

High Desert Safe Routes to School Plan



Active Transportation Program (ATP)
Cycle 8 Application

San Bernardino County Department of Public Works
Project Contact: Steven Sablan
Transportation Analyst
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Part A: General Application Questions

Part A1: Applicant Information

Implementing Agency Name: San Bernardino County

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

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

Primary Contact Person's Title: Transportation Planning Engineering Manager

Primary Contact Person's Phone: 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

Contact Person's Title: Transportation Analyst II

Contact Person's Phone: 909-387-8172

Contact Person's Email Address: Steven.Sablan@dpw.sbcounty.gov

Does the implementing agency currently have a Master Agreement with Caltrans?

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?

Yes

No

If yes, Partner information: N/A

If yes, 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

High Desert Safe Routes to School Plan

Summary of Project Scope:

Limit: 282/300 words

Summary of existing conditions, project scope, and expected benefits

Existing Conditions: The High Desert Safe Routes to School (SRTS) Plan will study the existing active transportation gaps and safety concerns surrounding 18 school locations in unincorporated San Bernardino County, spanning six different school districts. The six school districts are: Baker Valley Unified School District, Barstow Unified School District, Helendale School District, Silver Valley Unified School District, Snowline Joint Unified School District, and Trona Joint Unified School District. The individual school sites represent a mix of both rural and suburban locations, with many of the communities being considered disadvantaged.

Project Scope: The County will work with a professional consultant to complete a Plan that will document existing conditions, create bicycle and pedestrian facility maps, analyze collision data, and compile equity data for each school site. Additionally, significant public engagement will be conducted to complete the High Desert SRTS Plan, which will include: the formation of a technical advisory committee; development of a project-specific website and social media presence; school workshops at each location; teacher tallies and parent surveys; and several community events. The outcome will be a comprehensive SRTS Plan that includes a specific report of existing conditions and risks, as well as potential projects and activities, for each of the 18 schools.

Expected Benefits: The Plan will develop a rigorous prioritization and implementation framework for both engineering activities and education efforts to be undertaken in order to improve student safety and increase the number of students walking and biking to school. The list of prioritized projects will include potential sources of funding, timelines for implementation, and a ranking based on the level of improvement made to active transportation safety, paving the way for safety improvements to be implemented quickly and methodically.

Summary of Outcomes/Outputs:

Limit: 34/35 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.

Develop a Safe Routes to School Plan to create strategic, prioritized recommendations for safer walking and biking infrastructure around the 18 identified schools in the unincorporated high desert portion of the San Bernardino Valley.

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."

Comprehensive Safe Routes to School Plan for 18 schools with identified priority projects for implementation to improve student safety and accessibility when walking or bicycling to school.

Project Location:

Limit: 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.

San Bernardino County

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

See Attachment: Project Area Map

List all cities that the project will affect and City Codes. All cities must be located within the State of California.

Barstow – BSW

Victorville - VCTV

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."

Baker Elementary: 35.27476746

Baker High School: 35.27476746

Baker Jr High: 35.27476746

Henderson Elementary: 34.89296391

Lenwood Elementary: 34.87157795

Calico Continuation High: 37.1547616

Newberry Springs Elementary: 34.8657

Silver Valley High School: 34.90123793
Yermo School: 34.90123793
Trona Elementary: 35.77193353
Trona High School: 35.77193353
Helendale Elementary: 34.74039431
Riverview Middle School: 34.73505757
Baldy Mesa Elementary: 34.43881448
Phelan Elementary: 34.42628617
Pinon Hills Elementary: 34.5570317
Pinon Mesa Middle School: 34.41899833
Vista Verde Elementary: 34.49502387

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."

Baker Elementary: -116.0749769
Baker High School: -116.0749769
Baker Jr High: -116.0749769
Henderson Elementary: -117.0397603
Lenwood Elementary: -117.1046469
Calico Continuation High: -119.5277735
Newberry Springs Elementary: -116.6625892
Silver Valley High School: -116.8875212
Yermo School: -116.8875212
Trona Elementary: -117.3686614
Trona High School: -117.3686614
Helendale Elementary: -117.3290202
Riverview Middle School: -117.3593555
Baldy Mesa Elementary: -117.4510654
Phelan Elementary: -117.5706012
Pinon Hills Elementary: -117.2289179
Pinon Mesa Middle School: -117.572503
Vista Verde Elementary: -117.4044881

Is this project located within 500 feet of a freeway or roadway with a traffic volume over 125,000 annual average daily traffic (AADT)? (California State Geoportals for traffic volumes can be found at this link: [Traffic Volumes AADT | Traffic Volumes AADT | California State Geoportals](#))

Yes

No

Enter the 2020 Census 11-digit census tract Geographic Identifier (i.e., 06XXXXXXXX) for each census tract that the project benefits.

06071010300
06071009502
06071011801
06071011900
06071008901

06071011601
06071009119
06071009109
06071009136

Caltrans District:

8

Congressional Districts

23

State Senate District(s):

19, 23

State Assembly District(s):

34, 41, 39

County

San Bernardino

Metropolitan Planning Organization (MPO)

Southern California Association of Governments (SCAG)

Regional Transportation Planning Agency (RTPA): San Bernardino County Transportation Authority

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.

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
San Bernardino Valley Safe Routes to School Program	1	ATP Cycle 6	\$500,000	Plan	N	N	Y	N

Pedestrian, Bicycle, Skateboard Safety Training Program	1	ATP Cycle 4	\$1,430,000	NI	N	N	Y	N
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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):

Bicycle Transportation - N/A

Pedestrian Transportation - N/A

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
Baker Elementary School 72100 Schoolhouse Lane, Baker, CA 92309	Baker Valley Unified School District	36-73858-6035273	TK	5	0.5 miles	59	59	45 (76.3)

Baker High School 72100 Schoolhouse Lane, Baker, CA 92309	Baker Valley Unified School District	36-73858-3630076	9	12	0.5 miles	31	31	17 (54.8%)
Baker Jr. High School 72100 Schoolhouse Lane, Baker, CA 92309	Baker Valley Unified School District	36-73858-6109193	6	8	0.5 miles	35	35	24 (68.6%)
Henderson Elementary South, 400 Avenue E, Barstow, CA 92311	Barstow Unified School District	36-67611-6035349	P	4	0.5 miles	398	398	313 (78.6%)
Lenwood Elementary 34374 Ash Road, Barstow, CA 92311	Barstow Unified School District	36-67611-6035372	P	4	0.5 miles	351	351	300 (85.5%)
Calico Continuation High 33525 Ponnay Street, Yermo CA 92327	Silver Valley Unified School District	36-73890-3630282	6	12	0.5 miles	45	45	42 (93.3%)
Newberry Springs Elementary 33713 Newberry Road, Newberry Springs, CA 92365	Silver Valley Unified School District	36-73890-6035406	K	5	0.5 miles	106	106	93 (87.7%)
Silver Valley High School 35484 Daggett-Yermo Road,	Silver Valley Unified School District	36-73890-3630274	9	12	0.5 miles	392	392	255 (65.1%)

Yermo, CA 92398								
Yermo Elementary 38280 Gleason Street, Yermo, CA 92398	Silver Valley Unified School District	36- 73890- 6035455	K	8	0.5 miles	368	368	316 (85.9%)
Trona Elementary School 83600 Trona Road, Trona, CA 93562	Trona Joint Unified School District	36- 67892- 6037188	K	6	0.5 miles	147	147	117 (79.6%)
Trona High School 83600 Trona Road, Trona, CA 93562	Trona Joint Unified School District	36- 67892- 3636487	7	12	0.5 miles	111	111	82 (73.9%)
Helendale Elementary School 27274 Peach Tree Lane, Helendale, CA 92342	Helendale School District	36- 67736- 6035935	K	6	0.5 miles	541	541	274 (50.6%)
Riverview Middle School 13943 Rivers Edge Road, Helendale, CA 92342	Helendale School District	36- 67736- 6107072	7	8	0.5 miles	141	141	64 (45.4%)
Baldy Mesa Elementary School 10376 Baldy Mesa Road, Phelan, CA 92371	Snowline Joint Unified School District	36- 73957- 6106710	P	5	0.5 miles	985	985	773 (78.5%)
Phelan Elementary School	Snowline Joint Unified	36- 73957- 6036461	P	5	0.5 miles	743	743	632 (85.1%)

4167 Phelan Road, Phelan, CA 92371	School District							
Pinon Hills Elementary 878 Mono Road, Pinon Hills, CA 92372	Snowline Joint Unified School District	36-73957-6108260	P	5	0.5 miles	566	566	477 (84.3%)
Pinon Mesa Middle School 9298 Sheep Creek Road, Phelan, CA 92371	Snowline Joint Unified School District	36-73957-6106116	6	8	0.5 miles	835	835	645 (77.2%)
Vista Verde Elementary School 13403 Vista Verde Street, Victorville, CA 92392	Snowline Joint Unified School District	36-73957-0110718	P	5	0.5 miles	774	774	649 (83.9%)

Attach school documentation here. 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 Attachment K: School Documentation

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

Yes

No

Part A4: Project Details

What type of plan is this application proposing?

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

Right-of-Way (R/W) Impacts

Will the plan include an open street or demonstration project on a state highway?

Yes

No

Part A5: Project Funding

Total Project Cost: \$500

The amount should be represented in thousands.

Total ATP Request: \$500

This amount should be represented in thousands.

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 requesting state-only funds must attach a completed Exhibit 25-F here: Not Applicable

ATP Project Programming Request (PPR)

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

See Attachment K: PPR

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

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

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

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:

See attached

Is the implementing agency Caltrans?

Yes

No

Part B: Narrative Questions

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

All plans must be within a disadvantaged community or, for area-wide plans, encompass at least one disadvantaged community. Plan projects that are not located in, or do not encompass, a disadvantaged community will be deemed ineligible and will not be evaluated.

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, or **Healthy Places Index** 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 Attachment K

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: 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.

High Desert Schools	School District	FRPM
Baker Elementary	Baker Valley Unifuiied School District	45 (67.2%)
Baker High School	Baker Valley Unifuiied School District	68 (54.8%)
Baker Junior High	Baker Valley Unifuiied School District	7 (41.2%)
Henderson Elementary	Barstow	453 (74.9%)
Lenwood Elementary	Barstow	424 (84.0%)
Calico Continuation High	Silver Valley	25 (80.6%)
Newberry Springs Elementary	Silver Valley	97 (91.5%)
Silver Valley High	Silver Valley	217 (58.8%)
Yermo School (K-8)	Silver Valley	281 (82.6%)
Trona Elementary	Trona	93 (71.0%)
Trona High School	Trona	88 (75.9%)
Helendale Elementary	Helendale Elementary School District	290 (55.8%)
Riverview Middle	Helendale Elementary School District	84 (53.2%)
Baldy Mesa Elementary	MTN-Snowline Joint Unified	700 (74.5%)
Phelan Elementary	MTN-Snowline Joint Unified	502 (78.2%)
Pinon Hills Elementary	MTN-Snowline Joint Unified	434 (84.6%)
Pinon Mesa Middle	MTN-Snowline Joint Unified	541 (68.7%)
Vista Verde Elementary	MTN-Snowline Joint Unified	553 (75.6%)

Highest percentage of students eligible: 91.5

Percentage students eligible for FRPM for school(s) that the project benefits: 70.73%

C. Project Location (0-15 Points)

Percentage of census tracts within the plan area that qualify as a disadvantaged community:

- 75 – 100%
- **50 – 74%**
- 25 – 49%
- 10 – 24%
- Less than 10%

D. Severity (0-15 Points)

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

QUESTION #2: PRIORITY TO FUND THE DEVELOPMENT OF COMMUNITY-WIDE ACTIVE TRANSPORTATION PLANS WITHIN, OR, FOR AREA-WIDE PLANS, ENCOMPASSING DISADVANTAGED COMMUNITIES, INCLUDING PEDESTRIAN, BICYCLE, SAFE ROUTES TO SCHOOLS, OR COMPREHENSIVE ACTIVE TRANSPORTATION PLANS. (0-20 POINTS)

A. Priority (0-10 points)

1. Select the item that best describes the applicant:

- Applicant has neither a pedestrian plan, a bicycle plan, a safe routes to schools plan, nor a comprehensive active transportation plan. (10 points)
- **Applicant has a bicycle, pedestrian, or safe route to schools plan but not all. (7 points)**
- Applicant is seeking to update a pedestrian, bicycle, safe routes to school, or comprehensive active transportation plan that is older than 5 years. (4 points)
- Applicant is seeking to update a pedestrian, bicycle, safe routes to school, or comprehensive active transportation plan that is less than 5 years old. (1 point)

B. Statement of Need (0-10 points)

Describe the active transportation problems or deficiencies within the plan area. Include the community's active transportation needs and why this plan is necessary to meet those needs. Consider children, older adults, students, working professionals, and persons with disabilities.

Limit: 850 words (850)

Community Characteristics. The High Desert Safe Routes to School Plan will study 18 schools located in the high desert region of San Bernardino County, with many schools being located in extremely rural locations. For example, each of the three schools belonging to Baker Valley Unified School District (BVUSD_ are located at the same address and serve residents in the Census-designated place of Baker, which has a total population of 442 residents per the 2020 census. Additionally, many of the rural sites are located off high-speed, undivided roads with no shoulder. Each of the three BVUSD schools is located

off Death Valley Road/CA-127, an undivided two-lane road with a speed limit of 35 mph. Likewise, both Trona Elementary and Trona High Schools are located off Trona Road that has a 40 mph speed limit.

Several of the Census Tracts (CT) that this SRTS Plan will incorporate are considered disadvantaged via the California Healthy Places Index (HPI). Four of the ten CTs fall in or below the 25th percentile for number of residents living above poverty (CTs 103, 95.02, 89.01, and 91.09) and all Census tracts fall below the 50th percentile for Per Capita Income.

Lack of Sufficient Non-Motorized Infrastructure. Walking and biking infrastructure, including wayfinding signage and markings, and pedestrian and bike facilities and bike parking, is lacking throughout unincorporated areas of the County. As demonstrated in *Appendix E Photos of Existing Conditions*, the areas near the targeted schools lack crosswalks, signage, sidewalks, bike lanes, and other amenities that make walking and biking safer and encourage embracing alternative transportation modes. In some cases, pavement markings are faded or use standard designs that are less visible to motorists as they are hurrying past the schools on their way to work. As the photos show, the lack of infrastructure forces pedestrians and bicyclists to share the road with cars, impacting parents' willingness to allow their children to walk and bike to school. There are no existing active transportation or safe route plans for any of the targeted 18 High Desert area schools.

Lack of Connectivity. This project, and the resulting Plan, will assist students and residents with improved physical access to the targeted schools and other key destinations in the two-mile area surrounding the schools including grocery stores, churches, etc. 32% of unincorporated County households have one or no car, highlighting the importance of enhanced transportation options. Overall economic disinvestment in the County's disadvantaged and unincorporated areas has resulted in transportation-related disparities and as a result, low-income communities, communities of color, and unincorporated areas have benefited less from transportation system improvements and have reduced access to vital community destinations and amenities.

Student Safety. Student safety is a top priority, and this Plan will be designed to address their needs. According to the UC Berkeley Transportation and Injury Mapping System, from 2014-2023 there were 40 documented crashes involving pedestrians or bicyclists that resulted in injury and occurred within ½ mile of the schools included in this project; three of those resulted in fatalities. The San Bernardino County considers one student death to be one too many and is committed to improving student safety and preventing injuries, and certainly death, for those students walking or biking to school.

The Plan will include walk audits at each of the 18 schools to review existing conditions at each site and identify gaps and needs within the non-motorized infrastructure network. Importantly, the project will also include intensive outreach to students, families, and residents who live around the schools to ensure that their concerns and knowledge about local conditions are reflected in the proposed project list. The Plan will produce a list of priority infrastructure projects for each school, aimed at maximizing safety and encouraging walking and biking.

Local Health Concerns and Data. The Plan will improve the health of students and community members by encouraging residents near these schools to walk and bike to school and other destinations. One of the organizational goals of the San Bernardino County Department of Public

QUESTION #3: PUBLIC PARTICIPATION (0-25 POINTS)

Describe the community based public participation process that will be utilized as part of the development of a plan.

A. Describe who will be engaged in the creation of the plan. Identify key community stakeholders, and any other stakeholders. (0-5 points)

The County will engage stakeholders including, but not limited to:

- San Bernardino County Transportation Authority (who has conducted SRTS planning in other parts of the County);
- Superintendents of School Districts representing each school (see attached support letters);
- San Bernardino County Sheriff's Office;
- Parents and school children from the 18 impacted schools;
- School administrators and teachers from the 18 impacted schools;
- Representatives of the physically challenged who reside in the 18 targeted communities;
- Neighborhood and community groups;
- Local stakeholders from the impacted cities/towns/census-designated places, including elected officials, city staff, the business community, church communities, and civic and advocacy organizations such the Girls and Boy Scouts, Jaycees, Lions Club, etc.;
- Pedestrians and bicyclists and their advocacy organizations.

The San Bernardino County High Desert SRTS Technical Advisory Committee (TAC) will be developed to oversee the creation of this Plan, provide guidance to the expert consultant, and ensure that the concerns and knowledge of the stakeholders at each of the 18 communities are included and considered.

Community and stakeholder engagement is vital to the success of this Plan: 18 communities must be considered, each with their own needs, concerns, challenges, and perceptions. Through school-specific engagement efforts, the different viewpoints and needs of all potential

users can be discussed and understood. Solid community buy-in and support will lead to a comprehensive, community-responsive Plan as well as expedited implementation of identified priority projects and actions.

Limit: 250 words (226)

B. Describe how stakeholders will be engaged in the development of the plan. Describe your intended outreach methods during the plan’s development (e.g., charrettes; community workshops; pop-up events; social media, etc.), including the number of outreach activities and estimated number of people reached. How will you maximize the accessibility of the community engagement process? (e.g., providing translation, interpretation, and childcare services; selecting times/locations convenient to the general public; ensuring culturally/linguistically appropriate materials). If applicable, describe any unique engagement challenges you expect to face and how they will be addressed. (0-15 points)

Upon award, the County will formally engage the TAC (described above) via memorandum of understanding, and the TAC will meet every two months to guide Plan development and assist the expert consultant in planning for and implementing outreach methods. The TAC may meet more frequently, as needed. The TAC will develop school-specific contact lists for residents and stakeholders to support outreach.

Additionally, stakeholders beyond the TAC will be engaged in the following ways:

1. **Project Website.** A project-specific website will be set up to share information and collect feedback, and will include features to make the project easy to understand, such as maps, photos, videos, and interactive content. The engagement website can be used for:
 - o Residents to self-report infrastructure gaps by pinning them on a map and adding notes
 - o Sharing and collecting feedback on draft plans and maps
 - o Providing updates on the project’s status
 - o Providing invitations to attend community outreach workshops*Estimated Number of People Reached: 18 unique pages x average of 100 visitors per site = 1,800 individuals reached. (An average number of visitors reached was used to address the large range of student populations across the 18 schools, as opposed to a minimum number of individuals reached, which may be more difficult or even impossible for the school sites that have only a few dozen students enrolled.)*
2. **Postings on County and Stakeholders’ Websites and Social Media.** These will include electronic flyers, posters, announcements, and community outreach invitations, and links to drive internet traffic to the project website described above. The channels that will be targeted include Facebook, Twitter, Next Door, and any other channels used by residents in the 18 targeted neighborhoods. *Estimated Number of People Reached: 8,000 (18 schools in nine different cities and representing six unique school districts; assuming an average audience of 242 individuals per unique entity’s social media and websites = 8,000).*
3. **In-Person or Virtual Community Outreach Workshops.** Workshops will be held in each of the 18 school communities. The events will include classroom style information sharing, charrettes, polls, and other active engagement activities to discuss walking/biking needs

and strategies for each school. Each event will include Spanish language and deaf interpreters (as needed), child-friendly activities, and will be held in locations and at times easily accessible by the public. These workshops will either be live-streamed or recorded and made available on the project's website for later viewing. The County will take into consideration the rural nature of the school site, internet limitations, transportation limitations, and related participation barriers when deciding to host workshops in-person or virtually. *Estimated Number of People Reached: 18 schools X average of 200 attendees (or online viewers) = 3,600*

4. Teacher Tallies of Students Transportation Methods. Teachers will be provided with a brief survey or tally document to collect verbal responses from students regarding information about how they arrived at school that day. *Estimated Number of People Reached: 18 schools X average of 100 responses = 1,800*

5. Parent Surveys of Perceptions and Issues of Concern. The County will issue a parent survey to collect responses on identified issues, concerns, and perceptions regarding students walking and riding to and from school. Surveys will be both hand-delivered to students and emailed to parents. *(Estimated Number of People Reached: 18 schools X average of 50 parents at each school = 900*

6. Distribute Project Flyers. Flyers providing information, invitations, and updates will be distributed on a regular basis through mail, email, at community engagement events (such as Christmas or July 4th events), or as take home (i.e., backpack) flyers for students. *Estimated Number of People Reached: 5,000*

All stakeholder engagement efforts will reinforce the County's goal of working towards a Plan that will promote non-motorized transportation infrastructure improvements, result in a list of priority projects at each school, and encourage increased and safer walking and bicycling to school.

Limit: 700 words (643)

C. Describe how you intend to maintain ongoing outreach with stakeholders to communicate changes to the draft plan and how the stakeholders' input was addressed. In addition, how do you intend to keep the community and stakeholders updated following plan adoption? (0-5 points)

The TAC will be the primary mechanism for reaching out to and communicating with the stakeholders in the 18 targeted school communities, as representatives from each community are part of the TAC. The County and the TAC will clearly communicate, via the engagement methods listed above in question B, the value of stakeholder, student, parent, and resident input and feedback, as well as how this input and feedback will be used to inform the Plan. The County values the time and input provided by the community and stakeholders and is committed to demonstrating how this feedback is incorporated into the development of the Plan.

Additionally, the Plan drafts, and changes and updates to the Plan will be posted on the project website. Invitations to review the posted plan will be shared via TAC members' and stakeholders' social media sites and websites, email blasts, and printed flyers posted throughout the targeted communities. Flyers may be posted in grocery stores, churches, at the schools, PTA/PTO meetings,

Limit: 500 words (316)

QUESTION #4: IMPLEMENTATION (0-10 POINTS)

Describe how the plan will lead to implementation of the identified projects.

Limit: 500 words

Discuss the following:

- How the final plan will result in specific projects that can lead to future ATP applications.
- How you will prepare to implement projects identified in the plan. (e.g., adopting supportive policies, programming projects into the Regional Transportation Plan, etc.)
- How you will quickly translate the projects and programs identified in the plan into tangible programs and infrastructure.
- Identify any specific funding sources (aside from the ATP) that would be available to fund the implementation of infrastructure projects and non-infrastructure programs identified in the plan.

How the Plans Leads to Future ATP Projects. The final Plan will position the County and/or the nine cities/towns where the 18 schools are located to pursue future ATP funding. The Plan will include an individualized section for each of the 18 schools that will include a list of infrastructure projects that have been reviewed, approved, and ranked by the TAC and the expert consultant with input from stakeholders and the community. The school-specific section will also include engineering recommendations, brief cost estimates, findings from school-specific data collection (teacher tallies of students walking and biking and results from parent surveys), maps, findings from the walk audits, and a description of the school and its particular needs. The Plan's cost estimates will also incorporate an appropriate inflation rate that ensures estimates remain viable for the next five years as implementation activities are undertaken.

Preparation for Implementation. The County will work with its MPO, Southern California Association of Governments (SCAG), to incorporate prioritized projects into the Federal Transportation Improvement Plan at the appropriate time. In addition, the County will strive to

include lower cost requested pedestrian safety measures from the Plan in routine road maintenance projects.

Identifying Funding Sources. The High Desert SRTS Plan will include potential funding opportunities for each classification of projects identified in addition to Active Transportation Program funding. The County will utilize its internal resources as well as external consultants to further assist with the identification and pursuit of potential funding opportunities. Depending on the project being undertaken, the following funding sources may be utilized or pursued by the County to fund the priority projects identified in the proposed Plan:

- Local funds from the impacted cities/towns (to include General Revenue, developer fees, and fees set-aside for transportation programs);
- SCAG Sustainable Communities - Quick Build Grant
- CTC Local Partnership Program;
- Mobile Source Air Pollution Reduction Review Committee (MSRC);
- U.S. Department of Transportation Better Utilizing Investments to Leverage Development (BUILD);
- California Office of Traffic Safety Grants;
- California Housing & Community Development TOD and IIG Grant programs;
- Strategic Growth Council Transformative Climate Communities; and
- Other local, state, federal, and non-profit options.

The goal is to implement identified projects at each school within the shortest time possible and as funding permits.

In addition, the County will work with the eight cities/towns near where the 18 schools are located to provide the information and technical assistance needed for them to pursue funding for projects. Technical assistance might include connecting the cities/towns with the County's grant writing consultants, sharing timely notices of funding opportunities, and providing one-on-one technical assistance to help the cities/towns decide on whether or not to apply for a specific grant opportunity.

If ATP funding is not received, the schools will continue to fall further behind in terms of infrastructure and engagement needed to encourage safe active transportation among students. This Plan will provide the schools, communities, parents, and County with an opportunity to develop collaboratively informed projects in areas desperately in need of active transportation infrastructure.

(496/500)

QUESTION #5: PLAN DEVELOPMENT (0-15 POINTS)

Evaluators will evaluate the non-infrastructure program using the Exhibit 25-PLAN. The 25-PLAN will be evaluated for:

- How well it reflects the applicant's responses throughout this application

- How well the overall scope meets the purpose and goals for the ATP, as defined by the 2025 ATP Guidelines

See Exhibit 25-PLAN

QUESTION #6: 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

Attachment A: Application Signature Page

~~Attachment B: Engineer's Checklist *Not applicable to this application type.*~~

Attachment C: Project Location Map

~~Attachment D: Project Layouts/Plans Showing Existing and Proposed Conditions *Not applicable to this application type.*~~

Attachment E: Photos of Existing Conditions

~~Attachment F: Project Estimate *Not applicable to this application type.*~~

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

Attachment H: Plan Scope of Work

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

- San Bernardino County Department of Public Health
- Assemblymember Lackey
- Baker Valley Unified School District
- Barstow Unified School District
- Helendale School District
- Silver Valley Unified School District
- Snowline Joint Unified School District
- Trona Joint Unified School District

~~Attachment J: State Only Funding Request (if applicable) *Not applicable.*~~

Attachment K: Additional Attachments

- School Documentation
- PPR Form
- Regional Transportation Plan Alignment
- Disadvantaged Communities Map
- Healthy Places Index Data

High Desert Safe Routes to School Plan

Active Transportation Program (ATP)
Cycle 8 Application



APPLICATION ATTACHMENTS

San Bernardino County Department of Public Works
Project Contact: Steven Sablan
Transportation Analyst
Phone: (909) 387.8172
Email: Steven.Sablan@dpw.sbcounty.gov

ATTACHMENT A

Application Signature Page

Part C: Attachments

Attachment A: Signature Page

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

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

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

Signature: _____ Date: _____
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: _____

ATTACHMENT B – Engineer’s Checklist

Not Applicable to this Project

ATTACHMENT C

Project Location Map

PROJECT LOCATION MAP

High Desert Safe Routes to School Plan



📍	School Name
1	Trona Elementary School
1	Trona High School
2	Baker Elementary School
2	Baker High School
3	Baker Middle School
4	Newberry Springs Elementary
5	Silver Valley High School
5	Yermo School
6	Calico Continuation High School
7	Henderson Elementary
8	Lenwood Elementary
9	Helendale Elementary School
10	Riverview Middle School
11	Vista Verde Elementary School
12	Baldy Mesa Elementary School
13	Phelan Elementary School
14	Pinon Mesa Middle School
15	Pinon Hills Elementary School

📍 School Site Locations
(note that some schools share address)

— Project Boundaries



ATTACHMENT D – Layouts and Plans

NOT APPLICABLE

ATTACHMENT E

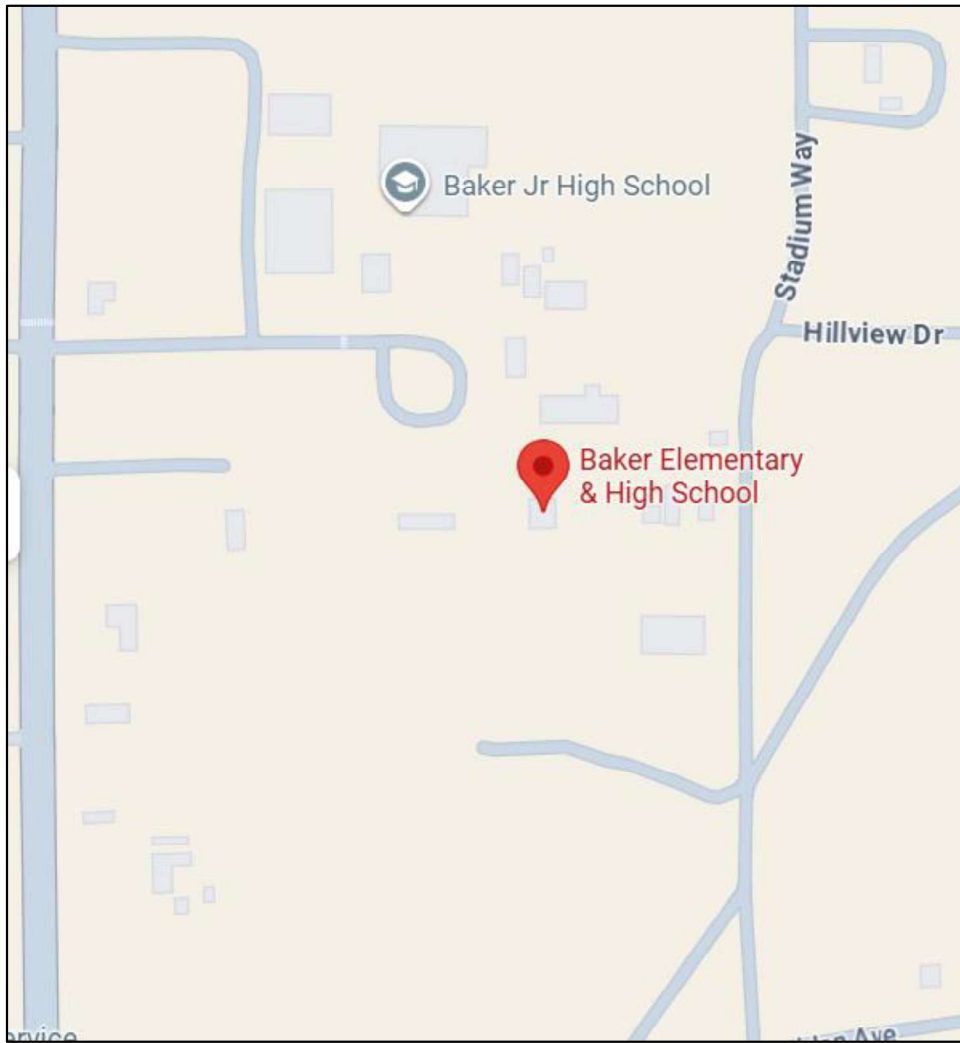
Photos of Existing Conditions



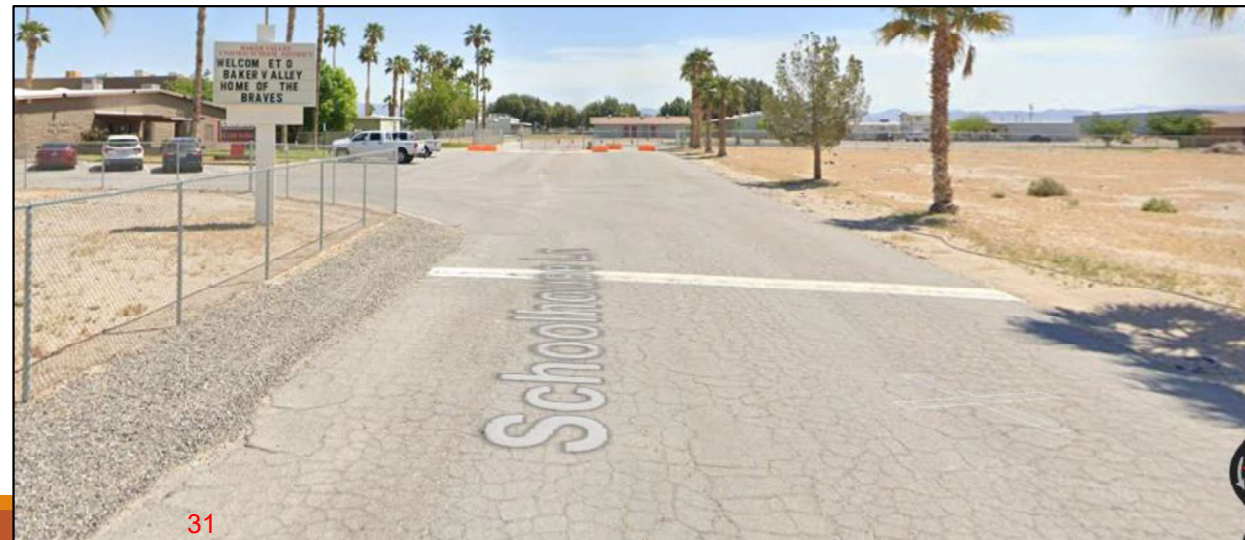
San Bernardino County Public Works High Desert Safe Routes to School Plan

PHOTOS OF EXISTING CONDITIONS

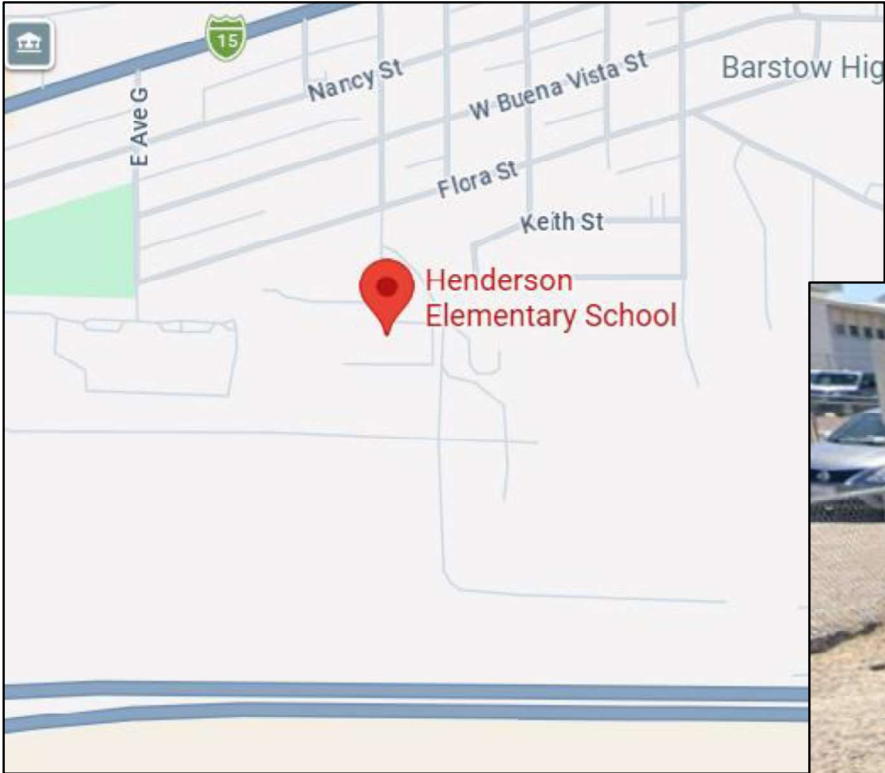
Baker Elementary, Middle, and High Schools



Existing conditions: Complete lack of pedestrian and bicycle infrastructure.



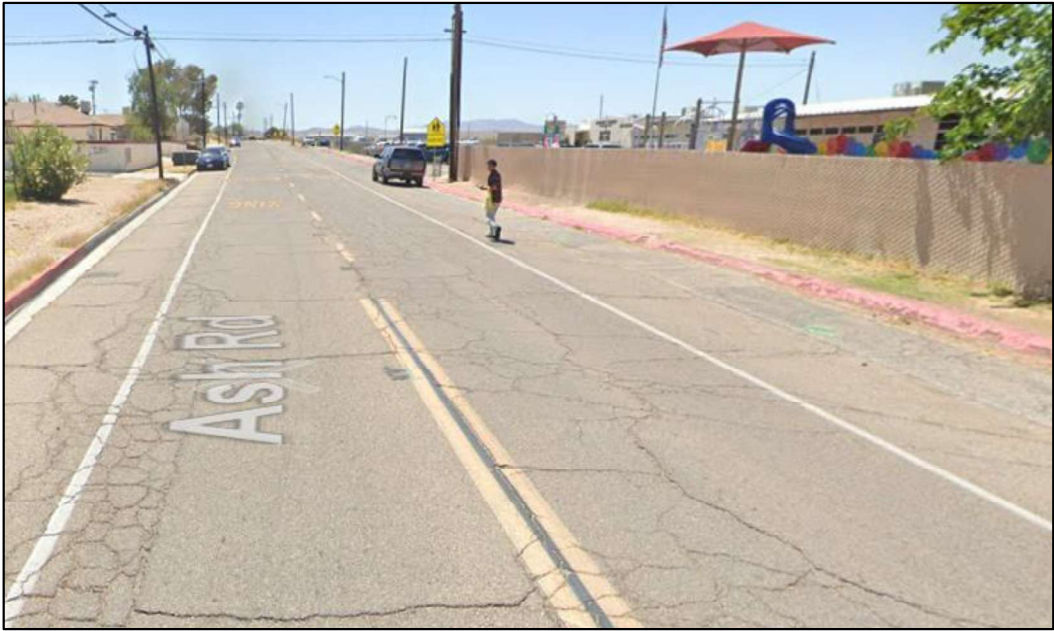
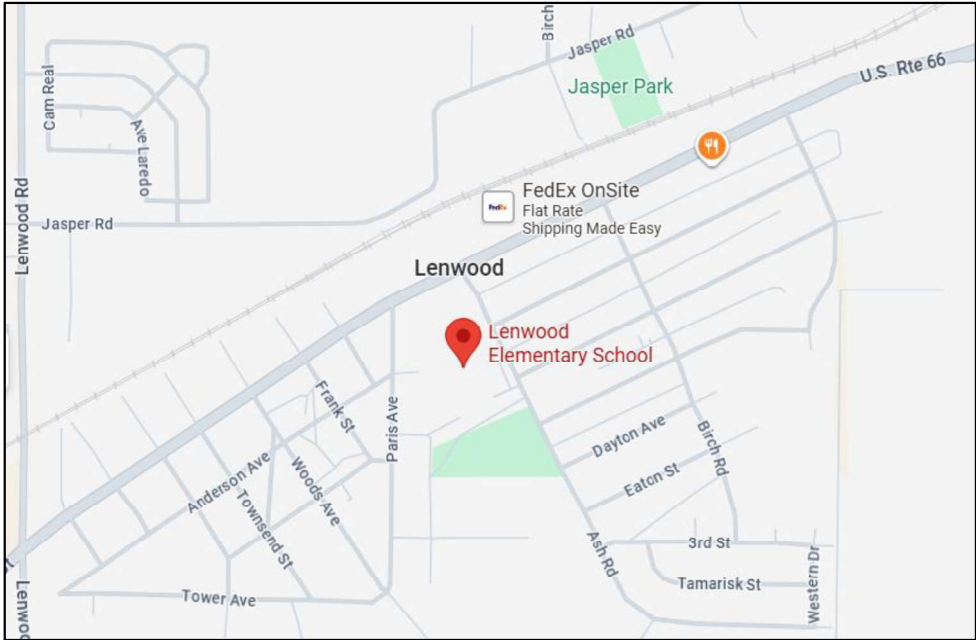
Henderson Elementary School (Barstow)



Existing conditions: Incomplete sidewalk, crosswalk that is difficult to see, lack of signage (e.g., alerting drivers to crosswalk, stop sign, etc.)



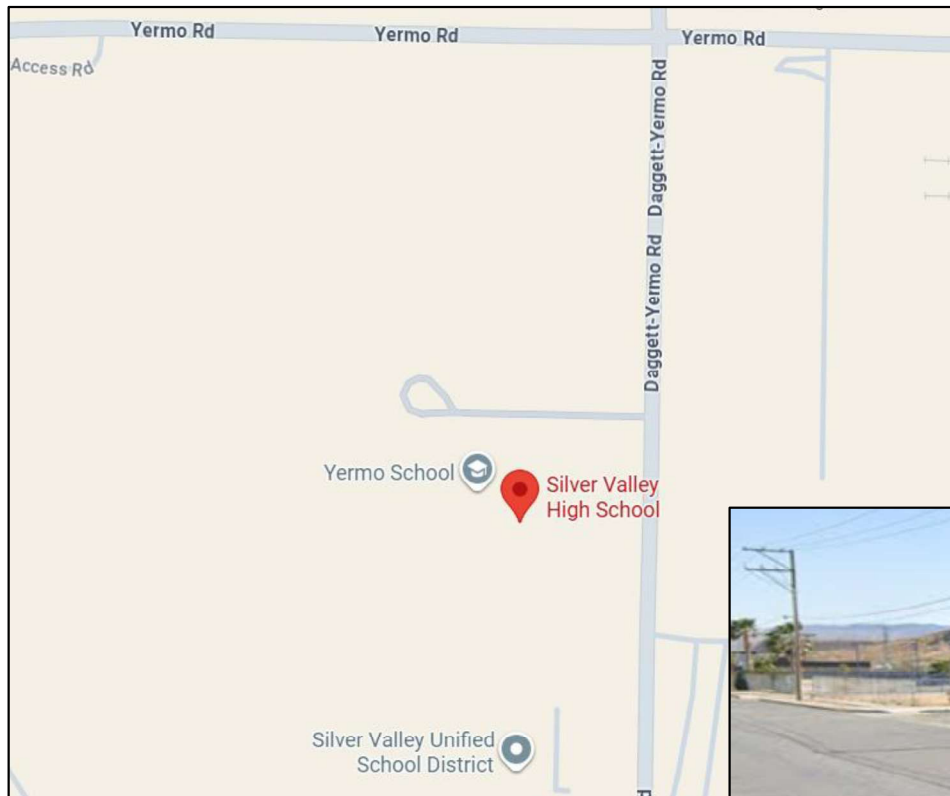
Lenwood Elementary School (Barstow)



Existing Conditions: A partial sidewalk exists directly in front of school, but is in poor condition and results in pedestrians walking in the street. Limited crosswalks, stop signs, and signage exist.



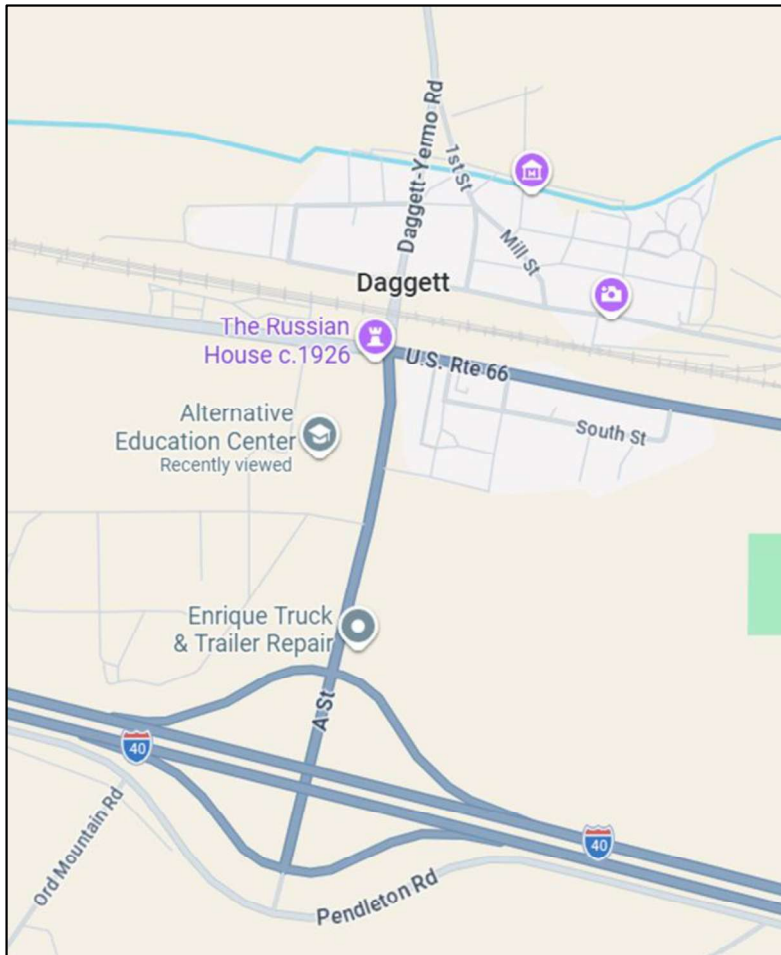
Yermo School and Silver Valley High School (Yermo)



Existing Conditions: School is located along a high-speed road with no stop sign(s) around the school and limited crosswalks. No bicycle infrastructure or pedestrian lighting exists. Existing sidewalk does not connect to nearby residential areas, where students would be traveling from.

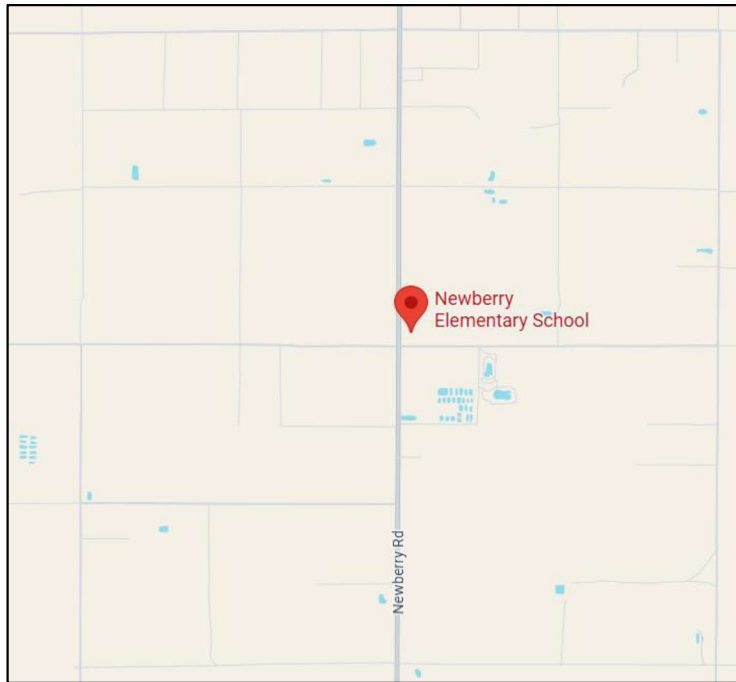


Calico Continuation High School (Yermo)

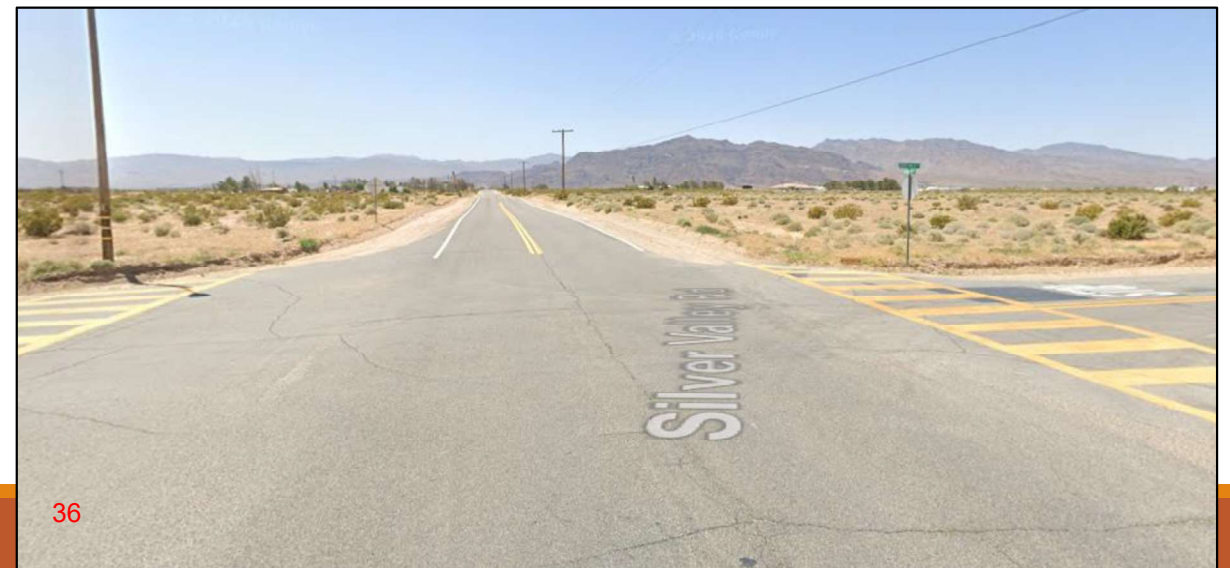


Existing Conditions: Note the complete lack of active transportation infrastructure (e.g., no sidewalk, no crosswalk, etc.)

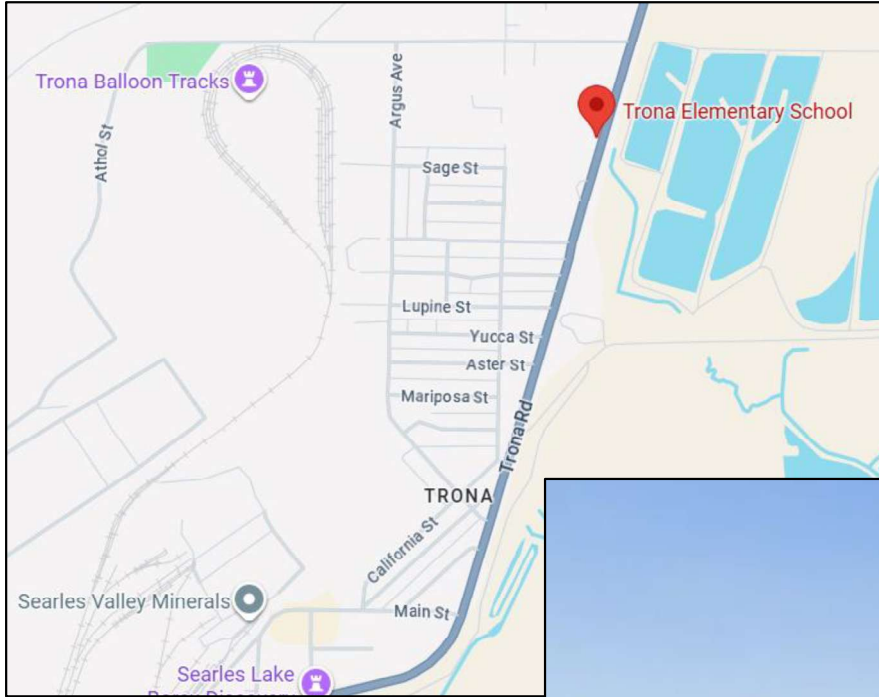
Newberry Springs Elementary School (Newberry Springs)



Existing Conditions: School is located along a high-speed road with no stop sign(s) around the school and limited crosswalks. No bicycle infrastructure or pedestrian lighting exists.

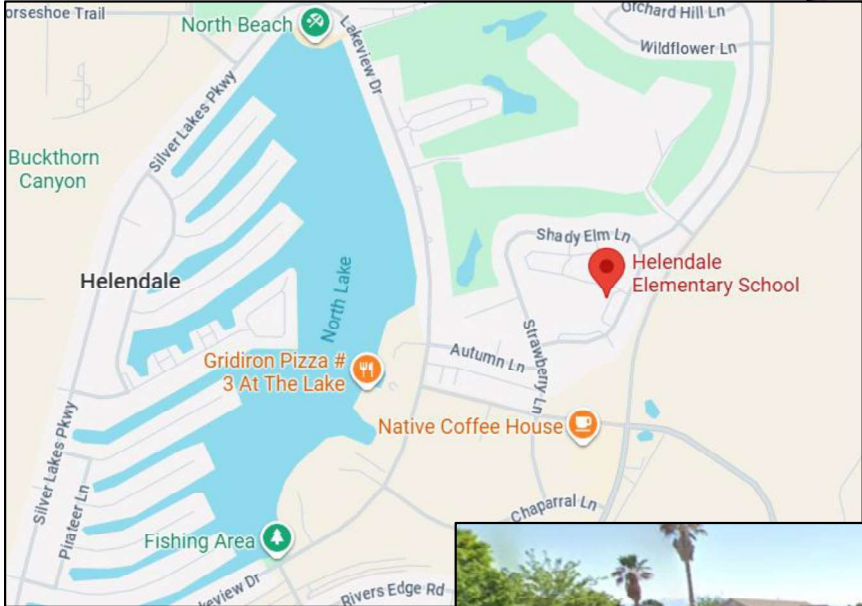


Trona Elementary and High Schools (Trona)



Existing Conditions:
Note lack of bicycle infrastructure, crosswalks, stop signs, and other supporting infrastructure.

Helendale Elementary School (Helendale)



(Continued on next page)

Helendale Elementary School (continued)



Existing Conditions:
Note the narrow streets and heavy traffic just before/after school, along with the lack of crosswalks, stop signs, and other supporting infrastructure.