



# SEQUOIA MIDDLE SCHOOL Safe Routes to School (SRTS) Project

Active Transportation Program (ATP)  
Cycle 8 Application

San Bernardino County Department of Public Works  
Project Contact: Lana Elyo  
Transportation Analyst  
Phone: (909) 387-8168  
Email: [Lana.Elyo@dpw.subcounty.gov](mailto:Lana.Elyo@dpw.subcounty.gov)

# 2027 ATP Small 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 \$3.5 million or less; and
- Include infrastructure improvements only.

Small Infrastructure applications **must** request Construction funds.

Applicants are strongly encouraged to use the 2027 ATP Small 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 \$3.5 million or less? 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 small 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, Department of 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.

**Implementing Agency's LOCODE** If your LOCODE is not listed, select "Not listed" (drop down list):  
5954, San Bernardino County

#### Implementing Agency's Address

##### Country

United States

##### Address

825 E. Third Street

##### City

San Bernardino

##### State, Province, or Region

CA

##### 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: Engineering Manager

Primary Contact Person's Phone Number (909) 387-8167

Primary Contact Person's Email Address: [Jeremy.johnson@dpw.sbcounty.gov](mailto:Jeremy.johnson@dpw.sbcounty.gov)

**Implementing Agency's Secondary Contact Person**

First Name Lana

Last Name Elyo

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

Secondary Contact Person's Title: Transportation Analyst

Contact Person's Phone Number: 909-387-8168

Secondary Contact Person's Email Address: [Lana.Elyo@dpw.sbcounty.gov](mailto:Lana.Elyo@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.

**X Yes**

No

**If yes, Implementing Agency's Federal Caltrans Master Agreement Number:** 21-687

**If yes, Implementing Agency's State Caltrans Master Agreement Number:** 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

**X No**

**If yes, Partner information:** Not applicable

Project Partnering Agency Name  
 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:**

## Part A2: General Project Information

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

**Limit:** 10 words

Sequoia Middle School Safe Routes to School Improvements

**Summary of Project Scope:**

**Limit:** 296/300 words

**Summary of existing conditions, project scope, and expected benefits**

**Existing Conditions:** Sequoia Middle School is located in unincorporated San Bernardino County within the City of Fontana’s Sphere of Influence, just west of the city boundary. Hemlock Avenue (east), Manzanita Drive (south), Live Oak Avenue (west), and Randall Avenue (north) border the school. Surrounding land uses are primarily residential, with some nearby industrial uses.

The sidewalk network around the school is incomplete. Sidewalks are missing or discontinuous along Hemlock, Randall, Beech, and Sequoia Avenues, forcing students and families to walk in or near vehicle travel lanes. Vehicles frequently park along the east side of Hemlock Avenue, blocking pedestrian access and creating conflicts when backing into traffic and obstructing northbound lanes. Many crosswalks are low-visibility or missing, and most curb ramps are not ADA-compliant. Existing conditions currently discourage walking and contribute to parent drop-off traffic and school access challenges.

One crossing guard is stationed at Manzanita Drive and Live Oak Avenue, where a rectangular rapid flashing beacon (RRFB), high-visibility crosswalk, and signage are installed. Hemlock Avenue includes posted signs such as “School Crossing Ahead,” “No U Turns,” “No Commercial Trucks Over 7 Tons,” and “No Stopping Anytime.”

**Scope:** The Project includes construction of 4,705 feet of new sidewalk and 590 feet of widened sidewalk, installation of 17 high-visibility crosswalks and 19 ADA-compliant curb ramps, and addition of a no-left-turn sign and speed feedback sign. All improvements are within one-half mile of the school.

**Benefits:** The Project advances Active Transportation Program (ATP) goals by improving accessibility to school for students and families. Enhancements within a quarter mile of campus will provide safer crossings for families, increase comfort for students walking independently, and reduce exposure to unsafe roadway conditions.

**Summary of Outcomes/Outputs:**

Limit: 35/35 words

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 17 crosswalks, 19 curb ramps, 1 no left turn sign, 1 speed feedback sign, 590 feet of widened sidewalk, and 4,705 feet of new sidewalk for safer routes walking/rolling to school.

**Federal Transportation Improvement Program (FTIP) Project Description:**

Limit: 180 characters

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."

Install new and widened sidewalks, high-visibility crosswalks, ADA-compliant curb ramps, no-left turn sign, and speed feedback sign.

**Project Location:**

Limit: 179/180 characters

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.

9452 Hemlock Avenue, Fontana; suburban residential area; includes Live Oak Ave., Hemlock Ave., and Beech Ave. (N/S streets); Randall Ave., Sequoia Ave, and Holly Dr. (E/W streets)

**Attach a project location map here.**

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

See Attachment C\_ Project Location Map.

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)

Fontana - FNA

**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."

34.08215

**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."

-117.47645

**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 Geoportals for traffic volumes can be found here.](#)

Yes

**X 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**

Not applicable

**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.

Caltrans District 8

**Congressional Districts** (Select all that apply)

35<sup>th</sup>

**State Senate District(s):**

31<sup>st</sup>

**State Assembly District(s):**

47<sup>th</sup>

**County** [If the project covers multiple counties, select the county where the majority of the work will occur](#)

San Bernardino County

**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**

Project is located within one of the ten large MPOs.

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

**X 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

**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
Sequoia Middle School 9452 Hemlock Avenue Fontana CA 92335	Fontana Unified School District 9680 Citrus Avenue Fontana CA 92335	San Bernardino County CA-3667710-6061865	7th	8th	1/2 mile	791	500	93.8%

Free or Reduced Price Meal Data is available here: [Unduplicated Student Poverty – Free or Reduced-Price Meals Data 2024-25](#)

- 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:

- 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.

See attached Enrollment Area Map.

See attached Proposed Project Limits Map.

See attached Letter of Support from Sequoia Middle School Principal.

## 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

**X 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.

### Bicycle Improvements

**Not Applicable**

**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

**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 miles 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.

**If yes, 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.**

Limit: 200 characters

**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.)  
90%

**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):	4,705	LF
	New (over 8' wide):		LF
	Reconstruct/Enhance Existing:		LF
	Widen Existing:	590	LF
	New Barrier Protected:		LF
ADA Improvements:	New Ramp (none exist):	19	#
	Reconstruct Ramp to Standard:		#
Other Ped Improvements:			

**Multi-Use Trail Improvements (including bridges and undercrossings)**

**Not Applicable**

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 signaling 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:		#
	New Crosswalks:	15	#
	New Roundabouts:		#
	Crossing Surface Improvements:		#
	Shortened Crossings:		#
	Enhance Existing Crosswalks:		#
	New Beacons/Signals:		#
Mid-Block Crossings:	New Beacons/Signals:		#
	Crossing Surface Improvements:		#
	New Crosswalks:	2	#
	Enhance Existing Crosswalks:		#
Lighting:	Intersection Lighting:		#
Other Crossing/Intersection Improvements:	No Left Turn Sign	1	#
			#

### **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:	1	#
Signalized Intersection:	Timing Improvements:		#
	New Roundabout:		#
Unsignalized Intersections	New Roundabout:		#
	New Traffic Signal:		#
Other Roadway Improvements:			

## 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

**X 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:

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.

2,161

Select all project phase(s) ATP funds will be utilized.

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

## ATP Funding Type Requested

Per the 2027 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

Not applicable

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

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

Not applicable

## ATP Project Programming Request (PPR)

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

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

See 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:

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

## 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

**X No**

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

Limit: 200 words

Not applicable

**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

**X No**

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

Limit: None listed

Not applicable

**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

**X No**

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

Limit: 200 words

Not applicable

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

**X 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.

See Attachment K: Attachment K\_PartA6\_SCAG\_RTP\_Conformity\_SBC\_Sequoia Middle School

**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

Not applicable

**Is the implementing agency Caltrans?**

Yes

**X 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:**

Not applicable

**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:**

Not applicable

## **Part B: Narrative Questions**

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

**Does this project qualify as benefitting a Disadvantaged Community?**

**X Yes**

No

If this project does not qualify as benefitting a disadvantaged community, the applicant should move on to question 2.

#### **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.

See attached map – Attachment Part B Q1.

#### **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

**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 criterion.

**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
Sequoia Middle School	791	93.8%

**Highest percentage of students eligible from table above:** 93.8%

**Percentage students eligible for FRPM for school(s) that the project benefits (Cell B38 in table above):** 93.8%

### C. Direct Benefit (0-4 Points)

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

**Limit: 459/500 words**

For most students traveling to and from Sequoia Middle School, the primary mode of transportation is a family vehicle due to the lack of a connected and safe active transportation network. Long-standing deficiencies in pedestrian infrastructure discourage walking and limit viable transportation options for students and families. These deficiencies were formally identified in the San Bernardino County *Safe Routes to School Plan* (October 2025) and include incomplete and discontinuous sidewalks, faded or missing crosswalks, inadequate curb ramp accessibility, and uncontrolled or challenging street crossings within the Project boundary. The current lack of sidewalks along Hemlock, Sequoia, and Randall Avenues

create safety barriers for students accessing the school, particularly for students with disabilities, who face greater potential exposure to traffic-related hazards and limited mobility options. The proposed Project directly responds to these documented safety and access gaps by addressing critical deficiencies in the active transportation network serving Sequoia Middle School.

The proposed improvements, which include high-visibility crosswalks, ADA-compliant curb ramps, and sidewalks at the intersection of Beech Avenue and Randall Avenue, directly respond to these deficiencies and align with Safe Routes to School objectives. Currently, gaps in sidewalk infrastructure force students to walk in unimproved shoulders or along the edge of travel lanes, creating unsafe conditions during peak school commute times. The addition of continuous sidewalks closes these gaps and provides a dedicated, accessible space for pedestrian travel, ensuring students have a path to school.

High-visibility crosswalks address a significant network gap at key crossings that currently lack adequate pedestrian controls. These locations are heavily used by students and families but offer limited protection from vehicle traffic. Enhanced crossings will improve driver awareness, reduce vehicle speeds, and provide clearly defined, controlled crossing opportunities, substantially lowering the risk of collisions. ADA-compliant curb ramps further ensure that students with mobility impairments can navigate school routes independently and safely.

The Project also strengthens connections within the broader active transportation network by linking residential areas to schools, transit stops, parks, and community destinations. Improved pedestrian infrastructure encourages active travel and reduces reliance on vehicle drop-offs, easing congestion near school zones and improving overall neighborhood safety. For households with limited access to vehicles, these improvements provide equitable access to education and essential services. By providing safer, more reliable access to school, these improved sidewalk connections can also help reduce absenteeism, currently 22.1% compared to the state average of 19.4%.

Importantly, the Project addresses an infrastructure deficiency without contributing to displacement. The Project does not include roadway expansion or land use change. By prioritizing the needs of students in a disadvantaged community, the Project closes critical gaps in the active transportation network, supports healthier travel choices, and creates safer, more accessible routes that benefit current residents, particularly school-aged children, who are most impacted by existing deficiencies.

**C2. 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.**

Limit: 108/200 words

For anti-displacement resources, see [Appendix E of the 2027 Active Transportation Program Guidelines](#).

The proposed SRTS Project does not pose a risk of residential, business, or community displacement. The Project does not require roadway widening beyond current limits, or removal of housing or commercial structures. The Project supports everyday student travel and access to and from school without altering land use. By focusing on safety and accessibility rather than redevelopment, the Project strengthens the

existing neighborhood and ensures students can travel safely without creating displacement concerns for the community.

#### **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 (0-52 POINTS)**

Potential for increased walking, bicycling and rolling, 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 (0-26 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: 994/1000 words

##### **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, biking and rolling.
- 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")**.