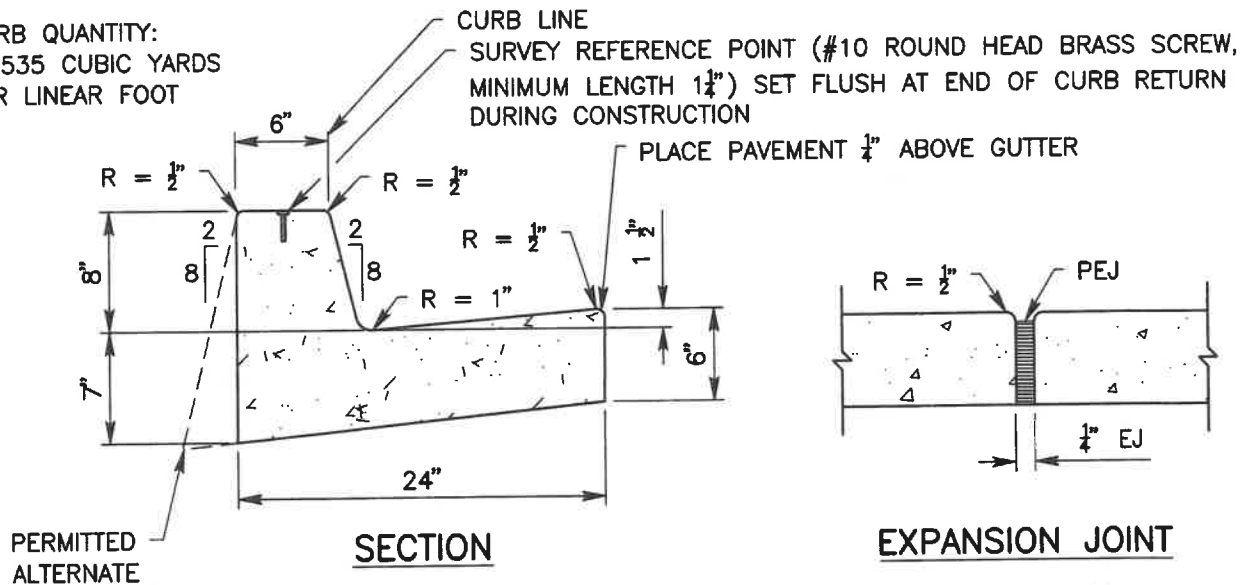
SAN BERNARDINO COUNTY DEPARTMENT OF PUBLIC WORKS

6" CURB AND GUTTER

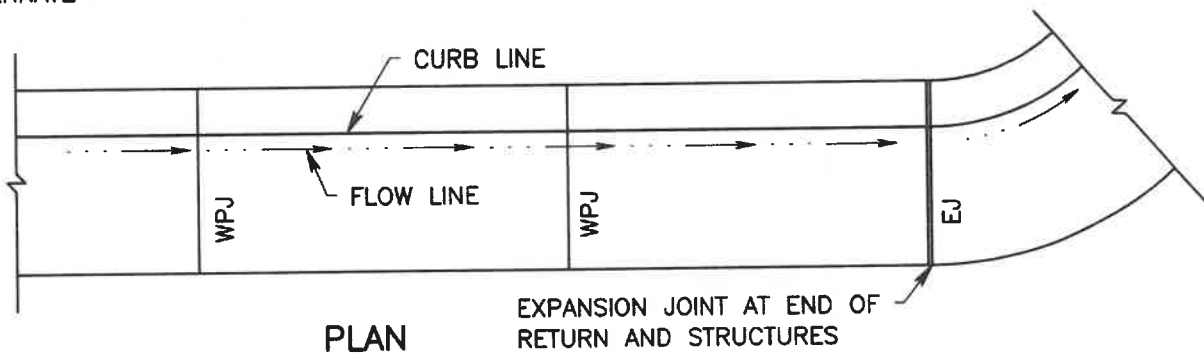
BRENDON P. BIGGS, PE
 DIRECTOR OF PUBLIC
 WORKS/ROAD
 COMMISSIONER

R = RADIUS
 EJ = EXPANSION JOINT
 WPJ = WEAKENED PLANE JOINT
 PEJ = PREFORMED EXPANSION
 JOINT FILLER ASTM D 1751

CURB QUANTITY:
 0.0535 CUBIC YARDS
 PER LINEAR FOOT



PERMITTED
 ALTERNATE



NOTES:

1. CURB AND GUTTER SHALL BE CONSTRUCTED MONOLITHICALLY OF MINOR CONCRETE.
2. WIDTHS OF STANDARD STREET SECTIONS SHOWN ON PLANS ARE TO CURB LINE UNLESS OTHERWISE INDICATED.
3. WEAKENED PLANE JOINTS SHALL BE CONSTRUCTED AT TEN FOOT (10') INTERVALS, EXCEPT THAT THE INTERVAL SHALL BE VARIED TO ALLOW MATCHING OF JOINTS IN ADJACENT EXISTING IMPROVEMENTS.
4. CURING COMPOUND SHALL BE SPRAYED UNIFORMLY ON EXPOSED SURFACES.
5. WHEN CURB AND GUTTER IS PLACED BY AN EXTRUSION MACHINE, MINOR FINISHING MAY BE DONE TO PROVIDE AN ACCEPTABLE FINISH AND THE WEAKENED PLANE JOINTS MAY BE SAWCUT.
6. PEJ FILLER SHALL BE APPLIED IN THE WHOLE CROSS SECTION OF THE CURB AND GUTTER.
7. WHEN IN FRONT OF A CURB RAMP, USE GUTTER PAN TRANSITION ON THE CURRENT CALTRANS STANDARD PLAN A88A.

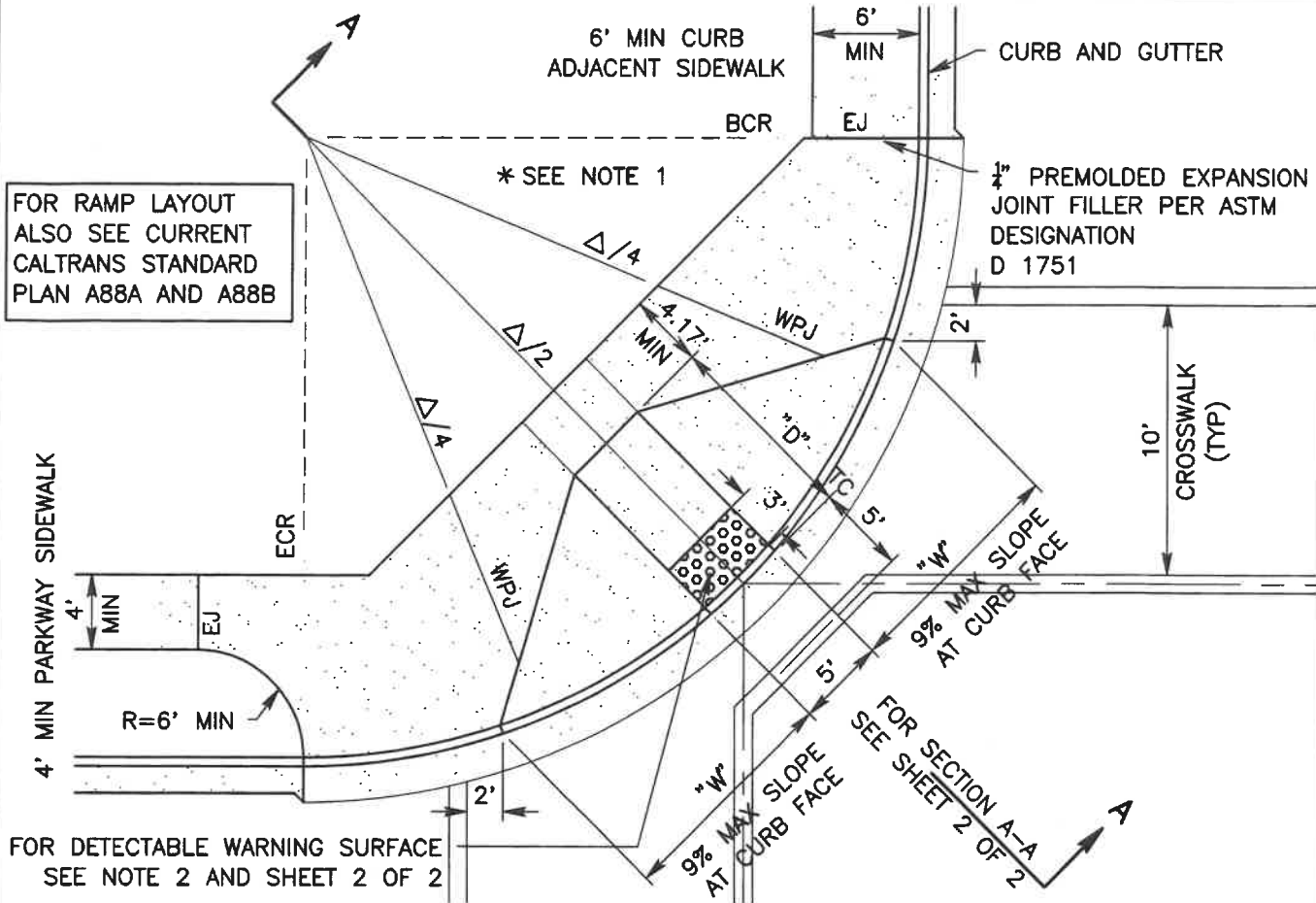


SAN BERNARDINO COUNTY DEPARTMENT OF PUBLIC WORKS

8" CURB AND GUTTER

BRENDON P. BIGGS, PE
 DIRECTOR OF PUBLIC
 WORKS/ROAD
 COMMISSIONER

115



FOR RAMP LAYOUT
ALSO SEE CURRENT
CALTRANS STANDARD
PLAN A88A AND A88B

FOR DETECTABLE WARNING SURFACE
SEE NOTE 2 AND SHEET 2 OF 2

MINIMUM CURB RETURN RADIUS REQUIRED	
INTERSECTING STREETS:	RADIUS
LOCAL STREET AND LOCAL STREET	20'
LOCAL STREET AND COLLECTOR STREET	30'
SECONDARY HIGHWAY OR GREATER	35'
SECONDARY HIGHWAY OR GREATER	50'

<(RESIDENTIAL)
<(COMMERCIAL/INDUSTRIAL)

RAMP DIMENSION TABLE		
	8" CF	6" CF
"D"	11'-0"	8'-4"
"W"	PER PLAN	PER PLAN

AT 7.5% RUNNING SLOPE

NOTES:

- SIDEWALK WIDTH SHALL BE 5' WHEN ADJACENT TO BLOCK WALL OR OTHER OBSTRUCTION. FOR BLOCK WALL LOCATION AT INTERSECTION SEE STANDARD 302.
- THE DETECTABLE WARNING SURFACE SHALL BE CONSTRUCTED BY CAST-IN-PLACE METHOD OR SHALL CONSIST OF A PREFABRICATED SURFACE, APPROVED BY THE ENGINEER. A GLUE DOWN DETECTABLE WARNING SURFACE IS NOT ALLOWED. COLOR SHALL BE YELLOW CONFORMING TO FEDERAL STANDARD 595B, COLOR NUMBER 33538, OR AS APPROVED BY THE ENGINEER.
- FOR RIGHT OF WAY LOCATION SEE PROJECT PLANS.

- BCR = BEGIN CURB RETURN
- CF = CURB FACE
- DWS = DETECTABLE WARNING SURFACE
- ECR = END CURB RETURN
- EJ = EXPANSION JOINT
- GB = GRADE BREAK
- MAX = MAXIMUM
- MIN = MINIMUM
- TC = TOP OF CURB
- WPJ = WEAKENED PLANE JOINT
- TYP = TYPICAL
- EJ = EXPANSION JOINT



SAN BERNARDINO COUNTY DEPARTMENT OF PUBLIC WORKS

CURB RETURN WITH SIDEWALK RAMP

BRENDON P. BIGGS, PE
DIRECTOR OF PUBLIC
WORKS/ROAD
COMMISSIONER

110
1 OF 2

SAN BERNARDINO COUNTY
Department of Public Works

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

ATTACHMENT E: PHOTOS OF EXISTING CONDITIONS

Active Transportation Program
(ATP) Cycle 8 Application

San Bernardino County
Department of Public Works
Project Contact: Steven Sablan
Transportation Analyst II
Phone: 909-387-8172
Email: Steven.Sablan@dpw.subcounty.gov



Existing Conditions — Location 1: Roswell Ave & Pamela Dr Intersection

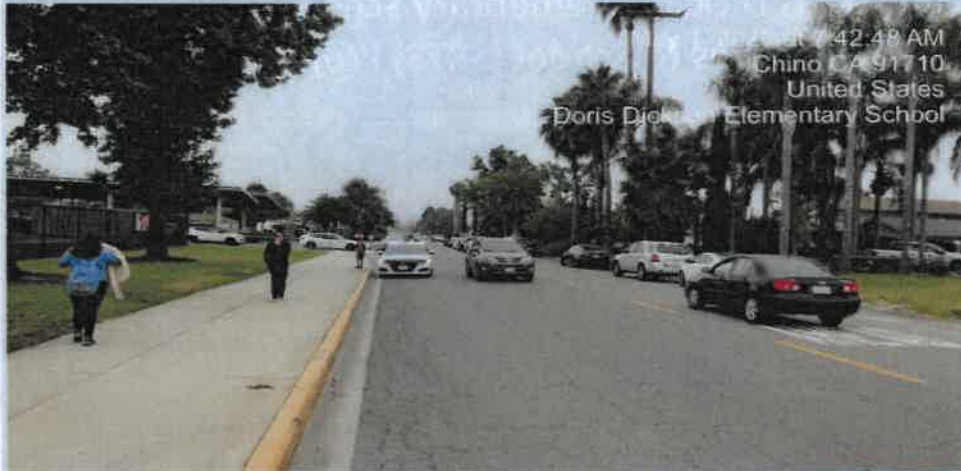


Photo 1. Heavy queueing on Roswell Ave during morning arrival at Doris Dickson Elementary School.

Photo 2. Curb return at the school entrance — no truncated dome warnings or ADA-compliant ramp at this corner.



Photo 3. Faded standard crosswalk striping at the school crossing — no high-visibility (continental) markings.

EXISTING CONDITIONS

The Roswell Avenue / Pamela Drive intersection is the primary pedestrian access point for Doris Dickson Elementary School. Photos 1–3 show the daily conditions during arrival and dismissal. Vehicles turning into the school queue in the through lane (Photo 1), creating conflicts with students and parents crossing Pamela Drive. The crosswalk striping at the school crossing has faded to standard parallel lines that lack the high-visibility (continental / ladder) pattern recommended for school zones (Photo 2), and the curb returns at the school entrance do not include truncated dome detectable warnings or ADA-compliant ramps (Photo 3). Together, these conditions reduce driver awareness of crossing students and create access barriers for families with strollers and students using mobility devices.

Existing Conditions — Location 1: Intersection Operations & Crossing Guard



Photo 4. School-day stop control on Roswell Ave — crossing guard relies on temporary cones and a portable sign.

Photo 5. Pamela Dr looking east — vehicles approach the school crossing past a faded painted stop bar.



Photo 6. Curb return on Pamela Dr near the school driveway — no ADA ramp serves this corner.

EXISTING CONDITIONS

Photos 4–6 capture additional conditions at and immediately adjacent to the Roswell Ave / Pamela Dr intersection. A crossing guard is deployed during arrival and dismissal (Photo 4), but is supported only by temporary traffic cones and a portable stop sign. There are no permanent high-visibility crosswalks, advance stop bars, or curb extensions to physically slow turning traffic and shorten crossing distances. The painted stop bars on the approach legs have faded to the point of being difficult to see (Photo 5), and several curb returns on the school side of the intersection lack the truncated dome detectable warnings and ADA-compliant ramps required for safer access by students with mobility devices and parents pushing strollers (Photo 6).

Existing Conditions — Location 2: Roswell Ave West-Side Sidewalk Gap



Photo 7. Roswell Ave at a residential cross street — narrow walkway, no buffer between pedestrians and traffic.

Photo 8. Looking south on Roswell Ave — the existing sidewalk is intermittent and ends well short of the school frontage.



Photo 9. School-day No Parking restriction is posted, but no dedicated buffered walking facility is provided.

EXISTING CONDITIONS

The west side of Roswell Avenue between Riverside Drive and the Doris Dickson Elementary School entrance currently lacks a continuous, ADA-compliant sidewalk. Photos 7–9 show the conditions students and families encounter walking to school: a narrow, intermittent walkway with no buffer from the travel lane (Photos 7 and 8), discontinuous segments that drop off into unpaved shoulder, and reliance on school-day No Parking restrictions to keep the curb lane clear (Photo 9) instead of a dedicated pedestrian facility. During peak arrival and dismissal periods this forces students into the vehicle travel lane along this primary north-south walking route to the school.



Photo 10. Roswell Ave (Google Street View) — no sidewalk on the west side. Trash cans and pedestrians are forced into the dirt shoulder.



Photo 11. Roswell Ave (Google Street View) — utility pole sits in the planned walkway alignment; vehicles park on bare dirt where the sidewalk should be.

EXISTING CONDITIONS

Photos 10 and 11 are images captured along Roswell Avenue between Riverside Drive and the Doris Dickson Elementary School entrance. They show the wider corridor condition that the project will address: there is no continuous, ADA-compliant sidewalk on the west side of Roswell Avenue. Pedestrians, including students walking to and from school, are pushed into the dirt shoulder around utility poles, parked vehicles, and household trash containers. Where the shoulder narrows further, walkers are forced to step into the vehicle travel lane to continue toward the school.



Photo 12. Chino Ave (Google Street View) — wide arterial with no sidewalk on the north side; pedestrians have no separated facility.



Photo 13. Chino Ave (Google Street View) — residential frontage with no continuous walkway; students must walk in the roadway.

EXISTING CONDITIONS

Chino Avenue lacks a continuous sidewalk between East End Avenue and Pipeline Avenue. Photos 12 and 13 are images of the corridor showing the existing condition: a wide arterial road with curb on one side but no separated pedestrian facility on the other, fronted in places by residential walls and landscaping that push walkers directly into the roadway. A fatal pedestrian collision occurred on Chino Avenue in 2020. Students walking from the south neighborhood toward Doris Dickson Elementary must walk in the roadway or along unpaved shoulders for the full length of this corridor.

Existing Conditions — Location 5: Cozzens Ave & Pamela Dr Intersection



KEY DEFICIENCIES AT THIS INTERSECTION

- No high-visibility crosswalk on the north or east leg
- No ADA curb ramp at the southeast corner
- No ADA curb ramp at the northeast corner
- No truncated dome detectable warnings
- Reduced driver awareness of students in school zone

Photo 14. Cozzens Ave / Pamela Dr intersection — no high-visibility crosswalk markings on either leg.

Photo 15. Pamela Dr facing east from Cozzens Ave — narrow sidewalk and limited sight lines on the school approach.



EXISTING CONDITIONS

The Cozzens Avenue / Pamela Drive intersection is a key crossing point for students approaching Doris Dickson Elementary from the west along Pamela Drive. Photos 14–15 show that the intersection currently has no high-visibility crosswalk markings on either leg, reducing driver awareness of pedestrians crossing in the school zone. The southeast and northeast corners do not have ADA-compliant curb ramps with truncated dome warnings, creating an access barrier for students with mobility devices and any pedestrian using the existing sidewalk network on Pamela Drive. Sight lines on the eastbound approach are further constrained by mature landscaping and on-street parking.

Detailed Project Estimate and Total Project Costs - Cycle 8

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

Project Information:

Date: 6/4/2026

Agency: San Bernardino County Public Works

Project Description: Doris Dickson Elementary School SRTS Project

Project Location: 3930 Pamela Drive, Chino, CA 91710

Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate: Jeremy Johnson

License #: C91246

Project Estimate and Cost Breakdown:

Cost Breakdown

Project Estimate (for Construction Items Only)

Project Estimate (for Construction Items Only)						ATP Eligible/ ATP Funded Costs		ATP Ineligible and/or Non-ATP Funded Costs		Corps/CCC to Construct	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$
General Overhead-Related Construction Items											
1	Mobilization	1	LS	\$75,000.00	\$75,000	100%	\$75,000				
2	Traffic Control	1	LS	\$35,000.00	\$35,000	100%	\$35,000				
3	Stormwater Protection Plan	1	LS	\$10,000.00	\$10,000	100%	\$10,000				
4			LS					100%			
5			LS					100%			
6			LS					100%			
7			LS					100%			
8			LS					100%			
9			LS					100%			
10			LS					100%			
General Construction Items											
11	Red Curb Marking	150	LF	\$7.50	\$1,125	100%	\$1,125				
12	Pavement Marking	150	LF	\$6.67	\$1,001	100%	\$1,001				
13	High Visibilty Crosswalk	9	EA	\$2,500.00	\$22,500	100%	\$22,500				
14	ADA Complinat Curb Ramps	7	EA	\$2,500.00	\$17,500	100%	\$17,500				
15	Advance Stop Bars	4	EA	\$3,200.00	\$12,800	100%	\$12,800				
16	6ft wide sidewalks	7,965	LF	\$185.00	\$1,473,525	100%	\$1,473,525				
17								100%			
18								100%			
19								100%			
20								100%			
21								100%			
22								100%			
23								100%			
24								100%			
25								100%			
26								100%			
27								100%			
28								100%			
29								100%			
30								100%			
31								100%			
32								100%			
33								100%			
34								100%			
35								100%			
36								100%			
37								100%			
38								100%			
39								100%			
40								100%			
41								100%			
42								100%			
43								100%			
44								100%			
45								100%			
46								100%			
47								100%			
48								100%			
49								100%			
50								100%			
51								100%			
52								100%			
Subtotal of Construction Items:					\$1,648,451		\$1,648,451				
Construction Item Contingencies (% of Construction Items):					10.00%		\$164,845				
Total (Construction Items & Contingencies) cost:					\$1,813,296		\$1,813,296				
Project Delivery Costs:											
Type of Project Cost					Cost \$						

Detailed Project Estimate and Total Project Costs - Cycle 8

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

Project Information:

Agency: San Bernardino County Public Works

Project Description: Doris Dickson Elementary School SRTS Project

Date: 6/4/2026

Project Location: 3930 Pamela Drive, Chino, CA 91710

Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate: Jeremy Johnson

License #: C91246

Preliminary Engineering (PE)

Project Approval and Environmental Document (PA&ED):	\$	125,000
Plans, Specifications and Estimates (PS&E):	\$	230,000
Total PE:	\$	355,000

ATP Eligible and
ATP Funded
Costs

\$125,000
\$230,000
\$355,000

ATP Ineligible
and/or
Non-ATP Funded
Costs

"PE" costs / "CON" costs
20% 25% Max

Right of Way (RW)

Right of Way Engineering:	\$	257,000
Acquisitions and Utilities:	\$	2,267,704
Total RW:	\$	2,524,704

\$257,000
\$2,267,704
\$2,524,704

Total Pre-Construction Costs (PE+RW): **\$2,879,704**

\$2,879,704

Construction Engineering (CE)

Construction Engineering (CE):	\$	259,000
--------------------------------	----	---------

\$259,000

--

"CE" costs / "CON" costs
14% 15% Max

Total Construction Costs (Construction Items & Contingencies + CE): **\$2,072,296**

\$2,072,296

--

Total Project Cost: **\$4,952,000**

ATP Eligible and
ATP Funded
Costs

\$4,952,000

ATP Ineligible
and/or
Non-ATP Funded
Costs

--

Documentation of Eligible and/or Ineligible Costs:

The
Engineer's

Separate

Item # Description of Engineer's Justification: (See example shown in the Instructions)

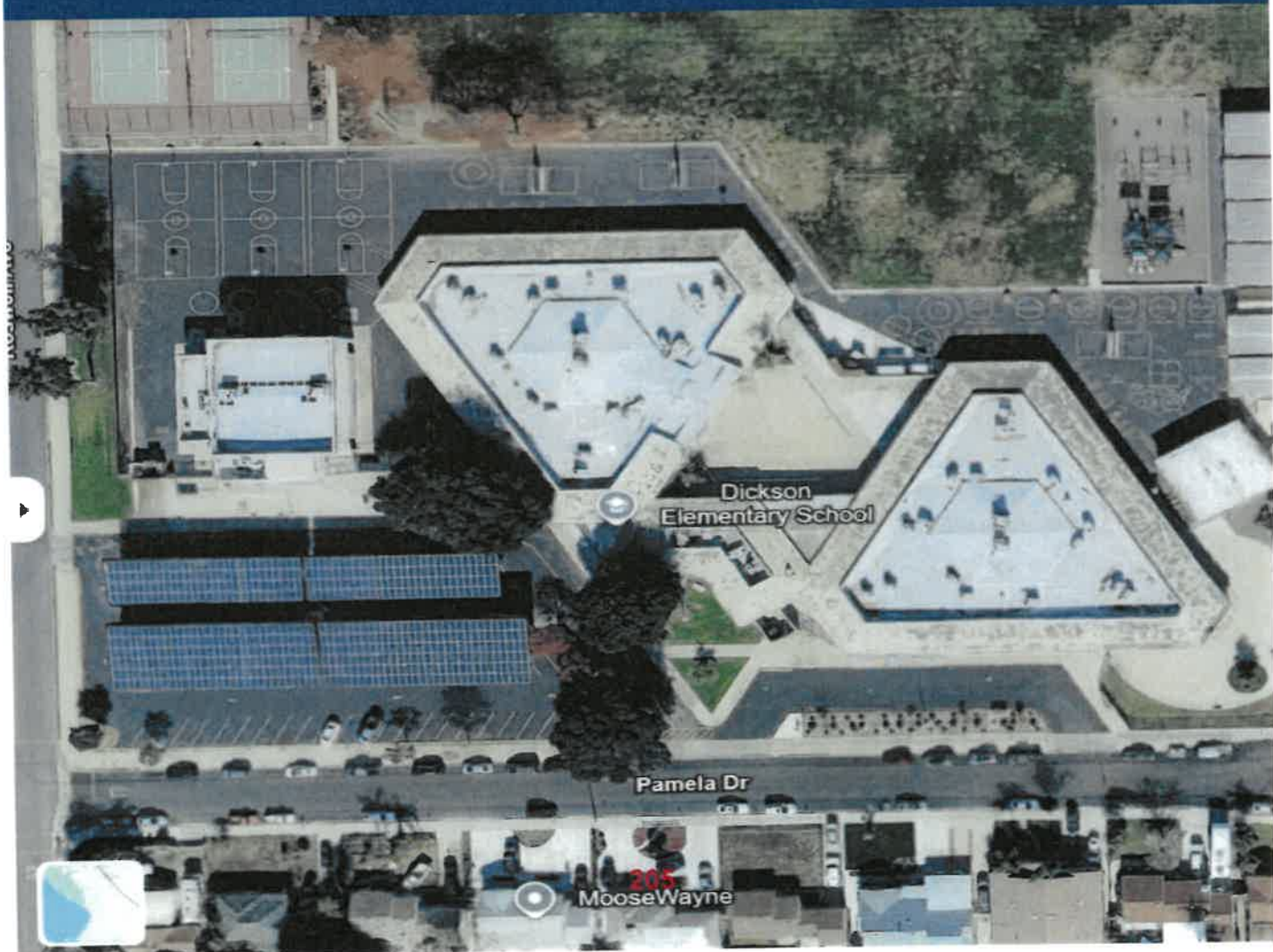
SAN BERNARDINO COUNTY
Department of Public Works

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

ATTACHMENT I: LETTERS OF SUPPORT

Active Transportation Program
(ATP) Cycle 8 Application

San Bernardino County
Department of Public Works
Project Contact: Steven Sablan
Transportation Analyst II
Phone: 909-387-8172
Email: Steven.Sablan@dpw.subcounty.gov





12461 Ramona Avenue • Chino, CA 91710 • 909.628.1201 • www.chino.k12.ca.us
Students Achievement • Safe Schools • Positive School Climate • Humility • Civility • Service

BOARD OF EDUCATION: John Cervantes • Andrew Cruz • James Na • Sonja Shaw • Shaun Smith • SUPERINTENDENT: Norm Enfield, Ed.D.

April 9, 2026

Tanisha Taylor
Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

RE: ATP Cycle 8 Application – Doris Dickson Elementary School Safe Routes to School

Dear Ms. Taylor:

The Chino Valley Unified School District (CVUSD) is pleased to express its strong support for the 2027 Active Transportation Program (ATP), Cycle 8 application for Safe Routes to School infrastructure improvements serving Doris Dickson Elementary School. This project reflects a needed community investment that will make a genuine difference in the daily lives of students and families, and CVUSD is committed to seeing it succeed.

As the local education agency serving more than 28,000 students across 33 school sites, CVUSD has a direct and ongoing interest in the safety and accessibility of the routes our students travel to and from school every day. Doris Dickson Elementary serves a community where walking and biking to school are common, and where the current infrastructure does not adequately protect those who do. Families have raised concerns about missing sidewalk connections and crossing conditions at key intersections near the school. The proposed project will address these barriers and improve safety, enabling our students to arrive at school on time, and ready to learn.

The improvements proposed through this application are practical, well-targeted, and much-needed. The project will install high-visibility crosswalks at three key intersections, bring ADA-compliant curb ramps into compliance at multiple locations, add advance stop bars to improve driver yielding behavior, and construct miles of new sidewalk along corridors that currently have none. Class II Bike Lanes along the Pipeline Path corridor will further extend safe connections between neighborhoods and campus. Taken together, these improvements will create a more complete, connected, and protected network for the students, families, and staff of Doris Dickson Elementary.

Beyond the physical infrastructure, this project matters because of what it signals: that the communities surrounding our schools are worth investing in, and that children's safety on the way to school is a shared public responsibility. CVUSD serves a diverse student population that includes many families who depend on walking and biking as their primary means of getting to school. When routes are unsafe or inaccessible, those families bear the cost, in added stress, lost time, and real physical risk. The improvements funded through this ATP application will help ensure that every Doris Dickson student has a safer path to campus, regardless of how they travel.

Chino Valley Unified School District fully endorses this application and looks forward to the improvements it will bring to the community. We are grateful for the California Transportation Commission's commitment to funding projects that prioritize safety and active transportation for students across the state.

Respectfully,

A handwritten signature in black ink, appearing to read 'Norm Enfield', with a stylized flourish at the end.

Norm Enfield, Ed.D.

Superintendent, Chino Valley Unified School District
13461 Ramona Avenue, Chino, CA 91710
(909) 628-1201 | norm_enfield@chino.k12.ca.us



Public Health Administration

Joshua Dugas, MBA, REHS
Director

Jennifer Osorio, REHS
Assistant Director

Janki Patel, MPH
Assistant Director

Sharon Wang, DO, MSHPE, FIDSA
Health Officer

May 1, 2026

Tanisha Taylor
Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

RE: Support for Safe Routes to School Active Transportation Program Applications –
San Bernardino County

Dear Ms. Taylor:

The San Bernardino County Department of Public Health is pleased to provide its strong support for San Bernardino County's Active Transportation Program (ATP) applications focused on Safe Routes to School (SRTS) improvements. These include infrastructure projects serving Redlands East Valley High School, Bloomington High School, Dickson Elementary School, Pacific High School, and Sequoia Middle School, as well as a Planning Grant for the High Desert region encompassing nineteen school-area locations.

San Bernardino County faces significant public health challenges related to physical inactivity, preventable chronic disease, and traffic-related injuries, particularly in unincorporated and underserved communities. 36.5 percent of adults in the County are obese, significantly higher than the California average, and nearly 1 in 5 children (19.8%) are overweight for their age. These conditions are closely linked to built-environment barriers such as incomplete sidewalks, high vehicle speeds, and a lack of safe crossings. Traffic safety data further underscore this need, with 14,615 people injured or killed in collisions in 2024 alone, and increasing risks for pedestrians and bicyclists.

The proposed SRTS infrastructure projects address these challenges by improving sidewalks, bicycle facilities, crossings, and traffic calming measures near schools. These improvements are essential to creating safer, reliable routes for students and will help reduce conflicts between vehicles and active transportation users. Studies of SRTS programs have documented reductions in child pedestrian injury rates near schools of approximately 20%-50%.

These projects are particularly important for disadvantaged, rural, and unincorporated communities that have experienced longstanding gaps in pedestrian and bicycle infrastructure. The High Desert Planning Grant will further support this effort by establishing a coordinated, data-

BOARD OF SUPERVISORS

COL. PAUL COOK (RET.)
First District

JESSE ARMENDAREZ
Second District

DAWN ROWE
Chairman, Third District

CURT HAGMAN
Fourth District

JOE BACA, JR.
Vice Chair, Fifth District

Luther Snoke
Chief Executive Officer

DPW ATP SUPPORT LETTER
MAY 1, 2026
PAGE 2 of 2

driven framework that integrates community input and stakeholder engagement to identify priority improvements and address local safety concerns.

The Department of Public Health fully supports San Bernardino County's SRTS ATP applications and respectfully urges Caltrans to fund these critical projects. The proposed improvements will deliver measurable safety benefits while advancing long-term public health outcomes for children and families throughout the County.

Please feel free to contact our office at 909.387.6469 if you need additional information.

Sincerely,

A handwritten signature in cursive script that reads "Janki Patel".

Janki Patel
Assistant Director

San Bernardino County reserves the right to revoke support for the aforementioned item at any time.



April 14, 2026

Tanisha Taylor
Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

RE: Support Letter ATP Cycle 8 Application – Doris Dickson Elementary School Safe Routes to School Infrastructure Project

Dear Ms. Taylor:

On behalf of San Bernardino County's Fourth District, I am writing to express my strong support for the 2027 Active Transportation Program (ATP) Cycle 8 application for Safe Routes to School improvements near Doris Dickson Elementary School in the unincorporated community near the City of Chino. The proposed project is located within my district, and it reflects the values that I have championed throughout my career in public service: building safer communities, investing in our children's futures, and ensuring that every neighborhood has the infrastructure its residents need.

The Fourth District is home to over 450,000 residents across the cities of Chino, Chino Hills, Montclair, Ontario, Upland, and unincorporated communities. Families in these communities move freely across city boundaries every day, and so do the hazards of inadequate infrastructure. The students who walk and bike to Doris Dickson Elementary need safer, well-connected routes to school, and right now the existing routes fall short. Unmarked crossings, missing sidewalks, and inadequate bicycle facilities are barriers that affect school attendance, physical activity, safety, and community confidence in our public spaces.

The proposed improvements, including high-visibility crosswalks, ADA-compliant curb ramps, new sidewalks along Roswell Avenue, Riverside Drive, and Chino Avenue, and Class II Bike Lanes along the Pipeline Path, represent a comprehensive investment of connected, walkable infrastructure. These are practical, high-impact improvements that will serve Doris Dickson students and the surrounding community for decades.

As a former Mayor of Chino Hills and a long-standing advocate for the communities of western San Bernardino County, I understand firsthand how transformative safe streets can be. When we invest in safe routes to school, we invest in the health, independence, and opportunity of every child who uses them. I am proud to stand behind this application and to encourage the California Transportation Commission to prioritize it for funding.

San Bernardino County's Fourth District fully supports this application and commends San Bernardino County's effort to bring these much-needed improvements to fruition. I look forward to seeing this project funded and built.

Respectfully,

A handwritten signature in blue ink that reads "Curt Hagman".

Curt Hagman
Supervisor, Fourth District
San Bernardino County Board of Supervisors



Department of Public Works

- Flood Control
- Operations
- Solid Waste Management
- Special Districts
- Surveyor
- Transportation

www.SBCounty.gov

Noel Castillo, P.E.
Director

Byanka Velasco, P.E.
Assistant Director

David Doublet, M.S., P.E.
Assistant Director

ATP Cycle 8

State Only Funding Request

Attachment J

REQUEST FOR STATE ATP FUNDING

To: ATP Manager
1120 N Street, MS 1
Sacramento, CA 95814

Date: 06/22/2026

Subject: Request for ATP State Funding

The San Bernardino County Public Works Department hereby requests ATP State funding for the following project:

PROJECT NAME: Doris Dickson Elementary Safe Routes to School Improvements

PROJECT DESCRIPTION: (Describe specifically what work is being accomplished, including PPNO)

The project will construct approximately 7,965 linear feet of new sidewalk along Roswell Avenue (west side), Riverside Drive, and Chino Avenue, and will install high-visibility crosswalks, ADA-compliant curb ramps, advance stop bars, and a dedicated southbound left-turn lane at the Roswell Avenue/Pamela Drive intersection and adjacent crossings serving Doris Dickson Elementary School, in the unincorporated County area near Chino. The improvements close gaps in the pedestrian network and improve safe walking and rolling access to the school.

PPNO:

JUSTIFICATION:

- A. Type of Work: (Infrastructure (IF)
- B. Project cost: \$4,952,000
- C. San Bernardino Leverage Funding: \$995,352 from SB County Public Works Local Match Reserve
- D. Total Project Funding Plan by Fiscal Year (list all funding sources & anticipated fund usage by year, including all phases)

Fiscal Year	Phase	Funding Source	Amount (\$)
2027-2028	PA&ED; PS&E	ATP	\$125,000; \$230,000
2028-2029	ROW Support	ATP	\$257,000
2029-2030	ROW	ATP	\$2,267,704
2030-2031	Construction; Construction Engineering	SB County	\$995,352; \$270,000
2030-2031	Construction	ATP	\$806,944
Total ATP Request			\$4,952,000

E. State specific reasons for requesting State-Only funds and why Federal funds should not be used on the project.

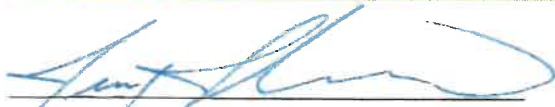
The Project is a focused Safe Routes to School pedestrian improvement project consisting of targeted crossing and accessibility enhancements near Doris Dickson Elementary School, including ADA-compliant curb ramps, high-visibility crosswalks, and sidewalks. The Project does not involve substantial environmental complexity. Requesting State-only ATP funding will accelerate Project delivery, reduce administrative and federal compliance burdens, and support timely implementation of critical pedestrian accessibility and crossing improvements serving students and the surrounding disadvantaged community. Use of State-only funds will allow the County to efficiently deliver these targeted improvements while minimizing unnecessary delivery delays and administrative costs associated with federal funding requirements.

REGIONAL AGENCY CONCURRENCE:

(Name of Regional Agency) concurs with this request for an exception to the Project Funding Policy. (Only for MPO selected projects): Southern California Association of Governments

(Signature of Regional Agency Representative) (Only for MPO selected projects):

(Signature of Local Agency Representative):



Jeremy Johnson, Transportation Planning Engineering Manager
San Bernardino County Public Works Department

