

EXHIBIT 24-A

Application for Federal Safe Routes to School Funding

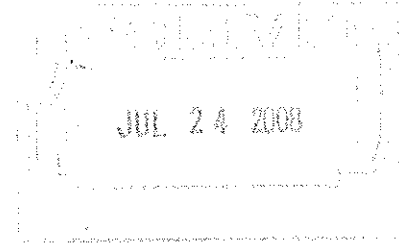
Check one:

This application is for: ☒ Infrastructure project
☐ Non-infrastructure project

San Fernando City

This application is to be completed when seeking funds for infrastructure and/or non-infrastructure projects from the federal Safe Routes to School (SRTS) program. It consists of six (6) parts which asks for the following information:

- PART 1: General Information About the Applicant
PART 2: General Information About the Project
PART 3: Organization Background and Capacity
PART 4: Detailed Information About the Project
PART 5: Project Cost Estimates
PART 6: Project Delivery Schedule



NOTE: Applicants can recreate this application form, however, the format and all questions must remain exactly the same as presented and submitted with attachments in hard copy to your Caltrans District Local Assistance Engineer (DLAE). Please submit three (3) sets of the application package to the DLAE in your Caltrans District Office. Refer to the DLA web site for the DLAE in your District and their mailing address: <http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm>.

Applications from nontraditional applicants (school districts, nonprofit organizations, public health/education departments, federally recognized Native American Tribes, hospitals) must be accompanied by a signature from a top official from a City/County/Metropolitan Planning Organization (MPO)/Regional Transportation Planning Agency (RTPA) certifying that they will agree to be the responsible agency over the nontraditional awardee. If a nontraditional applicant is awarded funds for an infrastructure project, a signature is required from a public works official from the public agency certifying that they agree to operate and maintain the facility after construction.

An incomplete application will be disqualified from review. The entire application text must not exceed 30 pages. Maps, photographs, and Letters of Support may be included in the application package separately as attachments and will not be counted as part of the 30 page limit. **All Letters of Support to Caltrans must be directed to "To Whom it May Concern." Do not send them directly to the Director at Caltrans Headquarters or District Director.**

Applications must be stapled in the upper left-hand corner. Those bound by any other means will not be accepted; i.e., binders, protective covers, spiral threading, etc. If you wish to submit a transmittal letter, please attach it to the application with a removable binder clip.

PART 1: General Information About the Applicant

Name of applicant (or responsible agency):

City of San Fernando

If a nontraditional applicant, name of responsible City/County/MPO/RTPA that has agreed to partner with the applicant:

NA

Name and title of contact person responsible for this project:

Daniel Wall, City Engineer

Name, title, and signature of top official from a City/County/MPO/RTPA (if applicable):

Jose Pulido, City Manager (Type here and sign below)

Mailing address of responsible contact person responsible for this project:

Street address: **117 Macneil St.** City: **San Fernando** County: **Los Angeles** Zip: **91340-2993**Telephone number of contact person responsible for the project: **(818) 898-1225**E-mail address of contact person responsible for the project: **dwall@sfcity.org**Fax number of contact person responsible for the project: **(818) 361-6728****PART 2: General Information About the Project**

Check all of the areas that you will use SRTS funds for:

☐ Education ☐ Encouragement ☐ Enforcement ☒ EngineeringState Legislative District(s): Senate **20** Assembly **39**Caltrans District: **7**

Metropolitan Planning Organization (MPO)/Regional Transportation Planning Agency (RTPA):

SCAG

Project title:

San Fernando School Area Safety Project - Phase 3

Clearly state the specific deliverables that will result from your project:

The project is specifically designed to address the highest priority safety issues facing elementary and middle school students who walk to school in San Fernando. We have identified the most important routes that students use to get to school and have planned projects at key locations along those routes where students and school personnel have cited the most safety issues. We will construct BULB-OUTS with PERPENDICULAR CURB RAMPS at 14 key intersections to enhance the safety of students crossing streets while walking to school. We will install CHICANES to slow traffic on four key school walking routes: 5th Street, 8th Street, Orange Grove Avenue and Brand Boulevard. We will also upgrade the sidewalk to provide a parkway buffer on 8th Street near Gridley Elementary School.

Identify other safety efforts already underway in your locale that may complement your project:

A number of efforts are currently underway that will complement this project.

1. This is Phase 3 of our Safe Routes to School capital program. Phases 1 and 2 were funded and we are making those improvements. Along with Phase 2 funding we also received funds for non-infrastructure programs.
2. We have a Bicycle Master Plan and we have applied for funds to complete portions of it.
3. We have plans and funding to install a bike path along the Pacoima Wash. This will directly connect with the existing Mission Trail allowing many trips in San Fernando to be made on bicycle path.
4. The City has a crossing guard program. This program provides at least 1 crossing guard at every public school. We have 1 at Morningside Elementary, Gridley Elementary, O'Melveny Elementary and San Fernando Middle schools, and 2 crossing guards at San Fernando Elementary School. The Police Department oversees and supervises the crossing guards.
5. Our Police Department has a School Resource Officer that patrols around schools, especially at pick-up/drop-off times.

Brief description of project:

The project will consist of pedestrian safety improvements at 18 locations along some of the walking routes to schools in San Fernando. Those improvements will be made at pedestrian crossings, as well as along the routes. We have funded improvements at all 14 intersection locations in previous SRTS cycles. We are adding bulb-outs with perpendicular curb ramps to significantly improve the safety of these intersections.

Brief description of targeted location; i.e., urban/rural/suburban setting, geographic characteristics, etc.:

The city of San Fernando is a suburb of Los Angeles in the northern San Fernando Valley. The project will include pedestrian improvements in areas throughout the city along school routes. San Fernando is a small city geographically, so most destinations, including schools, are within walking distance of anywhere in town.

Identify the names of school(s) in the target area, the total student enrollment in each of the schools, and approximate number of children who currently walk/bicycle to school:

We conducted in-class surveys to determine the number of children that walk or bicycle to our public schools. The results are displayed below.

SCHOOL	Enrollment	# Bicycle	% Bicycle	# Walk	% Walk
Gridley Elementary	329	0	0%	84	26%
Morningside Elementary	468	3	0.6%	136	29%
O'Melveny Elementary	558	9	1.6%	174	31%
San Fernando Elementary	516	3	0.6%	178	35%
San Fernando Middle	830	17	2.1%	236	28%
TOTAL	2,701	32	1.2%	808	30%

The improvements we will make with this application will also enhance the safety of children walking to 6 private schools.

If submitting more than one application, the priority number of this application: 1

Total number of project applications being submitted: 2

PART 3: Organization Background and Capacity

1. Provide a brief overview of your organization if the applicant is a nontraditional applicant (example, a mission statement, geographical area served, experience with projects similar to the one proposed, etc).
NA. The City is a traditional applicant.

PART 4: Detailed Information About the Project(s)

When seeking funds for infrastructure projects, the following four (4) documents must be attached to this application:

1. A clear, color rendering of a general map showing the location of all proposed improvements and their proximity to the school and school routes within the two-mile radius.
2. A clear site plan for each improvement location showing existing and proposed conditions, preferably in color.
3. Detailed Engineer's Estimate (use form posted on the Division of Local Assistance Home Page in the internet under SRTS located at: www.dot.ca.gov/hq/LocalPrograms).
4. Completed "warrant" sheets per the California MUTCD for projects with traffic control devices (if required).

For both infrastructure and non-infrastructure projects, applicants are encouraged to provide letters of support from project partners and advocacy groups. These letters should be attached to the back of this application and do not count toward the total number of pages that are allowed.

Please respond to the following eight (8) statements when seeking infrastructure or non-infrastructure funds. They must be answered in sufficient detail and clarity to enable the review committee to fully understand your proposed project. They will be evaluated against all the other project proposals received. Refer to Section 24.6 of the SRTS Guidelines which explains the project selection process.

NOTE: The Evaluation element is a requirement of the program. It is not an option. It involves preparation of the Student Tally and Parent Survey at the beginning and end of the SRTS project in the target school(s). Forms along with data collection descriptions and instructions are posted on the Safe Routes to School web site. All applicants must provide the requested data to the National Center for Safe Routes to School at the completion of their project. The purpose is to determine the project's effectiveness in increasing the number of children walking and bicycling to school.

1. Describe the extent to which your project incorporates elements of the following 5 Es, and identify the individual and agency/organization responsible for the implementation of each element (maximum: 20 pts.)

If an Infrastructure Project:

- Engineering – Participation by engineers in providing correct technical information, oversight of construction facilities, conducting engineering studies, providing engineering data, consulting with engineers, etc. (11 pts.)
- Education – Programs that improve safety and convenience for children who walk or bicycle to school; i.e., public safety awareness campaigns or safety training. (3 pts.)
- Encouragement – Activities that promote walking and bicycling to school; i.e., providing incentives to children who are physically active, introducing children and parents to walking and bicycling through Walk to School Day events. "Walking Wednesdays," purchasing and distributing bicycle helmets, etc. (3 pts.)
- Enforcement – Participation by law enforcement in the development and implementation of a project; i.e., ensuring safe speed limits are posted near schools, ticketing abusers, conducting safety check points, etc. (3 pts.)

If a Non-infrastructure Project:

- Education – See description above. (10 pts.)
- Encouragement – See description above. (5 pts.)

- Enforcement – See description above. (3 pts.)
- Engineering – See description above. (2 pts.)

This is an infrastructure project.

ENGINEERING: Our City Engineer is our primary traffic engineer. He also serves as San Fernando's SRTS Coordinator. He has two Assistant City Engineers that work with him.

The City Engineer and both Assistant City Engineers attended our SRTS workshops and provided insight as to traffic volumes and the safety issues near schools. Our City Engineer has been involved in several meetings with our Safe Routes to School planning consultant. He has conducted field work with our Safe Routes to School planning consultant. He has provided traffic counts, speed survey data, curb-to-curb width information, pedestrian/bicyclist-involved crash data, information on per unit costs that the City has recently experienced, as well as general insight into traffic, pedestrian safety issues in San Fernando. Once the project is funded he will prepare or oversee preparation of construction documents, bid documents, as well as construction. The Assistant City Engineers will assist him.

Our Safe Routes to School consultant is a nationally-certified Safe Routes to School instructor. He also teaches pedestrian safety design courses for the Federal Highway Administration to city engineers. This consultant conducted all of our Safe Routes to School workshops, planned our Safe Routes to School projects and prepared this submittal. He also worked with our City Engineer in preparing cost estimates.

Our Safe Routes to School Plan contains all 5 Es. The other 4 are described below. We will use the standard evaluation form. We will also conduct further evaluation as described below. We understand that a successful SRTS program requires this comprehensive approach. This is a draft plan that will be modified over time as the SRTS program develops. Our materials will be printed in both English and Spanish.

San Fernando has developed a comprehensive SRTS program with all "5 Es." We understand that a successful program requires this approach. Our funding application concentrates on engineering improvements. The SRTS meeting we held with stakeholders resulted in the following plans for the other 4 Es. We have received a Cycle 7 SR2S grant to help fund these programs in their start-up.

Our EDUCATION plan consists of the following:

1) We will contract with Safe Moves (a professional pedestrian/bicycle safety training organization for students) to conduct School Workshops, School Rodeos and Saturday Family Rodeos. We will make sure that each student receives safety training. The Saturday Family Rodeos involve parents and students so that they both learn safe walking and cycling. To ensure continuity for the program after our initial budget has been used we will also contract Safe Moves to "Train the Trainer" so that selected personnel within the school district will be able to deliver this training.

2) Schools in San Fernando will hold community meetings for the parents, led by a representative from the local parent center, to educate parents about pedestrian and bicycle safety and the environmental and health benefits of having their children walk and bicycle to school.

3) Similar educational presentations will be given to the Parent Teacher Association.

4) Workshops funded by the City will be held twice yearly to teach parents about the value of children walking to school, safe driving behavior around schools, and efforts to make walking and bicycling safer around schools.

5) The City will also give presentations to other community organizations.

Our ENCOURAGEMENT plan consists of the following:

1) At each of the schools, we will have an annual group walking and bicycling event to get students out. These events will be on a different day for each school. We will invite the San Fernando Valley Sun newspaper to cover these events.

2) The school district will work with parents to form "walking school buses," and "bicycle trains."

3) We will coordinate with the schools to hold contests for students to entice them to walk or bicycle. Students that walk or bicycle will have a chance at winning prizes. Further, we will have contests between classrooms with prizes.

4) We have designated our City Engineer as our Safe Routes to School Coordinator. He will serve as the point person to keep the program going.

5) The City will post flyers and posters in the mall and parks to encourage students and parents to walk and bicycle to school instead of driving.

6) The City has its own public affairs program, where we intend to have school officials and students talk about our Safe Routes to School program.

7) The Parent Center Directors will be important in coordinating efforts to engage parents.

Our ENFORCEMENT plan consists of the following:

1) We are working to get funds for a dedicated Police Resource Officer for the schools. He/she will visit each school on schedule to monitor and enforce safe driving, walking and cycling around the schools.

2) In the meantime, we will work to increase the visibility of the Police Department around schools during arrival and departure times. Specifically, we have a motorcycle officer that concentrates on schools and rotates among them to ensure traffic safety.

3) Additionally, we have speed trailers that we rotate to make drivers more conscious of their speed around schools.

4) The Police Department will give out bicycle helmets to schools to further encourage students to bicycle and promote safety.

5) We have one crossing guard per school who, in addition to their normal duties, will distribute safety information to students and parents.

6) During our annual events the police will walk and bicycle with students to promote a feeling of safety and comfort.

7) We will send letters to parents reminding them of safe driving habits around schools.

Our EVALUATION plan consists of the following:

1) We will use the standard Federal survey form. We will look for an increase in walking and cycling, as well as a decrease in students being driven to school.

- 2) The participating schools in San Fernando will monitor students that walk or bicycle along with their Annual Academic Progress Reports to see if their improved health is helping their grades.
- 3) We will look to see if crashes around schools decrease.
2. Cite the names and organizations/agencies that contributed to the development of a plan for this application and explain how they will continue to be involved in the project if it is funded; that is, formation of an ongoing "team." (10 pts.)
- Was there representation from the school, parents, professionals in the areas of health, transportation, enforcement, local elected officials, and other key members of the community in formulating this project? (5 pts.)
 - Describe the collaborative process followed in the development of this project and the individual contributions of each. (5 pts.)

In preparation for the development of our Safe Routes to School plan we held 4 Safe Routes to School workshops in 2008. We held 4 to ensure that representatives from all of our schools could have ample opportunity to attend. We invited key stakeholders who could tell us what the safety issues around schools are and what might make walking to school more attractive. Those who attended include: the Principals of San Fernando Elementary, Gridley Elementary and O'Melveny Elementary School, the Assistant Principal of San Fernando Middle School, the Parent-Teacher Association President, two Parent Center Directors, parents, a sixth-grade counselor, four officers from the San Fernando Police Department, the City Engineer, two Assistant City Engineers, a library aide, and an employee of the City Recreation and Community Services Department. One of our workshops took place with the Children, Youth and Families Advisory Committee. The Assistant School Superintendent for Los Angeles Unified School District came as well as representatives from the Child Care Resources Center, the Los Angeles County Children's Planning Council SPA 2, the Institute for Leadership Development and Education. City officials included someone from Public Works, Parks and Community Services came.

Our SRTS Workshops were facilitated by a nationally-certified SRTS Instructor who taught a curriculum developed by the National Safe Routes to School Partnership. The course started out with a slide show educating attendees on why SRTS is important, what can be done with each of the primary components of a SRTS program, the 5 Es, how to do them, and what other communities have done. This education informed a planning process that helped mold a SRTS plan for that school. During the slide show the instructor led a discussion on issues pertinent to the specific school.

These workshops yielded our plan for the 5 Es: Education, Encouragement, Enforcement and Evaluation to complement the Engineering improvements in this Plan. The workshops also informed the Plan as to where Engineering improvements are needed and what issues they should address. Our workshops indicated that improved intersection crossings, traffic calming devices, improved visibility and greater accessibility for walkers and bicyclists would significantly improve safety and encourage more students to walk or bicycle to school.

3. Does the applicant have a commitment from other agencies and organizations to have a role in implementing the project once awarded? (maximum: 5 pts.)
- Cite the name, title, and contact information of the individual responsible for ensuring completion of this project. (3 pts.)
 - Has the commitment been formalized? Please describe. (2 pts.)

The City Engineer, Mr. Daniel Wall, will be responsible for this project. He oversees the engineering improvements in San Fernando and will ensure their completion. He will work closely with his two Assistant Civil Engineers, Patsy Orosco and Manuel Fabian. Mr. Wall will liaison between the City and the schools. The contact information for Mr. Wall is at the front of this application.

Lorenzo Trujillo is the School Traffic Safety Coordinator of the Los Angeles Unified School District for San Fernando. He will oversee the programs carried out at the schools. Mr. Trujillo will work closely with the principals of each school who will coordinate the programs at each school. The principals will work with the Parent Center Directors, the Student Councils and others involved in the programs. Mr. Trujillo can be reached at: (213) 241-3883, or lorenzo.trujillo@lausd.net

The letter attached at the end of this application from Mr. Trujillo formalizes the relationship between the School District and the City.

4. Describe in detail any other efforts within the agency or organization that are planned or underway to support or compliment the proposed project. (maximum: 10 pts.)
- Cite any funding commitments that have been made by agencies or organizations to sustain this project. (5 pts.)
 - Is this project consistent with the goals and objectives of local or regional planning documents; i.e., City/County Master Plan or General Plan, School Safety Plan, Circulation Plan, etc.? (5 pts.)

The City contracted a Safe Routes to School specialist to conduct a comprehensive Safe Routes to School planning effort for San Fernando. In doing so, we are one of the few cities in California to have gone through such a process.

We are committed to applying for future Safe Routes to School funds, Bicycle Transportation Account funds, Transportation Development Act funds, various federal funds, and others. The projects can be funded by any source dedicated to pedestrian or bicycle projects. We will pursue these opportunities as they arise.

San Fernando has experienced significant new development in recent years. As new development occurs we will require construction of appropriate pedestrian and bikeway projects near our schools.

Programmatic elements of our Safe Routes to School program will be paid for by a combination of using existing personnel, donations, contributions of time from parents and students, and grants. We will use part of our SR2S Cycle 7 grant to initiate our Education and Encouragement Programs. In order to sustain the program, we will creatively use existing personnel for as much as possible. The Los Angeles Unified School District will use its Parent Center Directors to help involve parents. We intend for parents and students to donate time to the program. Our Police Department patrol around schools during pick-up and drop-off times to help with enforcement.

This Project is consistent with several other planning efforts. First, the projects we are applying for funds for are directly from our Safe Routes to School planning effort. Second, the Circulation Element of the City's General Plan cites safety as one of the top priority goals. The Circulation Element also places high priority on pedestrian and bicycle access. Third, we have a Bicycle Master Plan that will be implemented to provide a citywide network of bikeways. The traffic calming projects in this application are along planned routes. Fourth, the City of San Fernando has embraced a "walkable/livable community" vision in all of its planning. We have ambitious plans to redevelop our downtown area into a smart growth, compact, mixed-use, walkable neighborhood.

5. Describe the safety-risks children currently encounter at the project location when walking or bicycling to school. Include supporting data such as accident reports, survey results, etc. (maximum: 15 pts.)
- How was the determination made for each of the risks? (3 pts.)
 - Describe the extent and severity of the risks; namely, fatalities, injuries. (2 pts.)
 - Describe the safety-risks; namely, high vehicular speeds along two-lane roadways without sidewalks exposing children to debris, mud, overgrown vegetation, etc. or recently reported

abductions/kidnappings/peer bullying/gang assaults reported against children along commute routes. (10 pts.)

We determined the safety issues from three primary sources.

1) Students, parents, teachers, school administrators, the Police Department and other attendees at our SRTS workshops identified the primary safety issues.

2) We looked at data. The first was CRASH DATA. The attached map shows that we have had a significant number of school age pedestrian- and bicyclist- involved crashes, one fatal. Between 2001 and 2006 we had 22 pedestrian-involved crashes and 11 bicyclist-involved crashes. These crashes were recorded from 6 am to 8 pm; potentially related to school trips. We are responding to these through separate phases of our Safe Routes to School Plan (two previously funded), our Bicycle Master Plan and our Maclay Streetscape project. This Phase 3 of our Safe Routes to School Plan addresses some of these locations. We also looked at TRAFFIC VOLUME DATA and gave some priority to crossings of streets with higher volumes.

3) We used direct field observation. Our national Safe Routes to School consultant went out to each school area, observed behavior and physical conditions, and developed a list of projects. Our SRTS consultant is also a Federal Highway Administration pedestrian safety design course instructor. He selected these projects based on the latest national research and the effectiveness of each device and he recommended the appropriate device for each location and pedestrian safety issue.

The primary safety risks to students walking to school are motorists SPEEDING in front of schools, CROSSING INTERSECTIONS SAFELY, parents making U-TURNS in front of schools, and LACK OF VISIBILITY.

6. Describe how this project will correct the risks identified above. (maximum: 15 pts.)

- Describe the specific "fixes" for each of the risks identified above. (10 pts.)
- Describe the range of alternatives considered. (5 pts.)

Our national Safe Routes to School consultant went out to each school area, observed behavior and physical conditions and developed a list of projects. He is also a Federal Highway Administration pedestrian safety design course instructor. He selected these projects based on the latest national research and the effectiveness of each device and he recommended the appropriate device for each location and pedestrian safety issue.

These devices will make the streets safer for pedestrians in a number of ways. BULB-OUTS shorten the distance pedestrians travel across the street, they make pedestrians more visible to motorists, they make motorists more visible to pedestrians, and they slow vehicles. PERPENDICULAR CURB RAMPS also shorten the distance to cross the street, especially for wheelchairs and parents with strollers that may be walking other children to school. CHICANES will slow motor vehicles and are strategically placed near schools.

These devices will create a long term solution to calm traffic significantly and reduce many of the hazards pedestrians face around San Fernando schools.

We will address the top priority remaining safety issues with these devices. With Phases 1 and 2 of our Safe Routes to School plan (already funded) we addressed U-turns. As more funds become available we will address safety issues at more locations.

We have planned other devices and projects in other locations in other Phases of our Safe Routes to School plan. In other Phases we are installing crossing islands, medians, mini-roundabouts, zebra-stripe crosswalks, advanced stop bars, bike lanes, signs, raised crosswalks and others. We selected the devices that national research shows to be most effective. Each location has undergone careful consideration and we have planned the devices most appropriate for those locations. We haven't planned to use some devices that are common in other communities such as lateral-stripe crosswalks, in-pavement flashers, and traffic signals. Lateral-stripe

crosswalks are not nearly as visible as zebra-stripe crosswalks. In-pavement flashers are quite visible at night, but not so much when most students walk to school. They are also expensive and require significant maintenance. New traffic signals wouldn't meet warrants in many places, and other devices can assist pedestrians across streets more cost-effectively.

7. Describe how this project will increase walking and bicycling to school. (maximum: 15 pts.)

- What barriers will be removed to allow for increased walking and bicycling? (10 pts.)
- Describe how increased walking and bicycling among students will be sustained. (5 pts.)

This project will improve safety by eliminating or reducing many of the hazards associated with walking. The bulb-outs will make it safer to CROSS THE STREET and will ENHANCE VISIBILITY. They will also SLOW CARS DOWN. The chicanes and new parkway will narrow the street to SLOW CARS DOWN. The new parkway on 8th Street will provide a buffer from cars, and move the driveway ramps out of the sidewalk. In doing so, these changes will enhance the perception of traffic safety and make walking more appealing. These improvements will create a more comfortable and pleasant walking experience by calming traffic, making pedestrians more visible to vehicles, and reducing crossing distance across city streets. Since students will feel safer, they will be able to relax and enjoy the walk to school more. We believe this project will also encourage more parents to let their children walk to school because their children will be safer.

The intention of this project is for ongoing, comprehensive improvements to pedestrian safety in the area. Since 30% of students presently walk to school here, it is vitally important to increase safety for these children. By making these street improvements, we also hope to increase the overall number of students who walk to school.

To maximize the impact of the project, we have made community involvement the centerpiece of this program. Community awareness and education is essential, both to insure participation and to make sure we're addressing the concerns of parents. To further guarantee success, we will also have a Safe Routes to School program to educate students, parents, and the community about walking and bicycling issues. Once the engineering improvements have been made our encouragement program will likely become more effective. Enforcement should become easier due to our traffic calming.

8. Describe in detail, your agency or organization's capacity to undertake this project. (10 pts.)

- Cite how the lead agency has managed other federal grants. (5 points)
- Who (staff persons and/or volunteers) will be working on this project and what are their roles and responsibilities? (2 pts.)
- Do you have other funding resources available for this project in addition to SRTS funds to cover any cost overruns? (3 pts.)

As a City government we regularly complete transportation projects funded by various federal and state agencies. In order to complete this project we will use our Public Works Department as the lead agency to oversee the work of a contractor and to manage federal funds, as we often do. Having won a Cycle I SRTS grant, we have experience with this specific funding source.

Our City Engineer, Daniel Wall, will oversee the implementation of the bid documents, contractor work, and reporting documents. Our two Assistant Civil Engineers will help Mr. Wall. Mr. Wall will manage our invoicing and reporting on this project. He will also liaison with the schools regarding the education, encouragement and enforcement programs.

We will work closely with the Los Angeles Unified School District. Lorenzo Trujillo, their School Traffic Safety Coordinator will take the lead role. They will use their Parent Center Directors to liaison with parents, the Principals and Assistant Principals to coordinate with students, teachers and others in the schools. The Police Department Community Resource Officers will spearhead the enforcement effort. We intend to find parent volunteers to help with the encouragement program as well.

We will use either Traffic Safety or General Funds to cover any cost overruns that we may experience.

PART 5: Project Cost Estimate

Please provide cost estimate figures in the formats displayed below.

FOR INFRASTRUCTURE PROJECTS:

PROJECT COST ESTIMATE (as applicable)**

	SRTS \$	Other \$	Total \$
Preliminary Engineering			
Environmental			\$0.00
PS&E			\$0.00
Right of Way			
Engineering			\$0.00
Appraisals & Acquisitions			\$0.00
Utilities			\$0.00
Construction			
Construction	\$862,200.00		\$862,200.00
Construction Engineering	\$43,110.00		\$43,110.00
Before/After Evaluation	\$4,000.00		\$4,000.00
City/County Partnership Costs			\$0.00
Subtotal	\$909,310.00	\$0.00	\$909,310.00
Contingency*	\$90,531.00		\$90,531.00
Total Project Cost**	\$999,841.00	\$0.00	\$999,841.00

*Contingency "Total Cost" may not exceed 10% of the "Subtotal"; however, exceptions will be considered on a case-by-case basis.

**SRTS funds may not exceed \$1,000,000

Has a non-infrastructure grant been submitted or approved to complement this infrastructure improvement?

☐ Yes ☒ No**FOR NON-INFRASTRUCTURE PROJECTS:**

PROJECT COST ESTIMATE (as applicable)**

	SRTS \$	Other \$	Total \$
Staff Time			\$0.00
Contractual Services*			\$0.00
Materials			\$0.00
Other Direct Costs			\$0.00
Before/After Evaluation			\$0.00
City/County Partnership Costs			\$0.00
Total**	\$0.00	\$0.00	\$0.00

*No copyright permitted on materials.

**SRTS funds may not exceed \$500,000.

PART 6: Project Delivery Schedule

Please provide estimated completion dates for the major milestones on your project.

Target Dates for Infrastructure Projects:

1. Obtain Authorization to Proceed with Preliminary Engineering (PE)	<u>03-15-2009</u>
2. Complete Student Tally and Parent Survey.....	<u>01-15-2009</u>
3. Complete the NEPA document	<u>01-01-2009</u>
4. Submit first invoice	<u>09-15-2009</u>
5. Complete final design and Plans, Specifications, & Estimate (PS&E).....	<u>09-15-2009</u>
6. Obtain Authorization to Proceed with Right of Way	_____
7. Obtain Right of Way Clearance (certification).....	_____
8. Obtain project Authorization to Proceed with Construction	<u>12-01-2009</u>
9. Award Construction Contract	<u>02-01-2010</u>
10. Complete construction	<u>08-01-2010</u>
11. Submit second Student Tally and Parent Survey results	<u>10-01-2010</u>
12. Submit final invoice with a report of expenditures, and close out the project	<u>11-01-2010</u>

Target Dates for Non-Infrastructure Projects (as applicable):

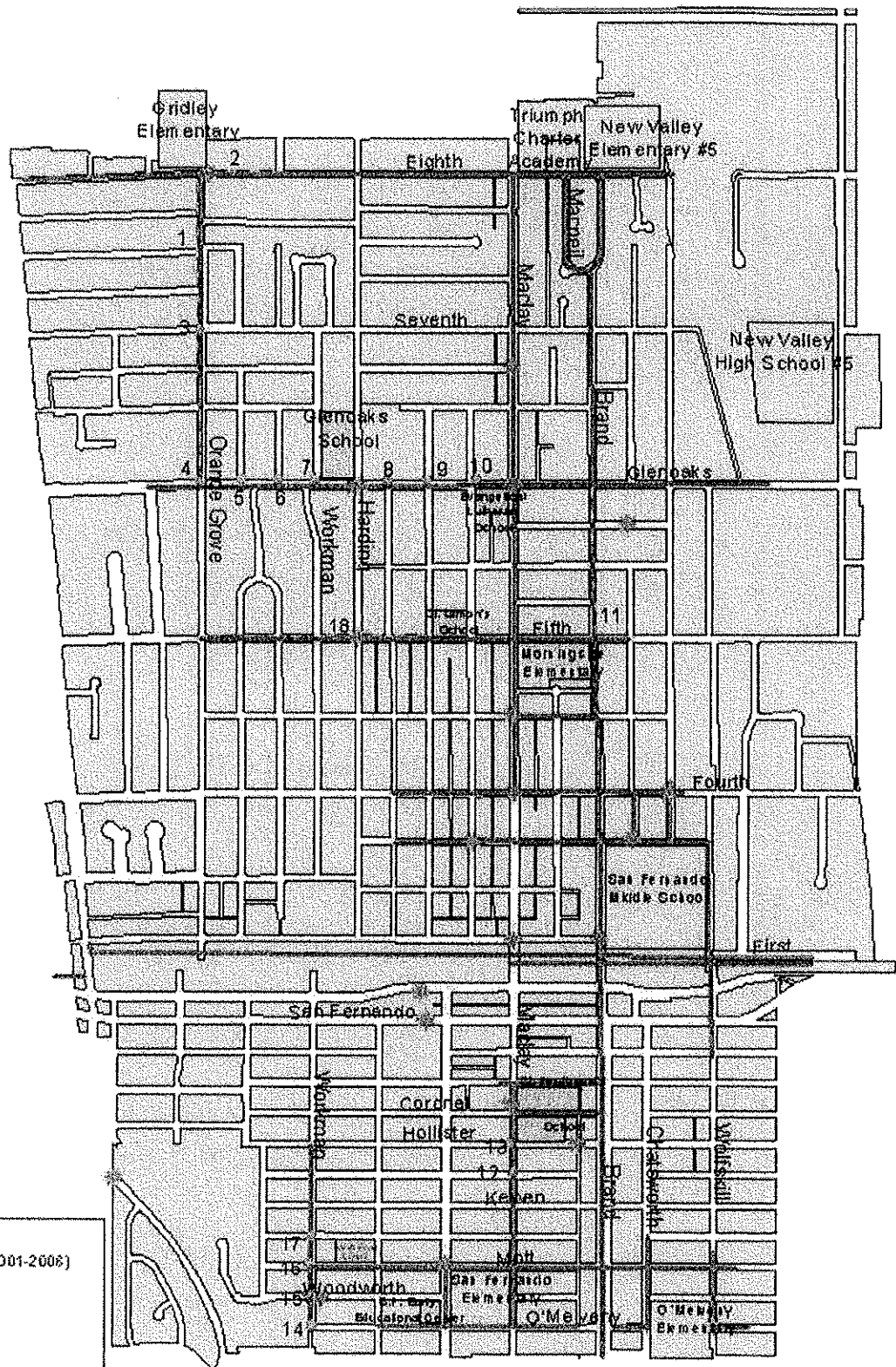
1. Obtain Federal Authorization to Proceed	_____
2. Submit Student Tally and Parent Survey results	_____
3. Submit first invoice	_____
4. Complete project and produce deliverables	_____
5. Submit second Student Tally and Parent Survey results	_____
6. Submit final invoice with a report of expenditures and close out the project	_____

Attachments

- Project map
- Project list with maps and site plans
- Detailed engineer's cost estimate
- Support letters

No warrants are needed for the projects in this application.

Safe Routes To School Projects - Phase 3 San Fernando



LEGEND

- School Age Pedestrian Crashes (2001-2006)
- SRTS Linear Project
- SRTS Project Locations
- Primary Routes to Schools
- Public Schools
- Private Schools
- Mission Trail

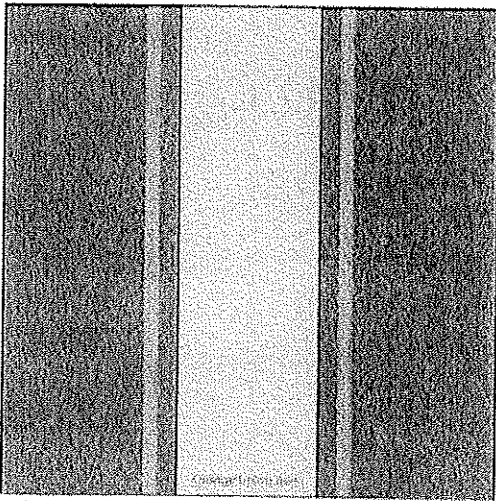
San Fernando School Route Improvement Program Phase 3 Cycle 2 Federal Grant Application Project List

Since this is Phase 3 of San Fernando's School Route Improvement Program some projects have already been funded. These will be shown together with "existing" diagrams and labeled "existing/previously funded." We need to add further safety enhancements to these locations. As our program is phased, we can't fund it all at once so are doing it in stages. They would be shown simply as "existing" but construction hasn't been completed. Existing and previously funded conditions are listed first, followed by the proposed project list for each location.

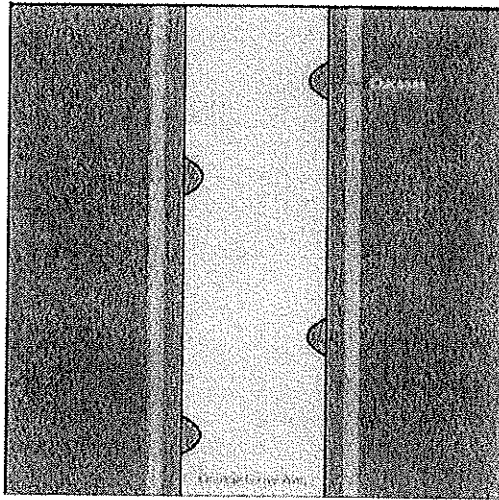
1. Orange Grove Ave. from 8th St. to Glenoaks Blvd.

2-lane street with on street parking

- Add chicanes to slow traffic



Existing



Proposed

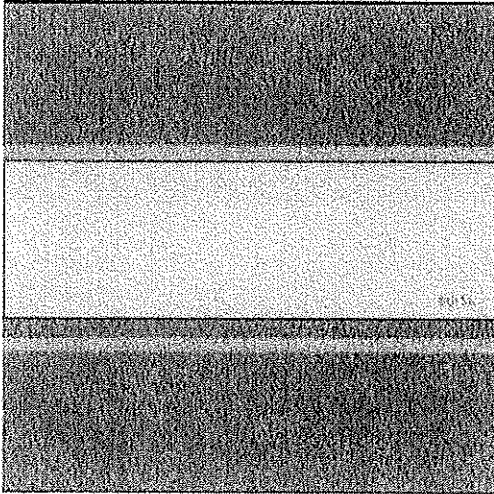
OK

2. 8th St. from Orange Grove Ave. to Fremont St.

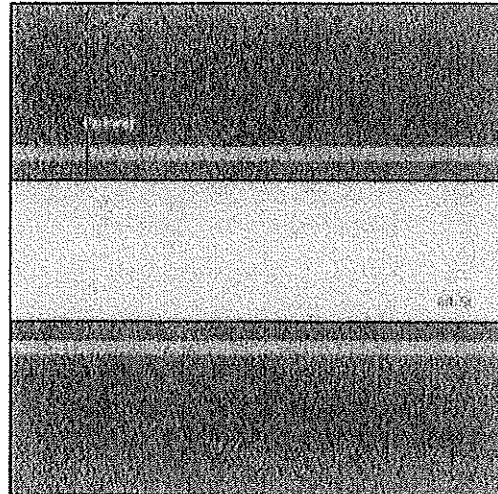
2-lane street with on street parking

Existing sidewalk on north side has no parkway or buffer

- Move curb and gutter over to add parkway buffer for students to slow cars, add safety and make driveway crossings flat



Existing

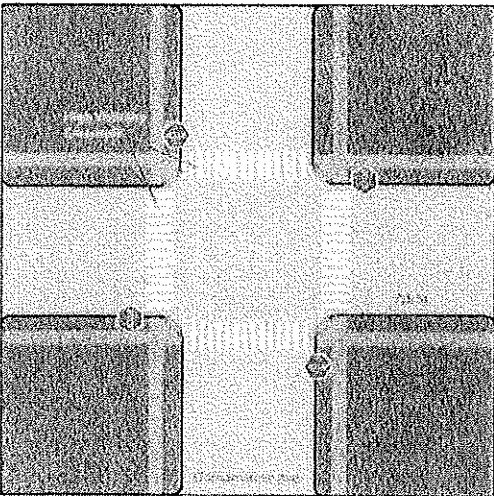


Proposed

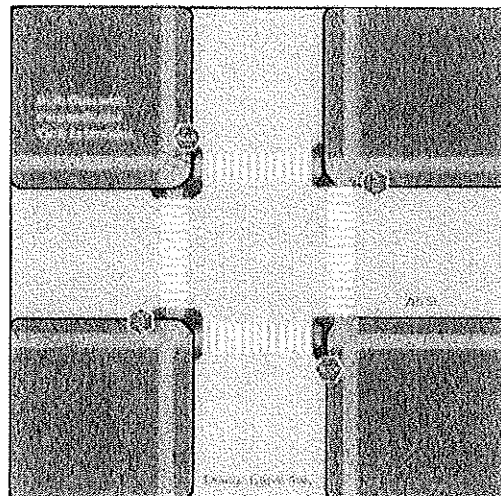
3. Orange Grove Ave. at 7th St.

High-visibility crosswalks on all 4 crossings

- Add bulb-outs to 6 crossings; all except NE and SE corners on 7th St. where bus stops exist
- Add double perpendicular curb ramps to bulb-outs



Existing/previoursly funded



Proposed

4. Glenoaks Blvd. at Orange Grove Ave.

Countdown signals

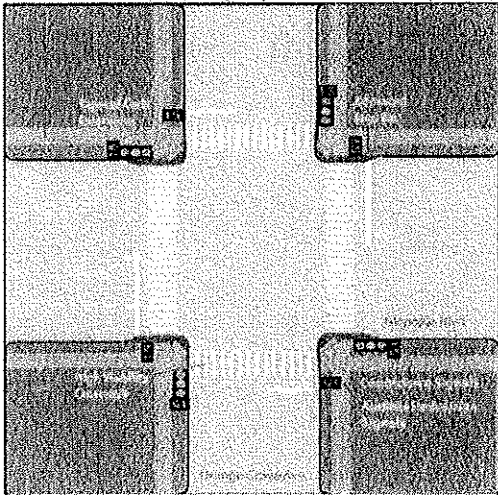
Audible pedestrian signals

High-visibility crosswalks on all 4 crossings

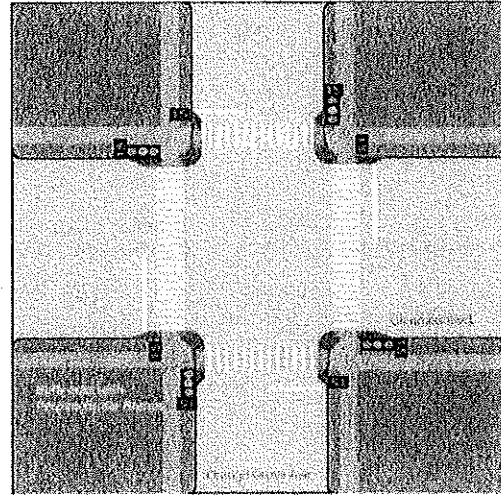
Advanced stop bars on all 4 crossings

Tapered curb extension to cross Glenoaks Blvd. on all 4 crossings

- Add bulb-outs to both crossings of Orange Grove Ave. (4)
- Add double perpendicular ramps to all bulb-outs



Existing/previously funded



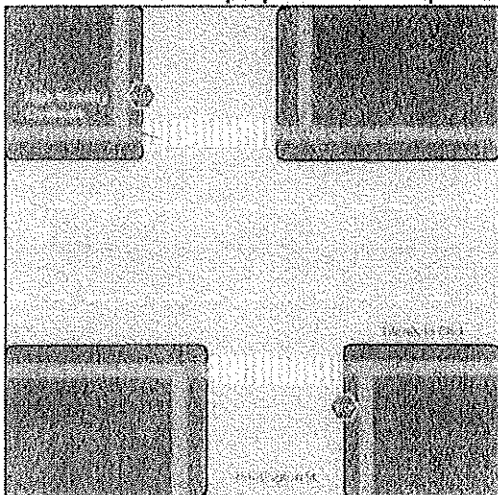
Proposed

OK

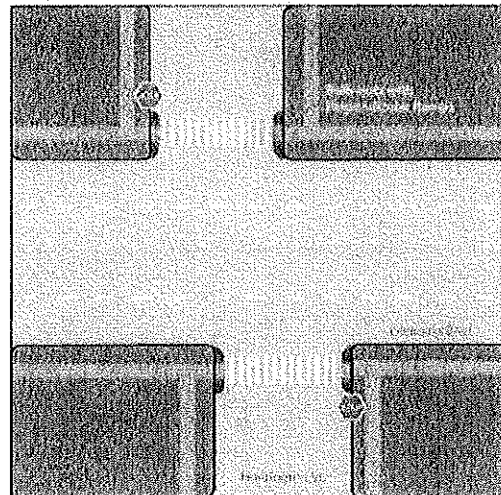
5. Glenoaks Blvd. at Huntington St.

High-visibility crosswalks to cross Huntington St. on both sides

- Add bulb-outs to cross Huntington St. on both sides (4)
- Add double perpendicular ramps to all bulb-outs



Existing/previously funded



Proposed

OK

6. Glenoaks Blvd. at Fermoore St.

High-visibility crosswalks to cross Fermoore St. on both sides

Crossing islands to cross Glenoaks Blvd. on west side

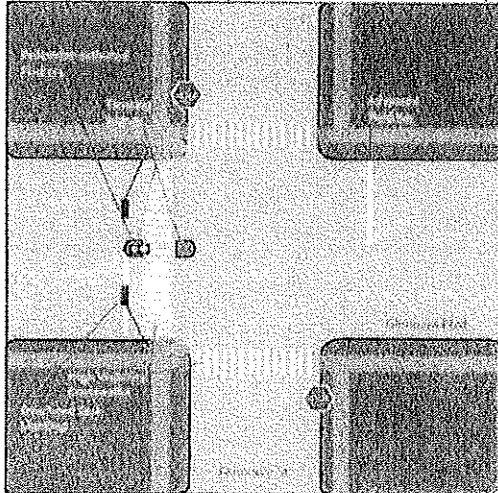
One high-visibility crosswalk to cross Glenoaks Blvd. on west side

Advanced yield bars to cross Glenoaks Blvd.

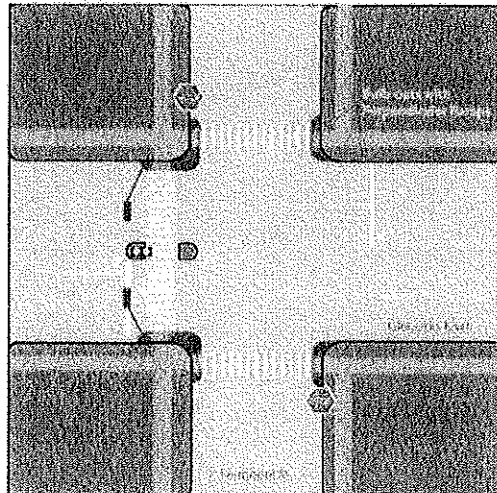
Pedestrian-activated flashers to cross Glenoaks Blvd.

Overhead task lighting to illuminate crosswalk of Glenoaks Blvd.

- Add bulb-outs to cross Fermoore St. on both sides (4)
- Add bulb-outs (2) to cross Glenoaks Blvd,
- Add double perpendicular curb ramps to all bulb-outs



Existing/previously funded



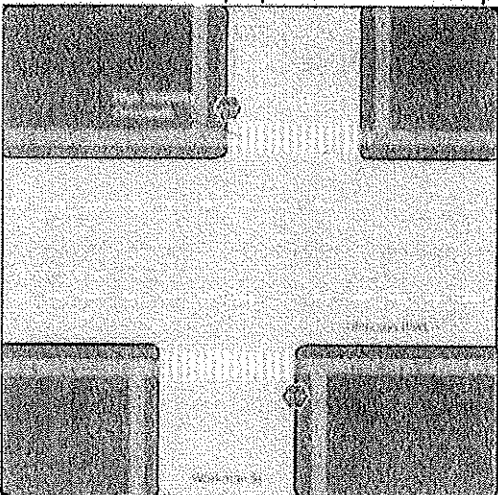
Proposed

ok

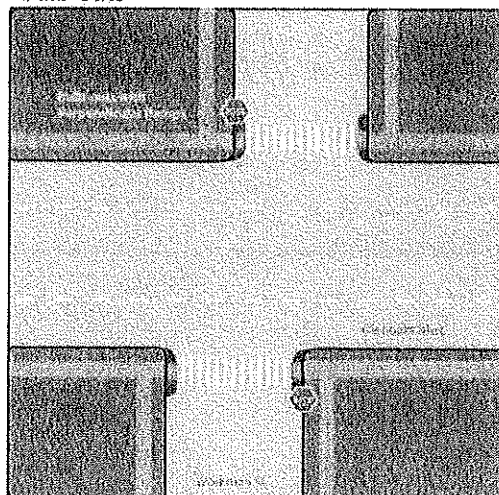
7. Glenoaks Blvd. at Workman St.

High-visibility crosswalks to cross Workman St. on both sides

- Add bulb-outs to cross Workman St. on both sides (4)
- Add double perpendicular curb ramps to all bulb-outs



Existing/previously funded



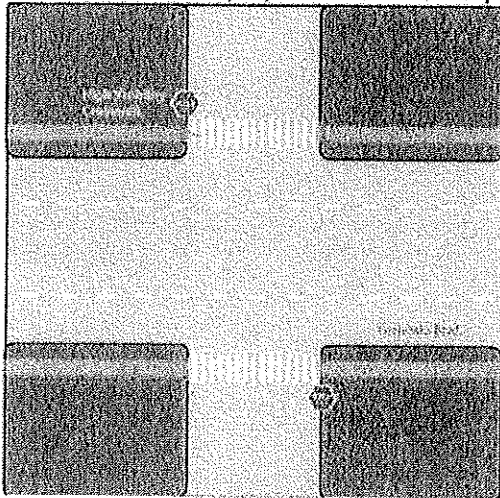
Proposed

ok

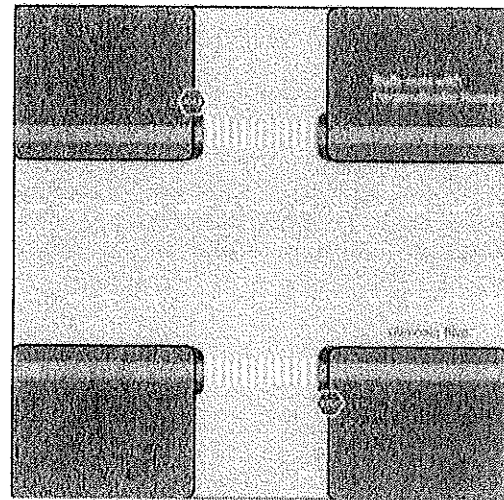
8. Glenoaks Blvd. at Harps St.

High-visibility crosswalks to cross Harps St. on both sides

- Add bulb-outs to cross Harps St. on both sides (4)
- Add double perpendicular curb ramps to all bulb-outs



Existing



Proposed

9. Glenoaks Blvd at Alexander St.

High-visibility crosswalks to cross Alexander St. on both sides

Crossing islands to cross Glenoaks Blvd. on west side

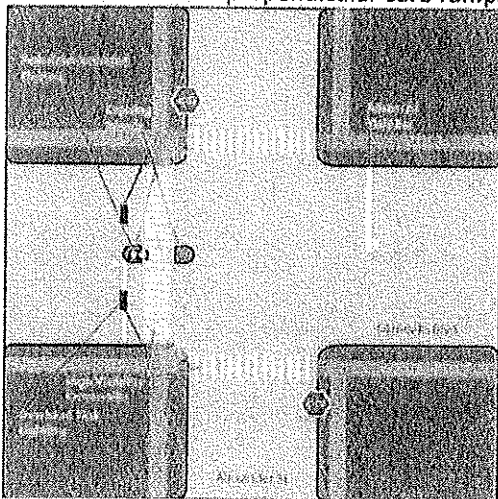
One high-visibility crosswalk to cross Glenoaks Blvd. on west side

Advanced yield bars to cross Glenoaks Blvd.

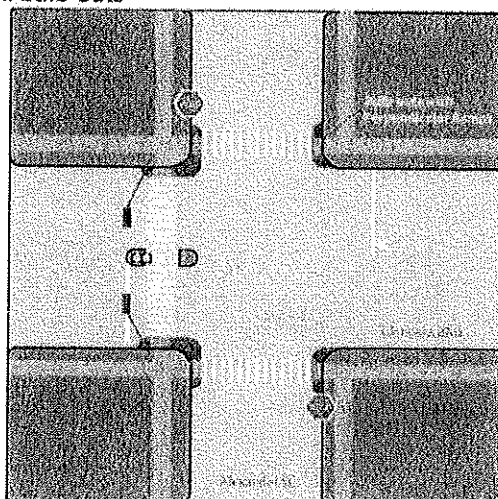
Pedestrian-activated flashers to cross Glenoaks Blvd.

Overhead task lighting to illuminate crosswalk of Glenoaks Blvd.

- Add bulb-outs to cross Alexander St. on both sides (4)
- Add bulb-outs (2) to cross Glenoaks Blvd,
- Add double perpendicular curb ramps to all bulb-outs



Existing/previous funded

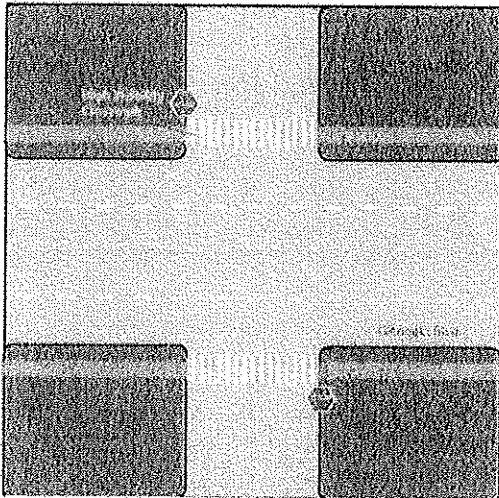


Proposed

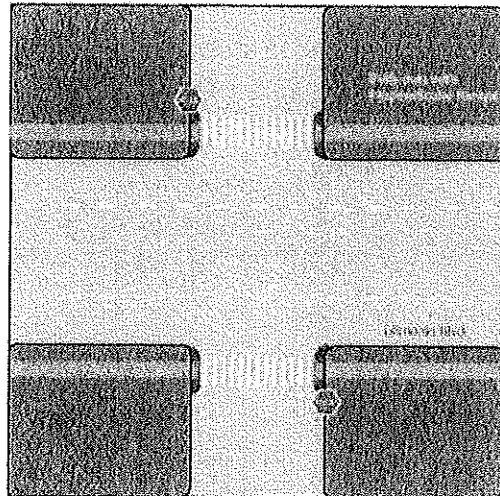
10. Glenoaks Blvd. at Hagar St.

High-visibility crosswalks to cross Hagar St. on both sides

- Add bulb-outs to cross Hagar St. on both sides (4)
- Add double perpendicular curb ramps to all bulb-outs



Existing/previously funded

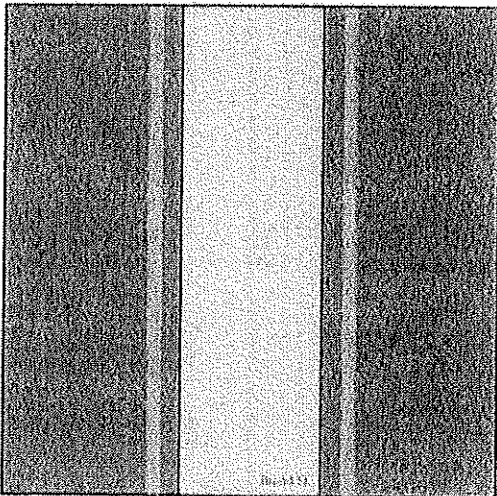


Proposed

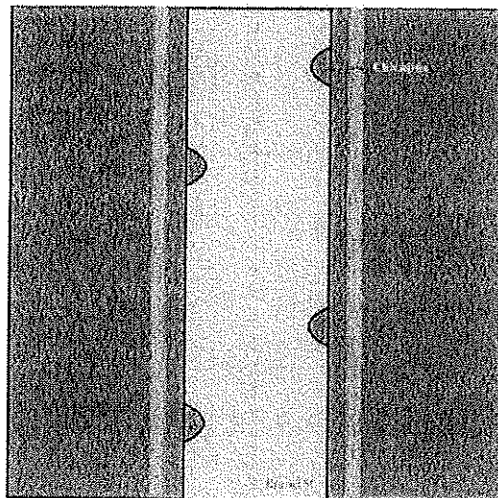
11. Brand Blvd. from Glenoaks Blvd. to 4th St.

2-lane street with on street parking

- Add chicanes to slow traffic



Existing/previously funded

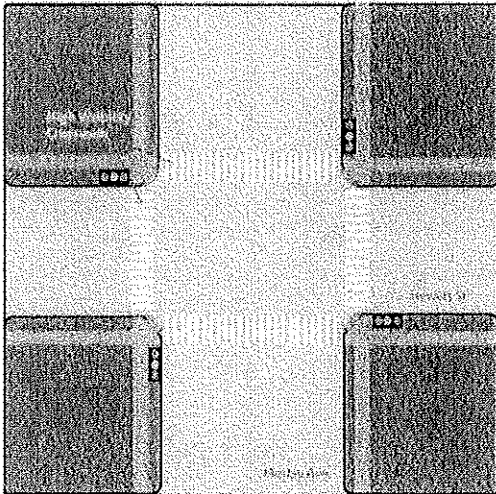


Proposed

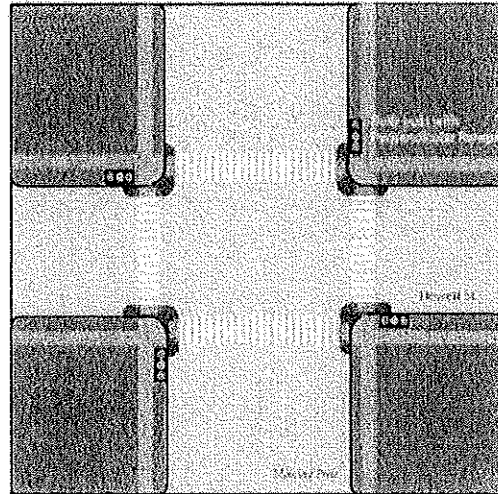
12. Maclay Ave. at Hewett St.

High-visibility crosswalks on all 4 crossings

- Add bulb-outs on all 8 corners
- Add double perpendicular curb ramps to all bulb-outs



Existing/previously funded

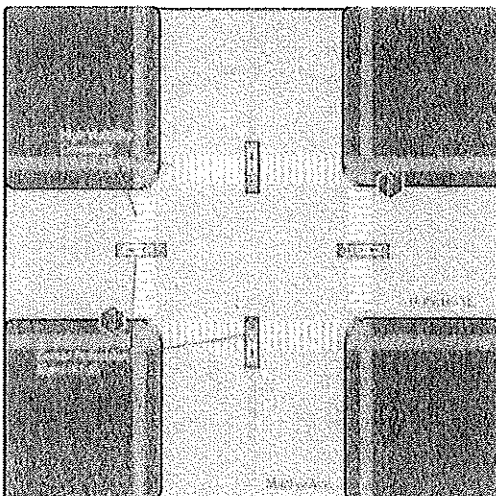


Proposed

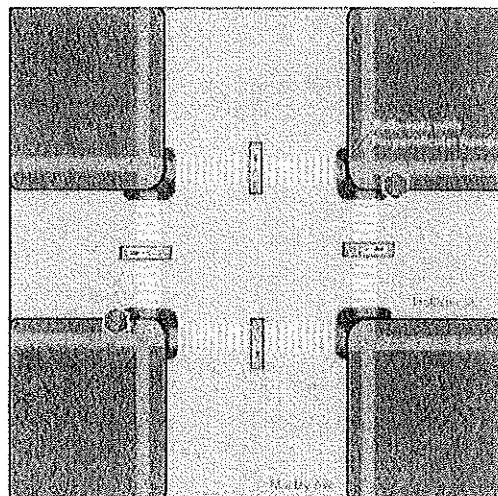
13. Maclay Ave at Hollister St.

High-visibility crosswalks on all 4 crossings

- Add bulb-outs on all 8 corners
- Add double perpendicular curb ramps to all bulb-outs



Existing/previously funded



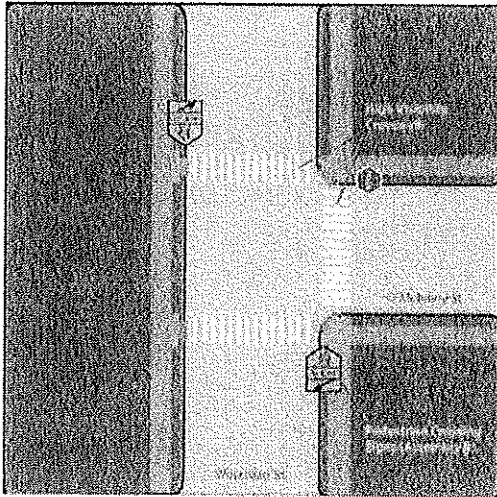
Proposed

14. Workman St. at O'Melveny St.

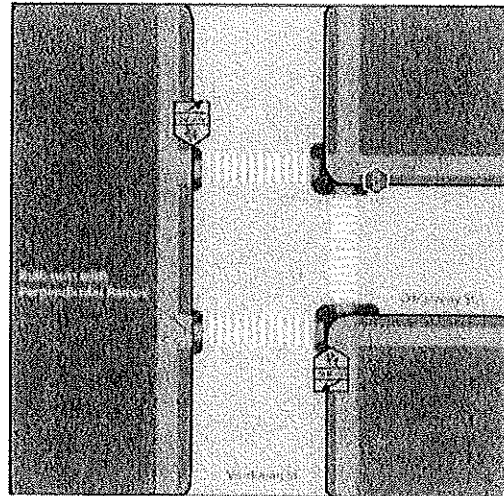
High-visibility crosswalks on all 3 crossings

Pedestrian crossing signs on Workman St. (Assembly B)

- Add bulb-outs on all 6 corners
- Add double perpendicular curb ramps to all bulb-outs



Existing/previously funded

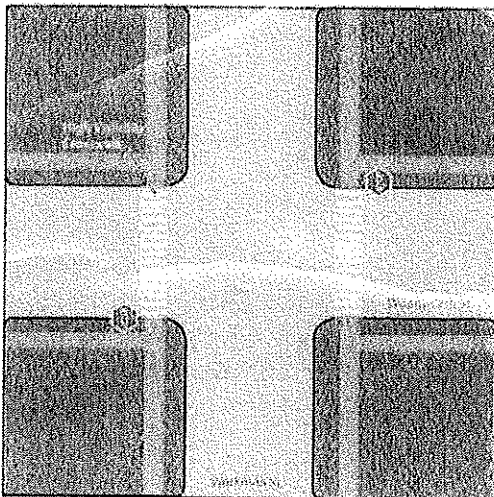


Proposed

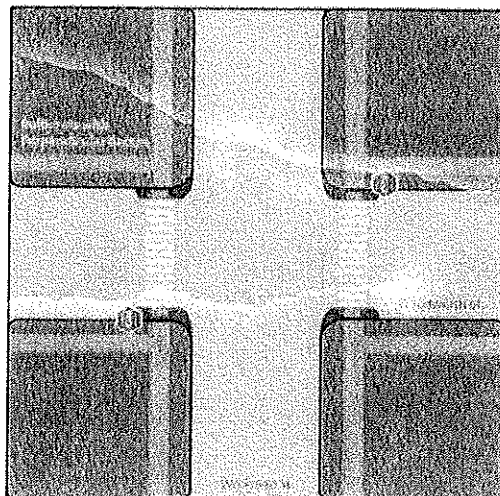
15. Workman St. at Woodworth St.

High-visibility crosswalks to cross Woodworth St.

- Add bulb-outs to cross Woodworth St. (4)
- Add double perpendicular curb ramps to all bulb-outs



Existing/previously funded



Proposed

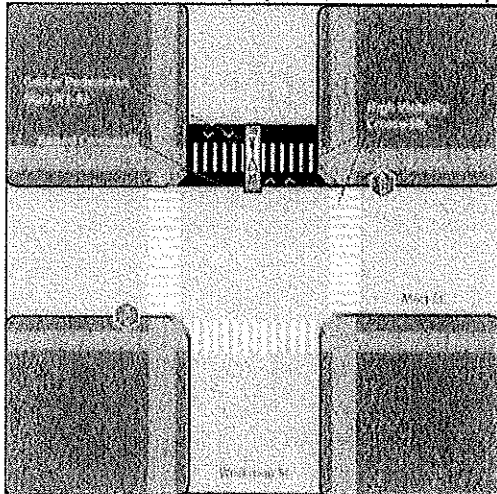
16. Workman St. at Mott St.

High-visibility crosswalks on all 4 crossings

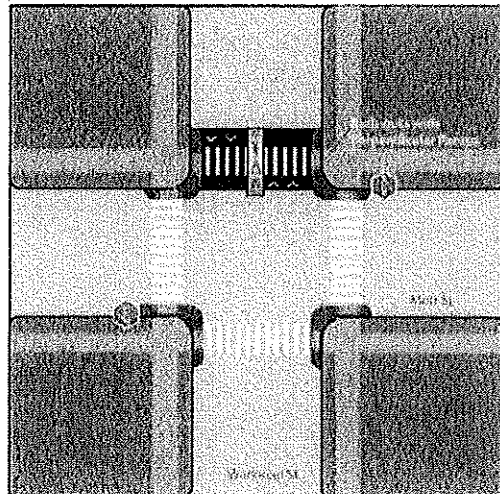
Raised crosswalk to cross Mott St. on north side

Center pedestrian sign on raised crosswalk (R1-6)

- Add bulb-outs on all 8 corners
- Add double perpendicular curb ramps to all bulb-outs



Existing/previously funded



Proposed

17. Workman St. at Griffith St.

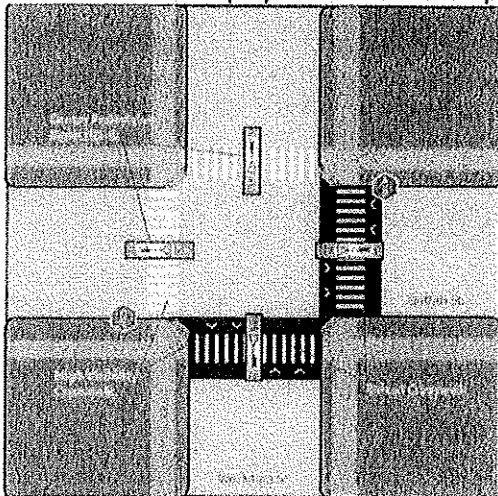
High-visibility crosswalks on all 4 crossings

Raised crosswalk to cross Workman St. on south side

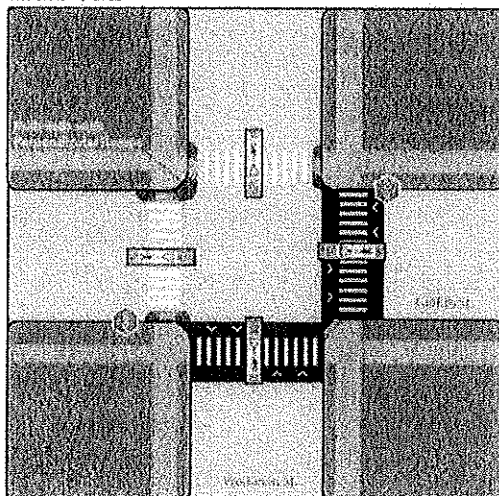
Raised crosswalk to cross Griffith St. on east side

Center pedestrian sign on all 4 crossings (R1-6)

- Add bulb-outs on 4 corners without raised crosswalks
- Add double perpendicular curb ramps to all bulb-outs



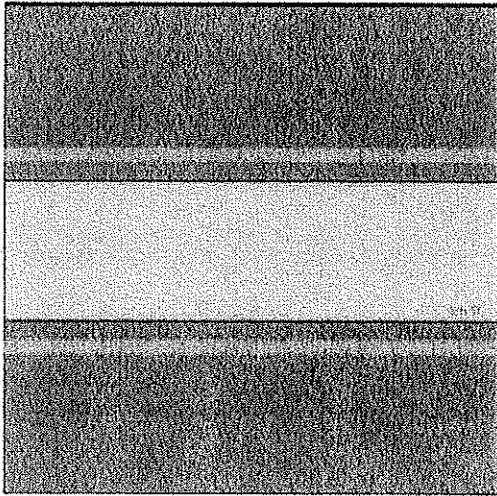
Existing/previously funded



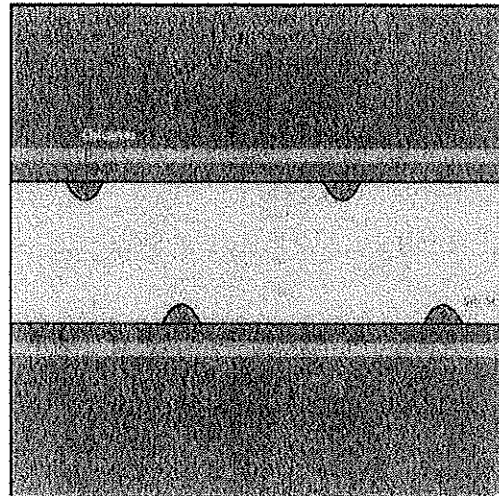
Proposed

18. 5th St. from Alexander to Orange Grove Ave.
2-lane street with on street parking

- Add chicanes to slow traffic



Existing



Proposed

Detailed Engineer's Estimate For Construction Items Only

Agency: City of San Fernando

Project Name: San Fernando School Area Safety Project - Phase 3

Project Location: at 14 key intersections where school children cross the street, and along 4 school routes

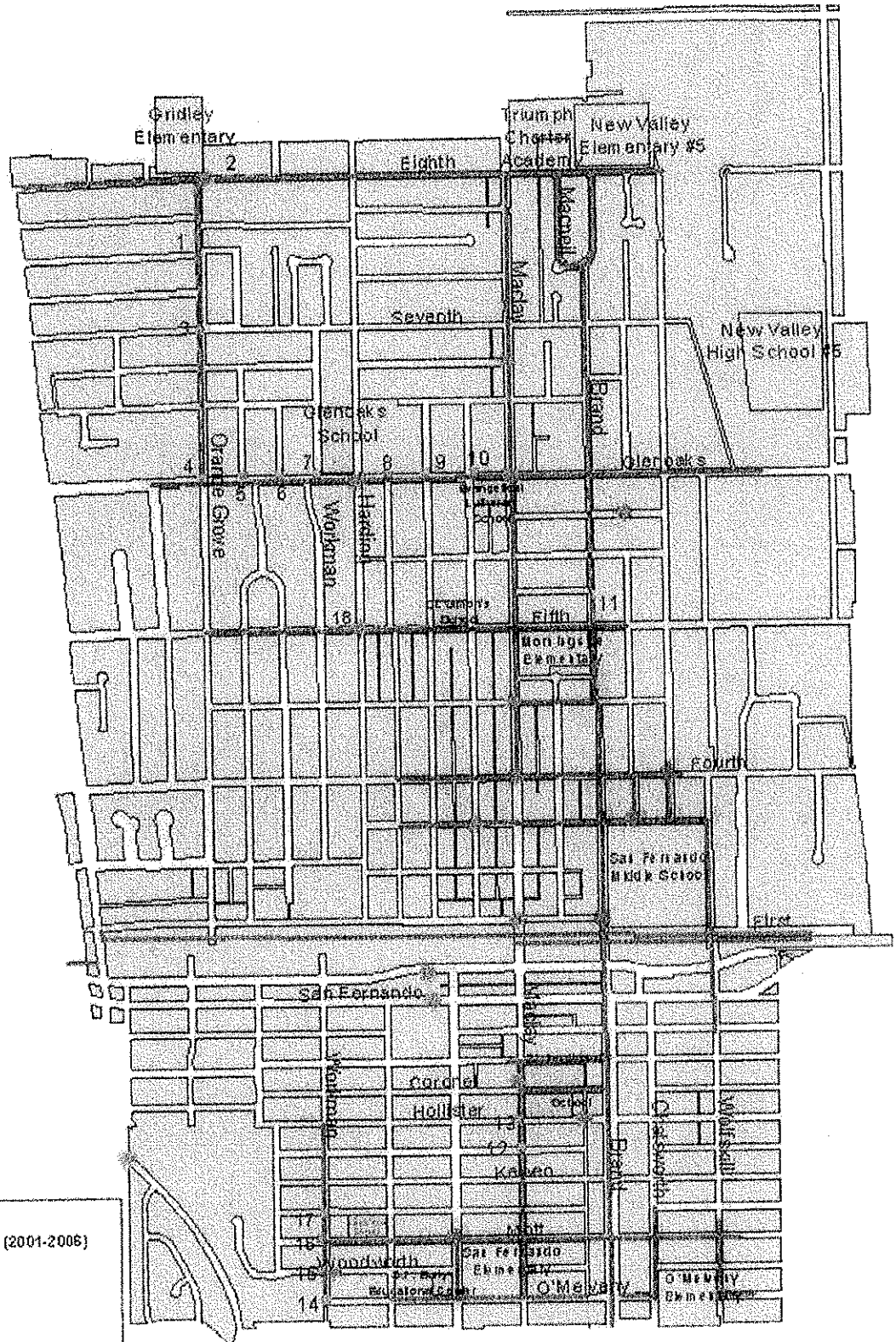
Date of Estimate:

July 9, 2008

Prepared by: Daniel Wall

Item No.	Description	Quantity	Units	Unit Cost	Total
1	Bulb-outs with curb ramps	76	number	\$7,500	\$570,000
2	Move curb and gutter to add parkway	610	linear feet	\$20	\$12,200
3	Chicanes	40	number	\$7,000	\$280,000
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					
				TOTAL:	\$862,200

Safe Routes To School Projects - Phase 3 San Fernando



— SRTS Cycle 1 project locations

Safe Routes to School Plan City of San Fernando

