

## APPLICATION/PROJECT PROGRAMMING REQUEST

A. PROJECT INFORMATION					
Applicant/Implementing Agency	Public Agency Sponsor (if different)				
Ecology Action	Santa Cruz County Regional Transportation Commission				
Project Title					
Youth SRTS Bike/Pedestrian Education					
Brief Description/Scope of Work (attach extra pages to fully describe scope)					
Ecology Action (EA) is seeking RSTP funding to support vital, hands-on school-based bicycle and pedestrian safety education for Santa Cruz County youth through the Walk Safe and Bike Safe programs. These sister programs respectively provide 2nd graders pedestrian safety training and 5th graders bicycling safety training throughout Santa Cruz County. Please See Attached Narrative.					
Location, Limits, Length (attach map(s)/photos on separate tab)					
Schools throughout County.					
<b>Roadway Functional Classification:</b>	Select If Applicable				
Summary of Project Benefits, Purpose and Need					
<ul style="list-style-type: none"> <li>• More youth biking and walking more frequently and safely.</li> <li>• Injury prevention. Program helps to prevent walking or cycling collisions and injuries by teaching safe biking and walking skills and the rules of the road.</li> <li>• Head injury prevention. Children experience a high level of traumatic head injury as a result of a bike crash. This can be avoided by youth learning to wear helmets properly and being provided with helmets that they can keep and use.</li> </ul>					
<b>Funds requested</b>	\$310,870	<b>Total Project Cost</b>	\$346,527	<b>Estimated # of Daily Users</b>	NA
<b>Are you able/willing to receive federal funds?</b>	Select One				
<b>Was project previously programmed for funds by RTC?</b>	Yes	<b>RTIP ID</b>	EA01		
Project Cost by Mode (list approximate percentage of total project costs)					
<b>Mode</b>		<b>% of Total Cost</b>			
Pavement Preservation (rehab, overlay, etc.)					
Road-Auto serving (not rehab)					
Bicycle		50%			
Pedestrian		50%			
Transit					
Transportation System Management (TSM)					
Transportation Demand Management (TDM)					
Other:					
<b>Total</b>		<b>100%</b>			
Priority	Project is priority # <span style="background-color: yellow;">1</span> of <span style="background-color: yellow;">1</span> applications submitted				
Contact Name	Phone	E-mail Address			
Jeanne LePage	831-234-8364	<a href="mailto:jlepage@ecoact.org">jlepage@ecoact.org</a>			

## B. PROJECT BENEFITS/ EVALUATION CRITERIA

Information in this section will be used to evaluate projects. The RTC is required to consider how well projects advance regional, state and federal goals, policies, performance metrics and targets, including how projects will contribute towards implementation of the long-range transportation plan (Regional Transportation Plan) and other state and federal regulations including the California Complete Streets Act of 2008, SB375, the Federal FAST Act.

See **Attachment 2** of the call for projects for examples of type of information to demonstrate benefits.

<b>Project Title:</b>		Youth SRTS Bike/Pedestrian Education
<b>Generally, what are the benefits of this project?</b>		
Increase bicycle and pedestrian safety education for youth in our County thereby increasing safe bicycling and pedestrian behavior.		
<b>Benefit Category</b> (See Attachment 2 of Call for Projects for additional information and sample supporting data)		<b>How does this project address any of the following?</b> Projects are not expected to address all of these; if not applicable or not a primary purpose, write "N/A".
1	Safety and Collisions (reduce fatal or injury collisions)	Santa Cruz County has a long history of some of the highest pedestrian and bicycle fatality and serious injury rates in the State of California. According to the California Office of Traffic Safety (OTS), in 2020, our County ranked 3rd highest for bicyclists killed and injured compared to 58 California counties. Santa Cruz ranked 11th highest for pedestrians killed and injured in the same year. In 2019, we ranked 3rd for bicyclists and 31st for pedestrians killed and injured. In 2018 the County was ranked 3rd worst for bicyclists killed and injured and in 2017, Santa Cruz County was ranked the worst county in California for crashes involving bicyclists under age 15 and 10th worst county for pedestrians under age 15. The numbers fluctuate year by year but consistently the north county region has high bike crash rates and south county has high pedestrian crash rates. It is because of this that Ecology Action firmly believes that consistent and early bike and pedestrian safety education is a must for all our youth. Our education programs directly confront this challenge and provide hands-on education to some of our most vulnerable road users – our children.
2	System Preservation / Infrastructure Condition (maintain existing transportation infrastructure, service,	NA
3	System Performance	NA
3a	Reduce Emissions and/or Vehicle Miles Traveled	Bike Safe and Walk Safe are designed to provide students and their families with both the knowledge and confidence to use active transportation rather than commute to school in vehicles which will reduce VMT and/or emissions
3b	Improve travel times, travel time reliability; reduce delay	More active transportation to school sites will reduce the drop off and pick up congestion.
3d	Improve freight or goods movement efficiency	NA
4	Increase Access for All (Expand multi-modal travel options/choices, especially to and within key	Bike and pedestrian safety education is a key to reducing barriers and demonstrate that this transportation mode is viable for most users.

5	Public Health and Equity - Enhance health, safe access to key destination for transportation-disadvantaged populations	An important consideration in choosing the school sites we serve is ensuring that DAC students are served so that have all of the tools necessary to bike/walk safely as many already do out of necessity. We have also found that a large percentage of DAC students do not know how to balance on a bike and our program is designed these students how to actually ride a bike. It is a hugely successful and empowering aspect of our program.
5a	Improve public health or promote healthy communities, provide outreach to targeted users/health issues	Our focus on active and safe transportation is interconnected with promoting healthy communities. As stated previously we have a deep history of working within DAC school communities.
5b	Serve people who are transportation disadvantaged due to age, income, ability or language or other challenges	By enabling more students to safely bike and walk we are helping youth access transportation options that may not have been previously open to them. Additionally our programs actually teach basic bike balancing skills to students who have not yet learned to ride a bike - a significant life skill.
5c	What percent of the population in the project area is minority or low-income?	We serve students across the county so our demographics mirror the demographics of the county. In South County our students are majority Latino and are eligible for Free and Reduce Lunch program indicating they are low income.
5d	Will the proposed project increase traffic in low-income and minority neighborhoods?	No. If anything by teaching biking skills we are helping to lessen car dependence and encourage safe walking and biking instead.
6	Climate Change and Resiliency (reduces greenhouse gas (GHG) emissions or vehicle miles traveled (VMT) per capita)	Bike Safe and Walk Safe are designed to provide students and their families with both the knowledge and confidence to use active transportation rather than commute to school in vehicles which will reduce VMT and/or emissions and help to reduce GHG emissions. Our classroom programs also teach the connection between climate and transportation and encourage students to choose the green choice.

<b>Additional Considerations in Project Evaluation:</b>		
A.	<b>RTP Consistency:</b> If project is included in the 2045 Regional Transportation Plan (RTP) Project List, list RTP Project	NA
B.	<b>Consistency with Complete Streets</b> guidelines and policies: Describe how is project consistent with guidelines, integrates complete	This NI bike program complements Complete Street policies and IN projects.
C.	<b>Consistency with other plans.</b> What other plans is this project listed in, if any?	Santa Cruz City Complete Streets to School; Watsonville City Complete Streets to School; Santa Cruz City ATP; Santa Cruz County ATP
D.	<b>Public engagement:</b> How was this project determined to be a priority? What outreach will occur during implementation?	Ecology Action has continued to survey parents, school community members and the general public as to their priorities and across the board safety education comes up as a top priority and need. These surveys are implemented within planning work, program implementation and at public events.

<b>E.</b>	<b>Scale of Benefits</b> - How many users are expected to use the facility, service or program? What is the	We aim to serve 18 2nd grade classes and 15 5th grade classes once a year for two years. Typically 2nd grades have 20 students and 5th grades have 30 students.
<b>F.</b>	<b>Potential Risks</b> (and plans to mitigate)	
<b>F1</b>	<b>Funding</b> - Is this project fully funded? What other funding has been secured for the project?	Active Transportation Program Funding from Cycle 6 and Cycle 5; private donations, Office of Traffic Safety funding, Measure D funds from City of Watsonville and County Public Works,
	How will potential cost increases be funded?	We do not anticipate any increases. If we do not have enough funding we will not be able to serve all eligible students.
	Will funds programmed by RTC be used to leverage other grants? If funds are not approved by the RTC during this competitive grant cycle, will other funding be at risk of being	We would likely use this funding match for future grant applications.
	Is this project eligible for any other competitive grants?	We have applied to every source that we can.
<b>F2</b>	<b>Schedule:</b> Describe any potential delays to schedule	No delays are anticipated.
<b>F3</b>	<b>Deliverability:</b> Describe why your agency is capable of delivering this project. (sufficient staff, project management, performance in past)	Ecology Action has the staff capacity and experience to successfully deliver this program.
<b>F4</b>	<b>Environmental:</b> Describe any potential environmental issues, mitigations, risks associated with current and future environmental conditions (climate change, extreme	NA
<b>F5</b>	<b>Other:</b> Describe any other potential risks and plans to mitigate risks	NA

**2023 Ecology Action  
SCCRTC Youth SRTS Bike/Pedestrian Safety Education  
Program Narrative**

**Summary**

Ecology Action (EA) is seeking RSTP funding to support vital, hands-on school-based bicycle and pedestrian safety education for Santa Cruz County youth through the Walk Safe and Bike Safe programs. These sister programs respectively provide 2<sup>nd</sup> graders pedestrian safety training and 5<sup>th</sup> graders bicycling safety training throughout Santa Cruz County. Our aspirational goal is to provide this basic safety education to every 2<sup>nd</sup> and 5<sup>th</sup> grader in Santa Cruz County public schools every year. However, finding funding for every school site is challenging as funding sources frequently have geographic foci and school choice is pre-determined. In addition, in years past, we have had support from City of Santa Cruz Measure D funding to support the 2<sup>nd</sup> and 5<sup>th</sup> graders in Santa Cruz City Schools. This year however, the City has diverted Measure D grants for other pressing priorities. This leaves a significant funding gap for Bike Safe and Walk Safe in City of Santa Cruz schools which have come to rely on these vital safety programs annually added to the usual funding gap that is common for unincorporated Santa Cruz County schools.

Ecology Action had delivered our youth safety education training since 2004. Last year alone we served 230 classrooms in Santa Cruz County serving 5,417 students. Our vision is to reach every 2<sup>nd</sup> grader and 5<sup>th</sup> grader in Santa Cruz County annually so that we can decrease the number of youth involved in pedestrian and bicycle collisions and grow lifetime habits of safe biking and walking. We aim to provide students and their families with the best tools to make cycling and walking safer in our region. We have prioritized this education model and found funding to work towards this initiative with public and private sources over the past 17 years. Flexible funding is critical to reaching schools in diverse regions. Currently there is not enough funding sources to support every school in Santa Cruz County and no funding to serve Santa Cruz City Schools.

This application will allow us to provide bike and walk safety education to 540 second and 1,350 fifth graders at 33 classrooms over the 3-year grant period at schools throughout the City of Santa Cruz and unincorporated Santa Cruz County. School choice will be based on school request, history of service and geographic diversity.

**Project Description**

*Program Basics:* Ecology Action classroom, walk around the block, and bicycle rodeo trainings are integrated into regular class time. Holding the training during standard class time ensures that we reach all grade-level students rather than only a small, self-selected group (as in an after-school model). We negotiate classroom time as we work with school principals and staff members to schedule convenient times for program delivery.

Our instructors are League of American Bicyclists certified, trained in classroom management and we always provide bi-lingual and bicultural instruction if appropriate. Our staff has decades of experience delivering these comprehensive programs to youth.

Our education programs are modeled on the best national practices in terms of age of delivery, diversity of teaching methods, interactive delivery, and course content. Teachers rate our programs 96% effective at teaching safe biking and walking behaviors to prevent injury while conducting those activities.

*2<sup>nd</sup> Grade Walk Smart Presentation:* The Walk Smart classroom presentation introduces the “Stop, Look, and Listen” street-crossing method and typically lasts 45 minutes. Staff members administer a bilingual (English/Spanish) pre-program quiz to gauge students’ knowledge and then use a variety of techniques (discussion, demonstration, brainstorm, media, etc.) to teach the health and environmental benefits of walking. Students get the opportunity to practice safe walking through a combination of role-playing, dance, and Simon Says.

*Walk Smart Walk Around the Block (WAB):* We offer a unique Walk Around the Block or pedestrian rodeo as a complement to our classroom teaching segment. In this active session, the students practice stopping, looking both ways, and crossing the street independently and safely. The WAB is typically conducted off campus, in the school’s neighborhood. Parents, local law enforcement, and public works staff are invited to join. The WAB begins in the classroom, where our instructors review critical pedestrian safety tips, as well as field trip rules. Students are divided into two smaller groups to keep a student-to-instructor ratio at approximately 5:1 and issued brightly colored safety vests before heading off campus. During the walk, they engage in actively observing their surroundings and developing safe walking practices, while learning about driveways, parked cars, mid-block crossings, and traffic signs and signals. Under adult supervision, each student crosses an intersection independently with a student ‘buddy’. Students are excited by the challenge which occurs at least twice, although routes can incorporate as many as 5 crossings. After completing the Walk Around the Block, students are presented with a certificate and a pedestrian safety bookmark. The certificate acknowledges the skill mastery by the individual child and communicates to parents the important lessons learned. Part of the students’ take-home assignment is to share pedestrian safety tips with their families. The trainings give students the necessary knowledge and hands-on experience to walk to school, and parents the confidence to allow them to. The program evaluations demonstrate that the trainings improve students’ and guardians’ attitudes. Safety instruction and practice is an important first step in encouraging and increasing safe student biking and walking.

*5<sup>th</sup> Grade Bike Smart Presentations:* Bike Smart is generally presented as a two-part training, including a presentation and a bicycle rodeo for each 5<sup>th</sup> grade class. The one-hour Bike Smart presentation can be delivered in an assembly format or in the classroom. The Bike Smart presentation uses a variety of media—live demonstrations, custom-created animations, videos, and participatory discussion—to teach safety behavior to students. Our presentation provides in-depth training on the following four critical components of bicycle safety: being prepared, being visible, being predictable, and being alert. Students are asked to complete pre- and post-program quizzes to assess learning. Our program evaluations show that our trainings improve students’ and parents’ knowledge, skills, and attitudes. Results of our surveys and evaluations are included in our program reporting.

*Bike Smart Rodeos:* Our Bike Smart rodeos are fun, engaging, and allow students to practice important road safety skills. Unlike other rodeo programs, Bike Smart works with one class for a 2-hour time slot and further divides the class so that ~15 students get to ride the rodeo course at a time. This guarantees experiential learning, and with a 5:1 ratio of students to instructors and 45 minutes on a bike, students receive individualized coaching. After both groups have ridden the course, students return to the classroom to review the safety material, complete a rodeo survey, and participate in a bicycle safety raffle.

*Bikes and Helmets:* To ensure every student can participate, we provide a large fleet of approximately 18 bicycles of various sizes and 30 adjustable, universal-fit Specialized helmets for students to use during the rodeo. We use a protective liner to ensure the helmets are hygienic and staff members personally fit each helmet while reminding students of the “two-finger” safety check. We also encourage students to bring their own bicycles and helmets so that our staff can ensure they fit and are in good working order. In addition, if any student brings their own bike for

the rodeo but does not have a helmet, we provide them with a free helmet to take home so we can guarantee that they will ride home with the proper safety equipment.

*The Rodeo Course:* Our innovative, intersection-based course allows students to refine the skills they need to travel safely on real streets. Every student has the opportunity to ride through the intersection while traveling in every direction. Students practice riding in a straight line, avoiding objects in the path, riding on the right side of the road, doing shoulder checks, crossing railroad tracks, making turns, traveling straight through an intersection, navigating traffic conflicts at intersections, being aware of cars and distracted drivers, using hand signals, and using other communication techniques.

*Inclusivity:* Because of our core belief that bike skills are life skills; we have developed effective methods for quickly teaching new riders to move from basic balancing to actually riding a bike. We have found that up to 25% of the fifth-grade students we serve need basic bike riding instruction. The vast majority of these new riders are able to ride by the end of the rodeo due to our teaching method, individual attention, and time on the bikes. We have also developed a customized training for Special Day Class students to ensure inclusivity and fun for all students.

*Online Presentation:* We also offer an online, interactive version of both programs should schools prefer this contact-less option. The interactive presentation features two trained instructors and can be delivered in both English and Spanish.

**Location:** Countywide

### **Summary – project benefits, purpose and need**

*Need:* Santa Cruz County has a long history of some of the highest pedestrian and bicycle fatality and serious injury rates in the State of California. According to the California Office of Traffic Safety (OTS), in 2020, our County ranked 3<sup>rd</sup> highest for bicyclists killed and injured compared to 58 California counties. Santa Cruz ranked 11<sup>th</sup> highest for pedestrians killed and injured in the same year. In 2019, we ranked 3<sup>rd</sup> for bicyclists and 31<sup>st</sup> for pedestrians killed and injured. In 2018 the County was ranked 3<sup>rd</sup> worst for bicyclists killed and injured and in 2017, Santa Cruz County was ranked the worst county in California for crashes involving bicyclists under age 15 and 10<sup>th</sup> worst county for pedestrians under age 15. The numbers fluctuate year by year but consistently the north county region has high bike crash rates and south county has high pedestrian crash rates. It is because of this that Ecology Action firmly believes that consistent and early bike and pedestrian safety education is a must for all our youth. Our education programs directly confront this challenge and provide hands-on education to some of our most vulnerable road users – our children.

There is a need for universal safety education to reverse these trends. Surveys from multiple school districts across the County indicate "safety of intersections and crossings" as the number one reason parents do not allow their student to ride or walk to school. For these reasons Ecology Action has adopted a goal of serving every child in the County with walk and bike safety training. Together with our public agency partners, we have worked to increase the public grant funding toward this goal as well as securing private donations. However, the annual funding for the program still leaves many schools unserved in a given year. The RSTP funding is necessary to ensure continuity of service for schools during grant gap years, as well as expanding service to schools unserved to date.

*Benefits:*

- More youth biking and walking more frequently and safely.
- Injury prevention. Program helps to prevent walking or cycling collisions and injuries by teaching safe biking and walking skills and the rules of the road.
- Head injury prevention. Children experience a high level of traumatic head injury as a result of a bike crash. This can be avoided by youth learning to wear helmets properly and being provided with helmets that they can keep and use.
- Empowering youth by teaching them how to ride a bike. We have found that up to 25% of the fifth-grade students we serve need basic bike riding instruction. The vast majority of these new riders are able to ride by the end of the rodeo.
- Reducing school drop-off and pick-up vehicle congestion. Our programs provide youth with the necessary knowledge and skills to bike and walk to school therefore helping to reduce vehicle drop offs at school sites.
- Promotion of active lifestyles to help with obesity prevention. Local youth have high obesity rates—in Watsonville they are well over the state average. Obese children face four times the risk of developing type 2 diabetes. Walking or biking to school increases health, improves school performance, and can add on average of 24 minutes of exercise to their day.

Purpose: To provide lifelong pedestrian and bicycle safety skills to the youth of Santa Cruz County with special focus on the 2<sup>nd</sup> and 5<sup>th</sup> grade populations



## D1. NON-INFRASTRUCTURE PROJECTS/PROGRAMS - DETAILED TASKS, COSTS, AND SCHEDULE

For non-capital projects, summarize tasks/work/activities to be completed; estimated cost/funding for each; and schedule Below is a sample, but update to match work anticipated for your project - ex. preliminary planning, project implementation, public outreach project completion and timeline for each. Add additional lines if needed to reflect all tasks and additional columns if needed to reflect other funding sources.

<b>Project Title:</b>	Youth SRTS Bike/Pedestrian Education
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Task #	Task Title	RTC Grant Request*	Fund Source:	Fund Source:	Estimated Local In-Kind Match*	Estimated Total Project Cost
			NAME	NAME		
1	Walk Safe Implementation	\$157,524			\$0	\$157,524
2	Bike Safe Implementation	\$153,346			\$0	\$153,346
3					\$0	\$0
4					\$0	\$0
5					\$0	\$0
6					\$0	\$0
7					\$0	\$0
8					\$0	\$0
<b>Totals</b>		<b>\$310,870</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$310,870</b>
					Minimum match = 11.47% of total cost	\$ 35,656.79

\* Use only whole dollars in the financial information fields.

Task 1. Walk Safe

					2024 Benefits Rate	2025 Benefits Rate	2026 Benefits Rate	
					36.3%	36.3%	36.3%	
					2024 ICAP/Overhead Rate	2025 ICAP/Overhead Rate	2026 ICAP/Overhead Rate	
					134.22%	134.22%	134.22%	
		5% Annual Increase	5% Annual Increase	5% Annual Increase				
Name	Classification/Title	Estimated Hours 2024-2026	2024 Projected Hourly Base Rate	2025 Projected Hourly Base Rate	2026 Projected Hourly Base Rate	2024 Projected Billing Rate	2025 Projected Billing Rate	2026 Projected Billing Rate
Anastassya Zack	Program Coordinator II	338	\$ 28.46	\$ 29.88	\$ 31.37	\$ 90.84	\$ 95.38	\$ 100.15
Chloe Ortiz	Program Coordinator II	338	\$ 27.30	\$ 28.67	\$ 30.10	\$ 87.15	\$ 91.51	\$ 96.09
McKenna Maness	Program Coordinator II	338	\$ 29.40	\$ 30.87	\$ 32.41	\$ 93.86	\$ 98.55	\$ 103.48
Juan Castillo	Program Specialist	203	\$ 37.01	\$ 38.86	\$ 40.81	\$ 118.16	\$ 124.07	\$ 130.27
Mariana Ivancko	Program Manager	113	\$ 48.31	\$ 50.73	\$ 53.26	\$ 154.23	\$ 161.94	\$ 170.04
Kira Ticus	Budget & Operations Specialist	23	\$ 50.47	\$ 53.00	\$ 55.65	\$ 161.13	\$ 169.19	\$ 177.65
Jeanne LePage	Strategic Fund Development Director	11	\$ 55.86	\$ 58.65	\$ 61.59	\$ 178.33	\$ 187.24	\$ 196.61
Jamie Alonzo	CP Ops Director	11	\$ 77.74	\$ 81.63	\$ 85.71	\$ 248.19	\$ 260.59	\$ 273.62
Marisol Diaz	Volunteer Program Specialist	11	\$ 35.23	\$ 36.99	\$ 38.84	\$ 112.46	\$ 118.08	\$ 123.99

Task 2. Bike Safe

					2024 Benefits Rate	2025 Benefits Rate	2026 Benefits Rate	
					36.3%	36.3%	36.3%	
					2024 ICAP/Overhead Rate	2025 ICAP/Overhead Rate	2026 ICAP/Overhead Rate	
					134.22%	134.22%	134.22%	
		5% Annual Increase	5% Annual Increase	5% Annual Increase				
Name	Classification/Title	Estimated Hours 2024-2026	2024 Projected Hourly Rate	2025 Projected Hourly Rate	2026 Projected Hourly Rate	2024 Projected Billing Rate	2025 Projected Billing Rate	2026 Projected Billing Rate
Anastassya Zack	Program Coordinator II	662	\$ 28.46	\$ 29.88	\$ 31.37	\$ 90.84	\$ 95.38	\$ 100.15
Chloe Ortiz	Program Coordinator II	662	\$ 27.30	\$ 28.67	\$ 30.10	\$ 87.15	\$ 91.51	\$ 96.09
McKenna Maness	Program Coordinator II	662	\$ 29.40	\$ 30.87	\$ 32.41	\$ 93.86	\$ 98.55	\$ 103.48
Juan Castillo	Program Specialist	419	\$ 37.01	\$ 38.86	\$ 40.81	\$ 118.16	\$ 124.07	\$ 130.27
Mariana Ivancko	Program Manager	248	\$ 48.31	\$ 50.73	\$ 53.26	\$ 154.23	\$ 161.94	\$ 170.04
Kira Ticus	Budget & Operations Specialist	50	\$ 50.47	\$ 53.00	\$ 55.65	\$ 161.13	\$ 169.19	\$ 177.65
Jeanne LePage	Strategic Fund Development Director	25	\$ 55.86	\$ 58.65	\$ 61.59	\$ 178.33	\$ 187.24	\$ 196.61
Jamie Alonzo	CP Ops Director	25	\$ 77.74	\$ 81.63	\$ 85.71	\$ 248.19	\$ 260.59	\$ 273.62
Marisol Diaz	Volunteer Program Specialist	25	\$ 35.23	\$ 36.99	\$ 38.84	\$ 112.46	\$ 118.08	\$ 123.99

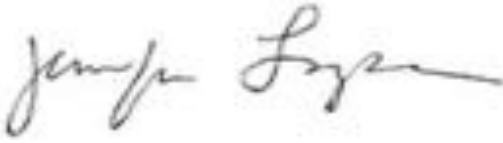
## E. CERTIFICATION AND ASSURANCES

As authorized representative for my agency, I hereby certify that the information contained in this application, including required attachments, is accurate and hereby certify the following:

Project:	Youth SRTS Bike/Pedestrian Education	INITIALS
1	The project implementing agency possesses legal authority to nominate projects and to finance, acquire, construct, and/or implement the proposed project;	JL
2	This project is among the highest priorities for this agency;	JL
3	The proposed transportation investments have received the full review and vetting required by law;	JL
4	Such investments are an appropriate use of taxpayer dollars. The agency shall adhere to principles and policies that ensure government oversight and management of the contracting process to ensure taxpayer funds are spent wisely; contracts are not wasteful, inefficient, or subject to misuse; unnecessary no-bid and cost-plus contracts are avoided; and contracts are awarded according to the best interests of California taxpayers;	JL
5	The agency will maintain and operate the property acquired, developed, rehabilitated, or restored for the life of the resultant facility(ies) or activity. I understand that with the approval of the California Department of Transportation, the Administering Agency or its successors in interest in the property may transfer the responsibility to maintain and operate the property;	JL
6	If these new funds are used to replace funds previously committed to this project, the agency will maintain its effort with regard to redirecting those funds to similar transportation projects;	JL
7	The agency will give RTC and California Department of Transportation's representative access to and the right to examine all records, books, papers, or documents related to the project;	JL
8	Work on the project shall commence within a reasonable time after receipt of notification that funds have been approved, allocated or obligated, as applicable, and that the project will be carried to completion with reasonable diligence;	JL
9	The agency will comply where applicable with provisions of the California Environmental Quality Act, the National Environmental Policy Act, the Americans with Disabilities Act, the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation, and any other federal, state, and/or local laws, rules and/or regulations;	JL
10	The agency shall comply with all reporting requirements outlined by FHWA, FTA, RTC, Caltrans, the California Transportation Commission (CTC) or state statute, as applicable;	JL
11	The agency will commit the funds necessary to ensure this project is fully funded.	JL

**Implementing Agency Representative:**

**Signed**



**Date** 10.25.23

Printed (Name and Title) Enter Name/Title

Implementing Agency Ecology Action

**Project Sponsor – if different**

**Signed**

**Date**

Printed (Name and Title) Enter Name/Title

Sponsor Agency Enter Sponsoring Agency Name