

WESTERN PLACER UNIFIED SCHOOL DISTRICT
810 J STREET, LINCOLN, CALIFORNIA 95648

MEMBERS OF THE GOVERNING BOARD

Karen Roberts, President
Paul Long, Vice President
Marcia Harris, Clerk
Earl Mentze, Member
Nels V. Tahti, Member

ADMINISTRATIVE/MANAGEMENT PERSONNEL

Roger R. Yohe, District Superintendent
 Jay M. Stewart, Assistant Superintendent, Business Services
 Scott Leaman, Assistant Superintendent, Educational Services
 Bob Noyes, Director, Human Services,
 Linda Pezanoski, Principal, Sheridan Charter School
 John Bliss, Principal, Carlin C. Coppin Elementary School
 Ken Gammelgard, Principal, Creekside Oaks Charter Elementary School
 Susan Taxara, Vice Principal, Creekside Oaks Charter Elementary School
 Ruben Ayala, Principal, First Street School/District Bilingual Coordinator
 Mary Boyle, Principal, Glen Edwards Middle School
 Mike Doherty, Assistant Principal, Glen Edwards Middle School
 David Butler, Principal, Lincoln High School
 Janice Smith, Assistant Principal, Lincoln High School, Principal, LHSN
 Stacy Brown, Vice Principal, Lincoln High School/Glen Edwards Middle School
 John Wyatt, Principal, Phoenix High School, Adult Ed.
 Tracy Murphy, Director, Special Education
 Trudy Wilson, Director, Business Services
 Frank Nichols, Director of Maintenance and Facilities
 Bob Nelson, Transportation Coordinator
 Jeff Dardis, Food Service Director
 Chuck Youtsey, Technology Coordinator

STUDENT ENROLLMENT

<u>School</u>	<u>3/28/03</u>	<u>4/25/03</u>
Sheridan Charter School (K-8)	149	149
Sheridan School Independent Study (SSIS)	31	31
First Street School	570	577
Carlin C. Coppin Elementary (K-5)	506	508
Creekside Oaks Elementary (K-5)	669	662
Glen Edwards Middle (6-8)	896	897
Lincoln High School/Lincoln North	932	936
Phoenix High School	58	52
PCOE Home School	10	10
<u>TOTAL:</u>	3821	3822
<u>Phoenix Infant/Toddler</u>	23	<u>Kindergarten Readiness:</u> 32
<u>Preschool/Head Start</u>		
First & J Streets	22	
Sheridan Program	22	
Carlin Coppin Program	22	
<u>Adult School</u>		
Citizenship/ESL	127	
Evening Classes		
Adult Ed. Child Care	-0-	

GLOBAL DISTRICT GOALS

- Develop and continually upgrade a well articulated K-12 academic program that challenges all students to achieve their highest potential.*
- Foster a safe, caring environment where individual differences are valued and respected.*
- Provide facilities for all district programs and functions that are suitable in terms of function, space, cleanliness and attractiveness.*
- Promote the involvement of the community, local government, business, service organizations, etc. as partners in the education of our students.*

WESTERN PLACER UNIFIED SCHOOL DISTRICT
REGULAR MEETING OF THE BOARD OF TRUSTEES
MAY 20, 2003, 7:00 P.M.
LINCOLN HIGH SCHOOL – Performing Arts Building
790 “J” STREET, LINCOLN, CA

AGENDA

2002-2003 Goals & Objectives (G & O) for the Management Team: Component I: Quality Student Performance; Component II: Curriculum Themes; Component III: Special Student Services; Component IV: Staff & Community Relations; Component V: Facilities/Administration/Budget.

REGULAR MEETING AGENDA

7:00 P.M. OPEN SESSION - Performing Arts Building - LHS

1. CALL TO ORDER/PLEDGE OF ALLEGIANCE

2. SPECIAL ORDER OF BUSINESS

2.1 CARLIN C. COPPIN ELEMENTARY SCHOOL FEATURED

- Carlin C. Coppin Elementary School will focus specifically on Character Education, which is a large part of the activities at that school.

2.2 “EVERY FIFTEEN MINUTES” PRESENTATION BY KRIS WYATT, LINCOLN HIGH SCHOOL

- Kris Wyatt, Counselor at Lincoln High School, will be presenting information and commendation to the Board of Trustees regarding the recent “Every Fifteen Minutes” program.

3. CONSENT AGENDA

NOTICE TO THE PUBLIC

All items on the Consent Agenda will be approved with one motion, which is not debatable and requires a unanimous vote for passage. If any member of the Board, Superintendent, or the public, so request, items may be removed from this section and placed in the regular order of business following the approval of the consent agenda.

3.1 Ratification of Personnel Items

a. Certificated:

- a.1 Request for Maternity Leave/Child Rearing, Amy Aceto, 4th Gd.
COES

3. CONSENT AGENDA (continued)

- b. Classified:
 - b.1 Ratification of Classified Resignations:
Catherine Nunez, Instructional Aide/Campus Supervisor @
PHS/CCC
 - b.2 Request for Family Leave, Stacey Wyatt, 12 Weeks, Beginning
5/20/03
- 3.2 Designation of Jan Smith as 2003-2004 CIF Representative to League
- 3.3 Site Plan Approval for Phoenix High, Sheridan School, Glen Edwards
Middle School and Carlin Coppin Elementary School

4. COMMUNICATION FROM THE PUBLIC

This portion of the meeting is set aside for the purpose of allowing an opportunity for individuals to address the Board regarding matters not on the agenda, but within the board's subject matter jurisdiction. The Board is not allowed to take action on any item, which is not on the agenda except as authorized by Government Code Section 54954.2.

Request forms for this purpose "Request to Address Board of Trustees" are located at the entrance to the Performing Arts Theater. Request forms are to be submitted to the Board Clerk prior to the start of the meeting.

5. REPORTS & COMMUNICATION

- 5.1 Student Advisory – Heather Wellendorf
- 5.2 Western Placer Teacher's Association – Mike Agrippino
- 5.3 Western Placer Classified Employee Association – Nancy Griffin
- 5.4 Superintendent – Annual Evaluation Process
- 5.5 Assistant Superintendent(s)
 - 5.5.1 Jay M. Stewart
 - a. Facilities Focus Area:
 - 5.5.2 Scott Leaman
 - a. Program Focus Area: Math Articulation
 - 5.5.3 Bob Noyes, Personnel Director
 - a.

6. ♦ACTION ♦DISCUSSION ♦INFORMATION

CODE: (A) = Action (D) = Discussion (I) = Information

Members of the public wishing to comment on any items should complete a yellow REQUEST TO ADDRESS BOARD OF TRUSTEES form located on the table at the entrance to the Performing Arts Theater. Request forms are to be submitted to the Board Clerk before each item is discussed.

- 6.1 (I/D) **HORIZON INSTRUCTIONAL SYSTEMS' CHARTER RENEWAL – Luanne Boone, Executive Director**
•Luanne Boone, Executive Director of Horizons Instructional Systems will be in attendance to review with the Board of Trustees the plans for its charter renewal with the District.

- 6.2 (I/D) **PRELIMINARY BUDGET DEVELOPMENT, 2003-2004 - Stewart** *(02/03 G & O, Components V)*
•Being presented is the FY 2003-04 Budget Development Evaluation Matrix, which incorporates the evaluation criteria, agreed upon by the Board of Trustees. The programs listed are currently in the existing budget. These programs may be modified or reduced based on the financial and programmatic needs of the District. Points were assigned to each program.

Additional information will be provided at the June 3, 2003 Board meeting based on the Governor's May 15th revised state budget. Final action is tentatively scheduled for June 3, 2003.

- 6.3 (D) **OPPORTUNITY FOR PUBLIC COMMENT REGARDING THE PRELIMINARY BUDGET DEVELOPMENT, 2003-2004 - Roberts** *(02/03 G & O, Components V)*
•The Board of Trustees will give opportunity for community members and teachers to address them in regard to the 2003-2004 preliminary budget development.

- 6.4 (I/DA) **2003 – 2004 TENTATIVE STUDENT CALENDAR – Yohe** *(02/03 G & O, Components I and I V (community))*
•For purposes of establishing tentative dates of student attendance, it is necessary for the District to adopt the tentative student calendar for the 2003-04 school year in order to facilitate the upcoming school year's registration process. The District fully recognizes and acknowledges that the calendar continues to be subject to negotiations. The District will, of course, negotiate on calendar matters within the scope of negotiations.

6. ♦ACTION ♦DISCUSSION ♦INFORMATION (continued)

CODE: (A) = Action (D) = Discussion (I) = Information

6.5 (D/A) APPROVAL OF THE FOSKETT RANCH ELEMENTARY SCHOOL RAILROAD SAFETY STUDY Stewart (02/03 G & O, Components V)

•The Board of Trustees will review and discuss the railroad safety study for the Foscett Ranch Elementary School site. The California Department of Education requires a safety study if a school site is within 1,500 feet of railroad tracks.

6.6 (D/A) APPROVAL OF THE ARTS PLAN UPDATE – Leaman (02/03 G & O, Components II)

•The Board of Trustees is being presented with an updated Arts Plan. The plan is being forwarded with few changes including no change in funding levels.

7. COMMENTS - BOARD OF TRUSTEES

7.1 FUTURE AGENDA ITEMS

The following are a number of agenda items that the Board of Trustees has been monitoring. They are NOT action items for tonight's meeting, but are noted here for continuing purposes and to ensure that when there are changes or new information they will be called up as Action/Discussion/Information.

- Marketing/public relations/public engagement
- Relationship with Sierra Community College
- Aquatic Center (Added 3/6/01)

7.2 SELECTION OF PARTICIPATING MEMBERS IN GRADUATION AND PROMOTION CEREMONIES

6/4, PHS, LHS Performing Arts Bldg., 6:00 p.m.

6/5, GEMS, GEMS Spirit Center & Courtyard, 9:00 a.m.

6/6, Sheridan, Sheridan School, 8:30 a.m.

6/6, LHS, McBean Park, 7:00 p.m.

8. ESTABLISHMENT OF NEXT MEETING (S)

- The President will establish the following meeting(s):
>June 3, 2003 Regular Meeting, 7:00 p.m., Performing Arts Building

Regular Meeting of the Board of Trustees
May 20, 2003
Agenda

5

9. ADJOURNMENT OF REGULAR SESSION

BOARD BYLAW 9320: Individuals requiring disability-related accommodations or modifications including auxiliary aids and services in order to participate in the Board meeting should contact the Superintendent or designee in writing, at least two days prior to meeting date. (American Disabilities Act) Government Code 54954.1

Posted: 5/15/03

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**SPECIAL
ORDER
OF
BUSINESS**

MISSION STATEMENT: Empower Students with the Skills, Knowledge, and Attitudes for Success in an Ever Changing World

BOARD OF TRUSTEE GLOBAL DISTRICT GOALS

1. Develop and continually upgrade a well articulated K-12 academic program that challenges all students to achieve their highest potential.
2. Fosters a safe, caring environment where individual differences are valued and respected.
3. Provide facilities for all district programs and functions that are suitable in terms of function, space, cleanliness and attractiveness.
4. Promote the involvement of the community, local government, business, service organizations, etc. as partners in the education of our students.

COMPLIANCE CHECK LIST

Complies with Board Policy ____
Complies with Site Plan (UP) ____
Complies with Governance & Management Document ____
Complies with Mission Statement ____
Funding Sign-Off by J. Stewart ____
Personnel Sign-Off by B. Noyes ____
Program Sign Off by S. Leaman ____
SBLT Involvement ____
Initial

**WESTERN PLACER UNIFIED SCHOOL DISTRICT
BOARD OF TRUSTEE MEETING
FACT SHEET**

SUBJECT:

Carlin C. Coppin Elementary
School Featured

AGENDA ITEM AREA:

SPECIAL ORDER OF BUSINESS

REQUESTED BY:

Board of Trustees

ENCLOSURES:

Memo

MEETING DATE:

May 20, 2003

BACKGROUND:

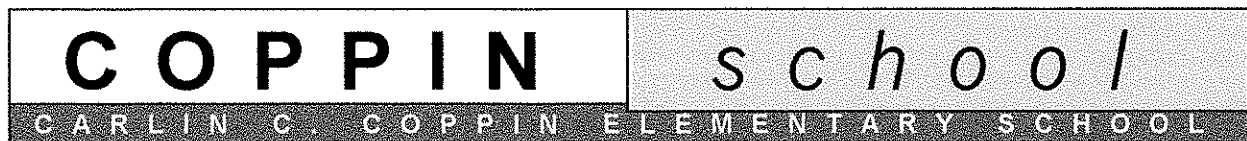
- Carlin C. Coppin Elementary School will focus specifically on Character Education, which is a large part of the activities at that school.

SUPERINTENDENT'S RECOMMENDATION:

Administration recommends the Board of Trustees enjoy this presentation by teachers and students.

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2.1



150 EAST 12TH STREET LINCOLN, CA 95648 (916) 645-6390

May 12, 2003

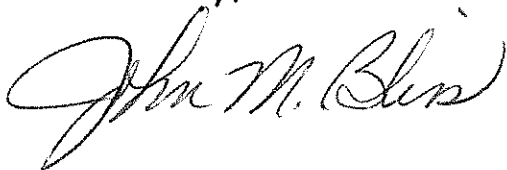
Western Placer Unified School District
Board of Trustees and Roger Yohe

Dear Board of Trustees and Roger Yohe,

Carlin C. Coppin School will make our presentation to the Board of Trustees at 7:00 P.M. on May 20, 2003. We will focus specifically on Character Education with Mrs. Perkins' and Mrs. DeJersey's third grade class putting on a skit and Mrs. Azar's chorus performing two musical numbers espousing character traits we wish to develop in our students. Our Student Body officers will also participate in our presentation.

Thank you for giving Carlin C. Coppin School an opportunity to share our excellent Character Education Program with you. We look forward to seeing you Tuesday evening!

Sincerely,



John M. Bliss

JMB:ps

2.1.1

MISSION STATEMENT: Empower Students with the Skills, Knowledge, and Attitudes for Success in an Ever Changing World

BOARD OF TRUSTEE GLOBAL DISTRICT GOALS

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4. Promote the involvement of the community, local government, business, service organizations, etc. as partners in the education of our students.

COMPLIANCE CHECK LIST

Complies with Board Policy ____
Complies with Site Plan (LP) ____
Complies with Governance &
Management Document ____
Complies with Mission Statement ____
Funding Sign-Off by J. Stewart ____

Personnel Sign-Off by B. Noyes ____
Program Sign Off by S. Leaman ____

SBLT Involvement ____
Initial

**WESTERN PLACER UNIFIED SCHOOL DISTRICT
BOARD OF TRUSTEE MEETING
FACT SHEET**

SUBJECT:

"Every 15 Minutes" Presentation

AGENDA ITEM AREA:

SPECIAL ORDER OF BUSINESS

REQUESTED BY:

Kris Wyatt, Counselor
Lincoln High School

ENCLOSURES:

MEETING DATE:

May 20, 2003

BACKGROUND:

- Kris Wyatt, Counselor at Lincoln High School, will be presenting information and commendation to the Board of Trustees regarding the recent "Every Fifteen Minutes" program.

SUPERINTENDENT'S RECOMMENDATION:

Administration recommends the Board of Trustees accept this commendation from Lincoln High School.

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2.2

CONSENT


AGENDA

ITEMS

MISSION STATEMENT: Empower Students with the Skills, Knowledge, and Attitudes for Success In an Ever Changing World

BOARD OF TRUSTEE GLOBAL DISTRICT GOALS

COMPLIANCE CHECK LIST

1. Develop and continually upgrade a well articulated K-12 academic program that challenges all students to achieve their highest potential.	Complies with Board Policy <u>X</u> Complies with Site Plan (LIP) <u> </u> Complies with Governance & Management Document <u> </u>
2. Foster a safe, caring environment where individual differences are valued and respected.	Complies with District Goals <u>X</u> Complies with District Mission Statement <u> </u>
3. Provide facilities for all district programs and functions that are suitable in terms of function, space, cleanliness and attractiveness.	Funding Sign-Off by J. Stewart <u> </u> Personnel Sign-Off by B. Noyes <u></u>
4. Promote the involvement of the community, parents, local government, business, service organizations, etc. as partners in the education of the students.	Program Sign Off by S. Leaman <u> </u> SBLT Involvement <u> </u> <div>Initial</div>

**WESTERN PLACER UNIFIED SCHOOL DISTRICT
BOARD OF TRUSTEE MEETING
FACT SHEET**

SUBJECT:

Request for Maternity Leave/
Child Rearing

AGENDA ITEM AREA:

Consent Agenda

REQUESTED BY:

Bob Noyes 
Director, Human Services

ENCLOSURES:

MEETING DATE:

May 20, 2003

BACKGROUND:

The Board of Trustees will take action on a request for Maternity Leave/Child Rearing as per WPTA Contract, Article VIII, Section D. Number 1 and Number 2 from:

Amy Aceto – 4th Grade Teacher – COE

SUPERINTENDENT'S RECOMMENDATION:

Administration recommends the Board of Trustees ratify the request for maternity leave/child rearing as listed.

3.1 a.1

MISSION STATEMENT: Empower Students with the Skills, Knowledge, and Attitudes for Success in an Ever Changing World	
BOARD OF TRUSTEE GLOBAL DISTRICT GOALS	COMPLIANCE CHECK LIST
1. Develop and continually upgrade a well articulated K-12 academic program that challenges all students to achieve their highest potential.	Complies with Board Policy <u> x </u> Complies with Site Plan (LIP) <u> </u> Complies with Governance & Management Document <u> </u> Complies with District Goals <u> x </u> Complies with District Mission Statement <u> </u> Funding Sign-Off by J. Stewart <u> </u>
2. Foster a safe, caring environment where individual differences are valued and respected.	Personnel Sign-Off by B. Noyes <u> </u>
3. Provide facilities for all district programs and functions that are suitable in terms of function, space, cleanliness and attractiveness.	Program Sign Off by S. Leaman <u> </u>
4. Promote the involvement of the community, parents, local government, business, service organizations, etc. as partners in the education of the students.	SBLT Involvement <u> </u> Initial <u> </u>

**WESTERN PLACER UNIFIED SCHOOL DISTRICT
BOARD OF TRUSTEE MEETING
FACT SHEET**

SUBJECT:

Ratification of Classified
Retirement Resignation

AGENDA ITEM AREA:

Consent Agenda

REQUESTED BY:

Bob Noyes 
Director, Human Services

ENCLOSURES:

MEETING DATE:

May 20, 2003

BACKGROUND:

The Board of Trustees will take action to ratify the retirement resignation of:

Catherine Nunez, Instruc. Aide/Camp. Café Supervisor – PHS/CCC

SUPERINTENDENT'S RECOMMENDATION:

Administration recommends the Board of Trustees ratify the retirement resignation as listed.

3-1
b-1

MISSION STATEMENT: Empower Students with the Skills, Knowledge, and Attitudes for Success In an Ever Changing World	
BOARD OF TRUSTEE GLOBAL DISTRICT GOALS	COMPLIANCE CHECK LIST
1. Develop and continually upgrade a well articulated K-12 academic program that challenges all students to achieve their highest potential.	Complies with Board Policy <u> x </u> Complies with Site Plan (LIP) <u> </u> Complies with Governance & Management Document <u> </u>
2. Foster a safe, caring environment where individual differences are valued and respected.	Complies with District Goals <u> x </u> Complies with District Mission Statement <u> </u>
3. Provide facilities for all district programs and functions that are suitable in terms of function, space, cleanliness and attractiveness.	Funding Sign-Off by J. Stewart <u> </u>
4. Promote the involvement of the community, parents, local government, business, service organizations, etc. as partners in the education of the students.	Personnel Sign-Off by B. Noyes <u> <i>BN</i> </u> Program Sign Off by S. Leaman <u> </u> SBLT Involvement <u> </u> Initial <u> </u>

WESTERN PLACER UNIFIED SCHOOL DISTRICT
BOARD OF TRUSTEE MEETING
FACT SHEET

SUBJECT:

Request for Family
Leave

AGENDA ITEM AREA:

Consent Agenda

REQUESTED BY:

Bob Noyes *BN*
Director, Human Services

ENCLOSURES:**MEETING DATE:**

May 20, 2003

BACKGROUND:

The Board of Trustees will take action on a request for Family Leave from:

Stacie Wyatt, Account Technician I, DO

SUPERINTENDENT'S RECOMMENDATION:

Administration recommends the Board of Trustees ratify the request as listed.

3.1
b.2

MISSION STATEMENT: Empower Students with the Skills, Knowledge, and Attitudes for Success in an Ever Changing World	
BOARD OF TRUSTEE GLOBAL DISTRICT GOALS	COMPLIANCE CHECK LIST
1. Develop and continually upgrade a well articulated K-12 academic program that challenges all students to achieve their highest potential.	Complies with Board Policy ____ Complies with Site Plan (UP) ____ Complies with Governance & Management Document ____
2. Fosters a safe, caring environment where individual differences are valued and respected.	Complies with Mission Statement ____ Funding Sign-Off by J. Stewart ____
3. Provide facilities for all district programs and functions that are suitable in terms of function, space, cleanliness and attractiveness.	Personnel Sign-Off by B. Hayes ____ Program Sign Off by S. Leaman ____
4. Promote the involvement of the community, local government, business, service organizations, etc. as partners in the education of our students.	SBLT Involvement ____ Initial

**WESTERN PLACER UNIFIED SCHOOL DISTRICT
BOARD OF TRUSTEE MEETING
FACT SHEET**

SUBJECT:

Designation of Jan Smith
As 2003-2004 CIF Representative
To League

AGENDA ITEM AREA:

CONSENT AGENDA

REQUESTED BY:

Roger R. Yohe,
Superintendent

ENCLOSURES:

Paperwork

MEETING DATE:

May 20, 2003

BACKGROUND:

- The California Interscholastic Federation requires all league representatives be designated by the school district governing board. The Superintendent is requesting action to designate Jan Smith, Assistant Principal at Lincoln High School to this position.

SUPERINTENDENT'S RECOMMENDATION:

Administration recommends the Board of Trustees take action to designate Jan Smith as league representative to CIF.

3.2



California Interscholastic Federation

Marie Ishida, Executive Director

STATE OFFICE

333 Hegenberger Road, Suite 511, Oakland, CA 94621

Tel: (510) 639-4445 - FAX: (510) 639-4449

www.cifstate.org

2003-2004 Designation of CIF Representatives to League

Please complete the form below for each school under your jurisdiction and return to the CIF SECTION OFFICE (ADDRESS ON REVERSE SIDE) no later than July 1, 2003.

Western Placer Unified School District/Governing Board at its 5-20-03 meeting,
(name of school district/governing board) (date)

appointed the following individual(s) to serve for the 2003-2004 school year as the school's league representative:

PHOTOCOPY THIS FORM TO LIST ADDITIONAL SCHOOL REPRESENTATIVES

NAME OF SCHOOL Lincoln High School
NAME OF REPRESENTATIVE Janice Smith POSITION Asst. Principal
ADDRESS 810 J Street CITY Lincoln ZIP 95648
PHONE 916 645-6360 FAX 645-6349 E-MAIL _____

NAME OF SCHOOL _____
NAME OF REPRESENTATIVE _____ POSITION _____
ADDRESS _____ CITY _____ ZIP _____
PHONE _____ FAX _____ E-MAIL _____

NAME OF SCHOOL _____
NAME OF REPRESENTATIVE _____ POSITION _____
ADDRESS _____ CITY _____ ZIP _____
PHONE _____ FAX _____ E-MAIL _____

NAME OF SCHOOL _____
NAME OF REPRESENTATIVE _____ POSITION _____
ADDRESS _____ CITY _____ ZIP _____
PHONE _____ FAX _____ E-MAIL _____

If the designated representative is not available for a given league meeting, an alternate designee of the district governing board may be sent in his/her place. NOTE: League representatives from public schools and private schools must be designated representatives of the school's governing boards in order to be eligible to serve on the section and state governance bodies.

PLEASE MAIL OR FAX THIS FORM DIRECTLY TO THE CIF SECTION, SEE REVERSE SIDE FOR CIF SECTION OFFICES⇒⇒⇒

3.2.1



California Interscholastic Federation

Marie Ishida, Executive Director
STATE OFFICE

333 Hegenberger Road, Suite 511, Oakland, CA 94621-1462
Tel: (510) 639-4445 - FAX: (510) 639-4449

www.cifstate.org

TO: SUPERINTENDENT/PRINCIPAL
FROM: MARIE ISHIDA
RE: **ENCLOSED FORM TO RECORD DISTRICT AND/OR SCHOOL REPRESENTATIVES TO LEAGUES**
DATE: APRIL 24, 2003

Enclosed is a form upon which to record your district and/or school representatives to leagues for next year 2003-2004. It is a form sent every year to you in order to obtain the names of league representatives to every league in the state and to make sure that the league representatives are designated by school district (or school) governing boards. It is a legal requirement that league representatives be so designated.

The education code gives the authority for high school athletics to high school governing boards. The code also requires that the boards, after joining CIF, designate their representatives to CIF leagues. This is a necessity! (Ed. Code 33353 (a) (1))

We are asking that, after action by the governing board, you send the names of league representatives to your CIF Section office. Obviously, the presumption behind this code section is that the representatives of boards are the only people who will be voting on issues, at the league and section level, that impact athletics.

If a governing board does not take appropriate action to designate representatives or this information is not given to Section offices within the required time frame, CIF is required to suspend voting privileges (CIF Constitution, Article 2, Section 26, p.13) for the affected schools.

At the State Federated Council level we will be asking that Sections verify that their representatives are designated in compliance with this Ed. Code section.

I hope this gives you a bit of background. Thank you for all you do to help support high school athletics. It is a valuable program in all high schools and we appreciate the support you give to the program and to CIF.

Please return the enclosed form by the date indicated on the form. Please contact us if we can give you further information.

:am

3.2.2

MISSION STATEMENT: Empower Students with the Skills, Knowledge, and Attitudes for Success in an Ever Changing World	
BOARD OF TRUSTEE/DISTRICT GOALS	COMPLIANCE CHECK LIST
1. Develop and continually upgrade a well articulated K-12 academic program that challenges all students to achieve their highest potential, with a special emphasis on students.	Complies with Board Policy Complies with Site Plan (LIP) Complies with Governance & Management Document
2. Foster a safe, caring environment where individual differences are valued and respected.	Complies with District Goals Complies with District Mission Statement
3. Provide facilities for all district programs and functions that are suitable in terms of function, space, cleanliness and attractiveness.	Funding Sign-Off by J. Stewart Personnel Sign-Off by B. Noyes
4. Promote the involvement of the community, parents, local government, business, service organizations, etc. as partners in the education of the students.	Program Sign Off by S. Leaman SBLT Involvement

WESTERN PLACER UNIFIED SCHOOL DISTRICT
BOARD OF TRUSTEE MEETING
FACT SHEET

SUBJECT:
Site Plan Approval

AGENDA ITEM AREA:
Consent

REQUESTED BY:
Scott Leaman,
Assistant Superintendent

ENCLOSURES:
Yes

MEETING DATE:
May 20, 2003

BACKGROUND:

Site plans compliant with the No Child Left Behind Act are being submitted for Board approval. As presented to the Board as a template at a prior meeting, these plans represent a radical change in format from the previous plans used in the district. Each SBLT was presented with data and set goals for expenditure of their site funds. This was a major effort for the school sites.


SUPERINTENDENT'S RECOMMENDATION:
Administration recommends approval of the site plans.

3.3

REPORTS

AND

COMMUNICATION

MISSION STATEMENT: Empower Students with the Skills, Knowledge, and Attitudes for Success in an Ever Changing World.		
BOARD OF TRUSTEE/GLOBAL DISTRICT GOALS		COMPLIANCE CHECK LIST
1. Develop and continually upgrade a well articulated K-12 academic program that challenges all students to achieve their highest potential, with a special emphasis on students.	Complies with Board Policy Complies with Site Plan (LIP) Complies with Governance & Management Document	_____ _____ _____
2. Foster a safe, caring environment where individual differences are valued and respected.	Complies with District Goals Complies with District Mission Statement	_____ _____
3. Provide facilities for all district programs and functions that are suitable in terms of function, space, cleanliness and attractiveness.	Funding Sign-Off by J. Stewart	_____
4. Promote the involvement of the community, parents, local government, business, service organizations, etc. as partners in the education of the students.	Personnel Sign-Off by B. Noyes Program Sign Off by S. Leaman SBLT Involvement	_____  _____

WESTERN PLACER UNIFIED SCHOOL DISTRICT
BOARD OF TRUSTEE MEETING
FACT SHEET

SUBJECT:

Program Focus Area:
Math Articulation

AGENDA ITEM AREA:

Reports

REQUESTED BY:

Scott Leaman,
Assistant Superintendent

ENCLOSURES:

Yes

MEETING DATE:

May 20, 2003

BACKGROUND:

Among the many aspects supported by district math articulation are the leveled classes being offered in the district. The process and future additions will be presented to the Board.

ADMINISTRATION'S RECOMMENDATION:

No action is required on this item.

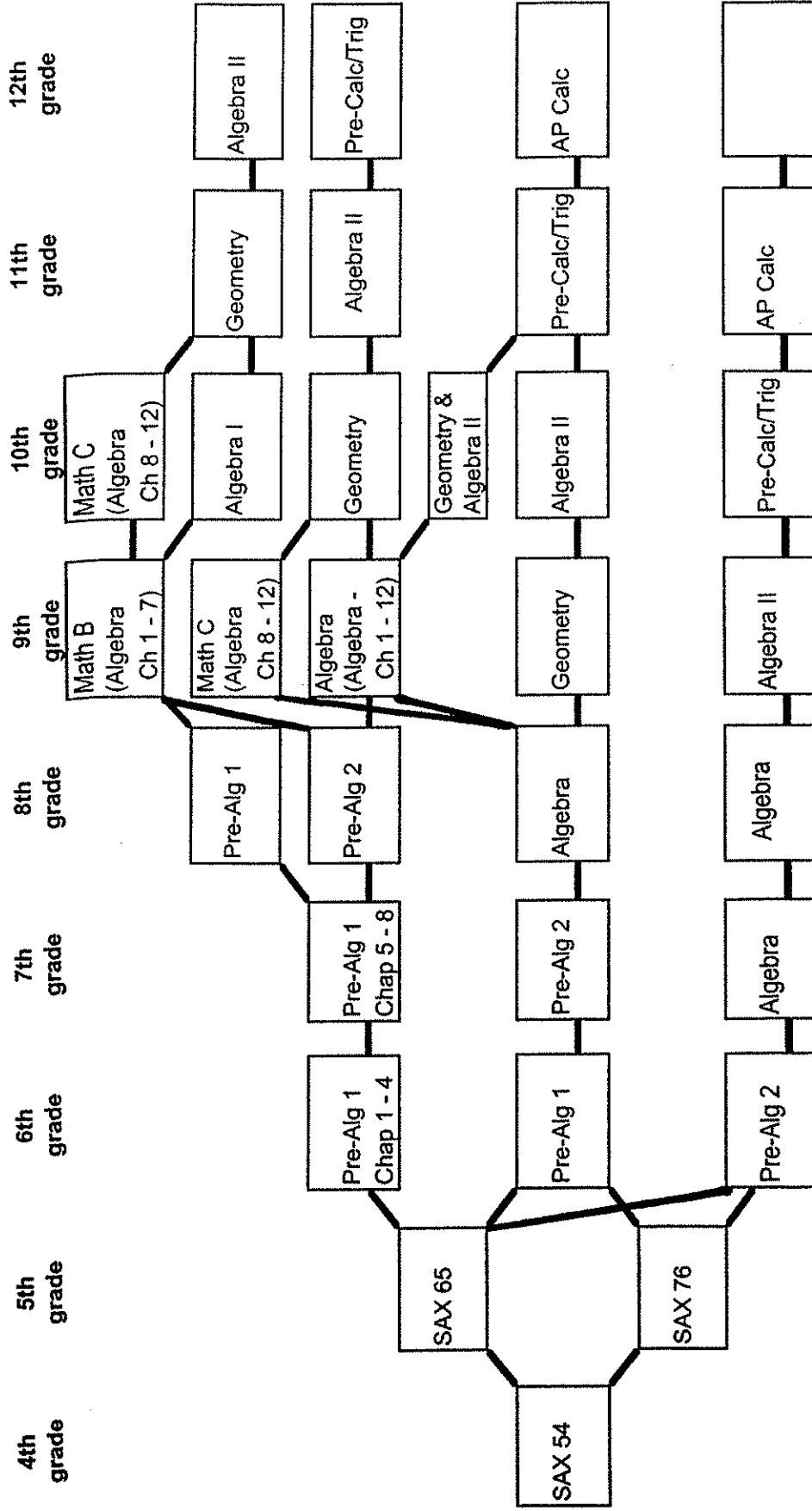
5.5.2

WPUS

Math Articulation

Sequence of Classes

Middle School through High School



Lincoln High School Math Requirement -

3 Years of Math OR

Complete Algebra II

5.5.2
2

INFORMATION

DISCUSSION

ACTION ITEMS

MISSION STATEMENT: Empower Students with the Skills, Knowledge, and Attitudes for Success in an Ever Changing World

BOARD OF TRUSTEE GLOBAL DISTRICT GOALS

1. Develop and continually upgrade a well articulated K-12 academic program that challenges all students to achieve their highest potential.
2. Fosters a safe, caring environment where individual differences are valued and respected.
3. Provide facilities for all district programs and functions that are suitable in terms of function, space, cleanliness and attractiveness.
4. Promote the involvement of the community, local government, business, service organizations, etc. as partners in the education of our students.

COMPLIANCE CHECK LIST

Complies with Board Policy ____
Complies with Site Plan (UP) ____
Complies with Governance & Management Document ____
Complies with Mission Statement ____
Funding Sign-Off by J. Stewart ____

Personnel Sign-Off by B. Noyes ____
Program Sign Off by S. Leaman ____

SBLT Involvement ____
Initial

**WESTERN PLACER UNIFIED SCHOOL DISTRICT
BOARD OF TRUSTEE MEETING
FACT SHEET**

SUBJECT:

Horizon Instructional
Systems' Charter Renewal

AGENDA ITEM AREA:

INFORMATION/DISCUSSION

REQUESTED BY:

Roger R. Yohe, Superintendent

ENCLOSURES:

MEETING DATE:

May 20, 2003

BACKGROUND:

•Luanne Boone, Executive Director of Horizons Instructional Systems will be in attendance to review with the Board of Trustees the plans for its charter renewal with the District.

SUPERINTENDENT'S RECOMMENDATION:

Administration recommends the Board of Trustees review the charter renewal as presented by Luanne Boone, Executive Director of H.I.S. with adoption at a later date.

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6.1

**WESTERN PLACER UNIFIED SCHOOL DISTRICT
BOARD OF TRUSTEE MEETING FACT SHEET**

MISSION STATEMENT: Empower Students with the Skills, Knowledge, and Attitudes for Success in an Ever Changing World.	
BOARD OF TRUSTEES/GLOBAL DISTRICT GOALS	
1. Develop and continually upgrade a well articulated K-12 academic program that challenges all students to achieve their highest potential, with a special emphasis on students.	
2. Foster a safe, caring environment where individual differences are valued and respected.	
3. Provide facilities for all district programs and functions that are suitable in terms of function, space, cleanliness and attractiveness.	
4. Promote the involvement of the community, parents, local government, business, service organizations etc. as partners in the education of the students.	

AGENDA ITEM:

FY 2003-04 Budget Development.

SUBJECT AREA:

Information/
Discussion

REQUESTED BY:

Jay M. Stewart 
Assistant Superintendent, Business Services

ENCLOSURES:

Yes

BOARD MEETING DATE:

May 20, 2003

BACKGROUND:

Attached is the FY 2003-04 Budget Development Evaluation Matrix which incorporates the evaluation criteria agreed upon by the Board of Trustees. The programs listed are currently in the existing budget. These program may be modified or reduced based on the financial and programmatic needs of the District. Points were assigned to each program as follows:

Number of Sites Affected	1 through 8 points
Legally Mandated	Yes – 5 points; No – 0 points
Safety	Yes – 5 points; No – 0 points
Financial Impact on Parents	Yes – 5 points; No – 0 points
Core/Supplemental/ Extra Curricular & Other	Core – 10 points Supplemental – 5 points Extra Curricular & Other – 0 Points
Classroom/Classroom Support	Classroom – 5 points Classroom Support – 0 Points



The programs are sorted by dollar value. The dollar values reflect the total dollars available in each program. There is flexibility in some the programs to reduce only a portion of the total value.

Additional information will be provided at the June 3, 2003 Board meeting based on the Governor's May 15th revised state budget. Final action is tentatively scheduled for June 3, 2003.

SUPERINTENDENT'S RECOMMENDATION:

No action required.

62.1

FY 2003-04 BUDGET DEVELOPMENT

EVALUATION MATRIX

EXISTING PROGRAMS

PROGRAM	DESCRIPTION	NUMBER OF SITES AFFECTED	LEGALLY MANDATED	SAFETY	FINANCIAL IMPACT ON PARENTS	CORE/ SUPPLEMENTAL/ EXTRA CURRICULAR & OTHER	CLASSROOM/ CLASSROOM SUPPORT	TOTAL POINTS	DOLLAR AMOUNT
Maintenance Operating Budget	This budget supports operational expenses for the major maintenance and repair of District facilities.	8	5	5	0	0	0	18	\$340,200
K-3 Class Size Reduction	The State provides incentive funding to provide 20:1 student/teacher ratios for grades K-4.	4	0	0	0	10	5	19	\$336,354
Extracurricular Activities	Salaries and benefits associated with extracurricular activities such as Woodleaf, athletics, yearbook, cheerleading, band, and agriculture.	8	0	0	0	5	0	13	\$187,333
Transportation Operating Budget	This budget supports the maintenance and safety of the District's bus and vehicle fleet.	8	0	5	0	0	0	13	\$136,993
Custodial Operating Budget	This budget supports operational expenses for the cleaning and minor maintenance of the District's schools.	8	0	5	0	0	0	13	\$125,600
9-12 Discretionary Budgets	This budget supports discretionary spending for the high schools. Funding is based on multiplying the school's CBEDS enrollment by a per pupil factor. The per pupil factor is increased each year by the prior year's COLA. The per pupil amount for FY 2003-04 is \$109.50.	3	0	0	0	10	0	13	\$111,255
Miller-Unruh	The District has three (3) Miller-Unruh positions partially supported by the State. The District also supports an additional half-time position at Sheridan School.	4	0	0	0	10	5	19	\$99,513

6-2-7

FY 2003-04 BUDGET DEVELOPMENT

EVALUATION MATRIX

EXISTING PROGRAMS

PROGRAM	DESCRIPTION	NUMBER OF SITES AFFECTED	LEGALLY MANDATED	SAFETY	FINANCIAL IMPACT ON PARENTS	SUPPLEMENTAL/ CORE/ EXTRA CURRICULAR & OTHER	CLASSROOM/ CLASSROOM SUPPORT	TOTAL POINTS	DOLLAR AMOUNT
K-5 Discretionary Budgets	This budget supports discretionary spending at the elementary schools. Funding is based on multiplying the school's CBEDS enrollment by a per pupil factor. The per pupil factor is increased each year by the prior year's COLA. The per pupil amount for FY 2003-04 is \$52.76	4	0	0	0	10	0	14	\$96,608
District Office Discretionary Budget	Operations include office supplies, travel and conferences, District dues and memberships, communications, contracts, employee advertisements, copier expenses, and office equipment.	8	5	5	0	0	0	18	\$88,300
6-8 Discretionary Budgets	This budget supports discretionary spending for the high schools. Funding is based on multiplying the school's CBEDS enrollment by a per pupil factor. The per pupil factor is increased each year by the prior year's COLA. The per pupil amount for FY 2003-04 is \$52.76 for sixth grade and \$73.64 for seventh and eighth grade	2	0	0	0	10	0	12	\$59,994
Custodial Substitutes and Overtime	This budget supports day-to-day and long-term substitute costs and overtime expenses.	8	0	0	0	0	0	8	\$59,665
District Technology Discretionary Budget	This budget supports the District's technology program in terms of equipment replacement and repair, software upgrades, and the installation of infrastructure.	8	0	0	0	5	0	13	\$56,200
Textbook Reserve	Funds are allocated for the adoption and support of instructional materials.	8	0	0	0	15	5	28	\$50,000

6.2.3

FY 2003-04 BUDGET DEVELOPMENT

EVALUATION MATRIX

EXISTING PROGRAMS

PROGRAM	DESCRIPTION	NUMBER OF SITES AFFECTED	LEGALLY MANDATED	SAFETY	FINANCIAL IMPACT ON PARENTS	SUPPLEMENTAL/ CORE/ & OTHER	CLASSROOM/ CLASSROOM SUPPORT	TOTAL POINTS	DOLLAR AMOUNT
Legal Expenses	Legal expenses include the costs generated from collective bargaining, special education, and general district issues that require legal support.	8	5	5	0	0	0	18	\$50,000
Instructional Staff Development	Activities such as certificated and classified staff development, in-services, technology, administrator training, the purchase of supplies and services, and addressing site requests are charged to this budget.	8	5	0	0	5	0	18	\$45,000
Copy Machine Rentals	The District pays for fifty percent (50%) of the baseline copy machine expense for Carlin C. Coppin Elementary, Creekside Oaks Elementary, First Street School, Sheridan School, and Phoenix High School.	5	0	0	0	10	0	15	\$31,260
Fiscal Services Discretionary Budget	Office supplies, employee benefits management, contracts, travel and conferences, communications, and office equipment are charged to this budget.	8	5	5	0	0	0	18	\$30,200
Clerical Substitutes and Overtime	This budget supports day-to-day and long-term substitute costs and overtime expenses	8	0	0	0	0	0	8	\$26,500
Alternative Learning Center	This center located on the Glen Edwards Middle School campus serves as an "on-campus" suspension areas where teachers can place students.	1	0	5	0	5	0	11	\$25,734
Maintenance Substitutes and Overtime	This budget supports day-to-day and long-term substitute costs and overtime expenses	8	0	0	0	0	0	8	\$24,300

6.2.4

FY 2003-04 BUDGET DEVELOPMENT

EVALUATION MATRIX

EXISTING PROGRAMS

PROGRAM	DESCRIPTION	NUMBER OF SITES AFFECTED	LEGALLY MANDATED	SAFETY	FINANCIAL IMPACT ON PARENTS	CORE/ SUPPLEMENTAL/ EXTRA CURRICULAR & OTHER	CLASSROOM/ CLASSROOM SUPPORT	TOTAL POINTS	DOLLAR AMOUNT
CAL-SAFE Program	Program supports infant and child care activities and education.	1	0	0	0	5	0	6	\$17,552
Board of Trustee's Discretionary Budget	Funding is provided to address expenses associated with board member travel, conferences, workshops, District dues and memberships, and supplies.	8	0	0	0	0	0	8	\$17,500
Pupil Testing Services	Costs associated with assessments, including STAR, CBM, and CAHSEE are charged against this budget.	8	5	0	0	5	0	18	\$15,000
Public Relations/Marketing	This program was funded to help publicize the District by developing brochures, literature, and logos. \$10,000 of this budget is directed towards the Lincoln Volunteer Center.	8	0	0	0	0	0	8	\$15,000
Lincoln High School Athletics	The Board of Trustees established this budget to help defray the costs of safety equipment and uniforms.	1	0	5	0	0	0	6	\$15,000
Counseling Interns	School psychology interns from California State University - Sacramento assess and assist with special education students. This program helps reduce the school psychologist's work load and allows them more time to directly assist students and teachers.	8	5	0	0	5	0	18	\$15,000
Board of Trustee's Stipends	Each board member receives a monthly stipend of \$240.	8	0	0	0	0	0	8	\$14,400

6.2.5

FY 2003-04 BUDGET DEVELOPMENT

EVALUATION MATRIX

EXISTING PROGRAMS

PROGRAM	DESCRIPTION	NUMBER OF SITES AFFECTED	LEGALLY MANDATED	SAFETY	FINANCIAL IMPACT ON PARENTS	CORE/ SUPPLEMENTAL/ EXTRA CURRICULAR & OTHER	CLASSROOM/ CLASSROOM SUPPORT	TOTAL POINTS	DOLLAR AMOUNT
Visual and Performing Arts (VAPA)	This budget supports the art plan through additional allocations to elementary and elective art teachers based on the expense of delivering art as a core subject.	8	0	0	0	10	5	23	\$12,545
Lincoln High School SBLT	Lincoln High School does not receive State funding for School Improvement Program (SIP). Therefore, this budget was established by the Board of Trustees to provide an operating budget for the Lincoln High School S. L.T.	1	0	0	0	5	0	6	\$10,000
Human Resources Discretionary Budget	This budget supports office supplies, travel and conferences, communications, and employee advertisements.	8	5	5	0	0	0	18	\$10,000
Special Education Teacher Allocation	\$550 per Special Education instructor is allocated for day-to-day operational expenses.	8	0	0	0	10	5	23	\$9,350
Home-Hospital/Short-term Independent Study	Salaries and benefits associated with the Home-Hospital program, primarily at Phoenix High School, and the Glen Edwards Middle School short-term independent study program are charged against this budget.	2	5	0	0	10	5	22	\$8,905

6.2.6

FY 2003-04 BUDGET DEVELOPMENT

EVALUATION MATRIX

EXISTING PROGRAMS

PROGRAM	DESCRIPTION	NUMBER OF SITES AFFECTED	LEGALLY MANDATED	SAFETY	FINANCIAL IMPACT ON PARENTS	SUPPLEMENTAL/ CORE/ EXTRA CURRICULAR & OTHER	CLASSROOM/ CLASSROOM SUPPORT	TOTAL POINTS	DOLLAR AMOUNT
Independent Study Discretionary Budget	This budget supports discretionary spending for the District long-term independent study program. Funding is based on multiplying the school's CBEDS enrollment by a per pupil factor. The per pupil factor is increased each year by the prior year's COLA. The per pupil amount for FY 2003-04 is \$109.50. A \$4,500 supplement is added to pay for copier expenses.	8	5	0	0	10	5	28	\$6,690
Special Education Operations	The budget represents an additional supplement to help cover expenses associated with the Special Education program.	8	0	0	0	0	5	13	\$6,650
Kindergarten Class Size Reduction Support	\$500 per teacher is allocated to kindergarten teachers.	4	0	0	0	10	5	19	\$6,500
Psychological Services Discretionary Budget	This budget support the District's psych services program. Funding is based on multiplying the District's CBEDS enrollment by a per pupil factor. The per pupil factor is increased each year by the prior year's COLA.	8	5	0	0	5	0	18	\$5,591
Health Services Discretionary Budget	This budget support the District's health services program. Funding is based on multiplying the District's CBEDS enrollment by a per pupil factor. The per pupil factor is increased each year by the prior year's COLA.	8	0	0	0	5	0	13	\$5,591
Phoenix High School	This budget is based on a Necessary Small Continuation School Supplement.	1	0	0	0	10	0	11	\$5,000

6.2.7

FY 2003-04 BUDGET DEVELOPMENT

EVALUATION MATRIX

EXISTING PROGRAMS

PROGRAM	DESCRIPTION	NUMBER OF SITES AFFECTED	LEGALLY MANDATED	SAFETY	FINANCIAL IMPACT ON PARENTS	CORE/ SUPPLEMENTAL/ EXTRA CURRICULAR & OTHER	CLASSROOM/ CLASSROOM SUPPORT	TOTAL POINTS	DOLLAR AMOUNT
Health Services Support (Pupil Testing)	Funding is allocated to the Health Services program to help offset the costs associated with outside agencies who administer mandated student testing services.	8	5	0	0	5	0	18	\$4,500
Lincoln High School North	This budget is based on a Necessary Small Continuation School Supplement.	1	0	0	0	10	0	11	\$3,000
Farm - Special Projects	Supports school farm activities.	1	0	0	0	5	0	6	\$3,000
Ag - Special Projects	Supports school farm activities.	1	0	0	0	5	0	6	\$2,500
Attendance & Welfare Discretionary Budget	This budget supports the District's attendance & welfare program. Funding is based on multiplying the District's CBEDS enrollment by a per pupil factor. The per pupil factor is increased each year by the prior year's COLA.	8	5	0	0	5	0	18	\$1,919
Ag Chemistry Discretionary Budget	Supports school farm activities.	1	0	0	0	10	5	16	\$1,500
Ag Biology - Special Projects	Supports school farm activities.	1	0	0	0	10	5	16	\$800
Natural History	Supports school farm activities.	1	0	0	0	10	5	16	\$500

6-2-04

MISSION STATEMENT: Empower Students with the Skills, Knowledge, and Attitudes for Success in an Ever Changing World	
BOARD OF TRUSTEE GLOBAL DISTRICT GOALS	COMPLIANCE CHECK LIST
1. Develop and continually upgrade a well articulated K-12 academic program that challenges all students to achieve their highest potential.	Complies with Board Policy ____ Complies with Site Plan (LP) ____ Complies with Governance & Management Document ____ Complies with Mission Statement ____ Funding Sign-Off by J. Stewart ____
2. Fosters a safe, caring environment where individual differences are valued and respected.	
3. Provide facilities for all district programs and functions that are suitable in terms of function, space, cleanliness and attractiveness.	
4. Promote the involvement of the community, local government, business, service organizations, etc. as partners in the education of our students.	Personnel Sign-Off by B. Moyes ____ Program Sign Off by S. Leaman ____ SBLT Involvement ____ Initial

**WESTERN PLACER UNIFIED SCHOOL DISTRICT
BOARD OF TRUSTEE MEETING
FACT SHEET**

SUBJECT:

Opportunity for Public Comment
Regarding the Preliminary
Budget Development

AGENDA ITEM AREA:

DISCUSSION

REQUESTED BY:

Karen Roberts, President
Board of Trustees

ENCLOSURES:

MEETING DATE:

May 20, 2003

BACKGROUND:

- The Board of Trustees will give opportunity for community members and teachers to address them in regard to the 2003-2004 preliminary budget development.

SUPERINTENDENT'S RECOMMENDATION:

Administration recommends the Board of Trustees give this opportunity to the audience to address them.

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6.3

MISSION STATEMENT: Empower Students with the Skills, Knowledge, and Attitudes for Success in an Ever Changing World BOARD OF TRUSTEE GLOBAL DISTRICT GOALS		COMPLIANCE CHECK LIST	
1.	Develop and continually upgrade a well articulated K-12 academic program that challenges all students to achieve their highest potential.	Complies with Board Policy	___
2.	Fosters a safe, caring environment where individual differences are valued and respected.	Complies with Site Plan (UP)	___
3.	Provide facilities for all district programs and functions that are suitable in terms of function, space, cleanliness and attractiveness.	Complies with Governance & Management Document	___
4.	Promote the involvement of the community, local government, business, service organizations, etc. as partners in the education of our students.	Complies with Mission Statement	___
		Funding Sign-Off by J. Stewart	___
		Personnel Sign-Off by B. Noyes	___
		Program Sign Off by S. Leaman	___
		SBLT Involvement	___
			Initial

WESTERN PLACER UNIFIED SCHOOL DISTRICT
BOARD OF TRUSTEE MEETING
FACT SHEET

SUBJECT:

2003-2004 Tentative Student Calendar

AGENDA ITEM AREA:

INFORMATION/DISCUSSION/ACTION

REQUESTED BY:

Roger R. Yohe, Superintendent

ENCLOSURES:

Calendar

MEETING DATE:

May 20, 2003

BACKGROUND:

•For purposes of establishing tentative dates of student attendance, it is necessary for the District to adopt the tentative student calendar for the 2003-04 school year in order to facilitate the upcoming school year's registration process. The District fully recognizes and acknowledges that the calendar continues to be subject to negotiations. The District will, of course, negotiate on calendar matters within the scope of negotiations.

SUPERINTENDENT'S RECOMMENDATION:

Administration recommends the Board of Trustees take action to approve the tentative student calendar for 2003-2004.

6.4

2003 - 2004 Tentative Student School Calendar

Western Placer Unified School District

August 03						
S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

August
20 FIRST DAY OF SCHOOL

September
1 Labor Day - Holiday

October
2 K-12 Minimum Days

3 K-12 Minimum Days
24 Ends First Quarter

November
11 Veterans Day - Holiday

13 End First Trimester

17 K-12 Minimum Day

18 K-12 Minimum Day

19 K-12 Minimum Day

20 K-12 Minimum Day

21 K-12 Minimum Day

24 Zero Day

25 ZERO DAY

26 Inlieu Admission Day - Holiday

27 Thanksgiving Day

28 Trustee Holiday

December
18 Ends First Semester
K-12 Minimum Day

19 Zero Day

22 WINTER VACATION

23 WINTER VACATION

24 WINTER VACATION

25 Christmas Day
WINTER VACATION

26 WINTER VACATION

29 WINTER VACATION

30 WINTER VACATION

December
31 WINTER VACATION

January
1 New Year's Day

2 WINTER BREAK

19 M.L. King's Birthday Holiday

February
9 Celebrate Lincoln's Birthday - Holiday

16 President's Day - Holiday

March
3 Ends Second Trimester

12 End Third Quarter

April
5 SPRING BREAK

6 SPRING BREAK

7 SPRING BREAK

8 SPRING BREAK

9 SPRING BREAK

12 Zero Day

May
31 Memorial Day - Holiday

June
3 Minimum Day

4 LAST DAY OF SCHOOL
Minimum Day

July
4 4th of July -

February 04						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29						

September 03						
S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

March 04						
S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

October 03						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

April 04						
S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

November 03						
S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

May 04						
S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

December 03						
S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

June 04						
S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

January 04						
S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

July 04						
S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

6.4.1

**WESTERN PLACER UNIFIED SCHOOL DISTRICT
BOARD OF TRUSTEE MEETING FACT SHEET**

MISSION STATEMENT: Empower Students with the Skills, Knowledge, and Attitudes for Success in an Ever Changing World.
BOARD OF TRUSTEES/GLOBAL DISTRICT GOALS
1. Develop and continually upgrade a well articulated K-12 academic program that challenges all students to achieve their highest potential, with a special emphasis on students.
2. Foster a safe, caring environment where individual differences are valued and respected.
3. Provide facilities for all district programs and functions that are suitable in terms of function, space, cleanliness and attractiveness.
4. Promote the involvement of the community, parents, local government, business, service organizations etc. as partners in the education of the students.

AGENDA ITEM:

Approve the Foskett Ranch Elementary School Railroad Safety Study.

SUBJECT AREA:

Discussion/Action

REQUESTED BY:

Jay M. Stewart 
Assistant Superintendent, Business Services

ENCLOSURES:

Yes

BOARD MEETING DATE:

May 20, 2003

BACKGROUND:

Attached for the Board of Trustee's review and discussion is the railroad safety study for the Foskett Ranch Elementary School site. The California Department of Education requires a safety study if a school site is within 1,500 feet of railroad tracks.

SUPERINTENDENT'S RECOMMENDATION:

Administration recommends the Board of Trustees approve the Foskett Ranch Elementary School Railroad Safety Study.

6.6

April 30, 2003
Project No.: 01201-067.100

Mr. Jay M. Stewart
Western Placer Unified School District
810 J Street
Lincoln, California 95648

Subject **Railroad Safety Study**
Proposed Foscett Ranch Elementary School
Lincoln, California

Dear Mr. Stewart:

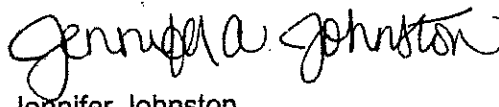
ENSR Corporation (ENSR) is pleased to provide the results of our Railroad Safety Study for the proposed Foscett Ranch Elementary School located in Lincoln, California. This study was completed in accordance with the scope of services outlined in our proposal (No. 1201-B28) dated February 18, 2003, and authorized by the Western Placer Unified School District, Purchase Order No. 32701, dated February 20, 2003.

The safety study provides information, as required under California Code of Regulations, Title 5, Education, Section 14010(d), to identify hazards posed by the presence of railroad tracks that are located within 1,500 feet of a proposed school site. The Railroad Safety Study was performed under the supervision of a California Registered Geologist (RG).

This safety study includes information obtained from Union Pacific Railroad Company (UPRR), and the Department of Transportation (DOT) Federal Railroad Administration (FRA) regarding track operations, track conditions, and railroad safety procedures; an assessment of potential safety hazards associated with rail traffic; and conclusions and recommendations.

If you have any questions or comments concerning this report, please contact one of the undersigned at (916) 362-7100.

Sincerely,
ENSR Corporation


Mark Capps, RG 6561
Sr. Project Manager
Jennifer Johnston
Staff Engineer

Railroad Safety Study

Proposed Foskett Ranch Elementary School Lincoln, California

ENSR Project No: 01201-067.100

Prepared For:
Western Placer Unified School District
810 J Street
Lincoln, California 95648

Prepared By:
ENSR Corporation
10411 Old Placerville Road, Suite 210
Sacramento, California 95827

April 30, 2003

6.5.2

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APPENDIX D	WBAPS REPORT

1.0 INTRODUCTION

This report presents the results of the Railroad Safety Study (RRSS) performed by ENSR Corporation (ENSR) for the proposed Foscett Ranch Elementary School (Subject Property) located in Lincoln, California (**Figure 1**). The RRSS was authorized by the Western Placer Unified School District (WPUSD), Purchase Order No. 32701, dated February 20, 2003, and was performed in accordance with the scope of services outlined in our proposal 1201-B28 dated February 18, 2003.

The Subject Property consists of an approximately 14-acre parcel of undeveloped land, currently covered with dry grasses. The topography is slightly undulating. The location of the Subject Property is shown in **Figure 1**.

One Union Pacific Railroad (UPRR) railway easement is located within 1,500 feet of the proposed school site. The railroad track is located approximately 910 feet north-northeast of the Subject Property (**Figure 2**) and is parallel to and is southwest of State Highway 65. A figure identifying the proposed school site and the railroad track is presented in **Appendix A**. The easement contains a "Main" track running in a southeast-northwest direction. The nearest highway-rail grade crossing is located at Wise Road, approximately 3,100 feet north-northwest of the Subject Property. Photographs of the railroad and related crossings are presented in **Figure 3**.

1.1 Purpose and Scope

The safety study provides information, as required under California Code of Regulations Title 5, Education, Section 14010(d), to identify potential hazards posed by the presence of railroad tracks that are located within 1,500 feet of a proposed school site. The scope of work for the RRSS involved:

- 1) obtaining background information on track conditions and rail traffic on the UPRR "Main" track located within the railroad easement approximately 910 feet north-northeast of the proposed school site;
- 2) evaluating potential safety hazards to the proposed school site associated with railroad operations; and
- 3) identifying existing risk management measures and evaluating whether additional risk management mitigation measures may be required to address any identified safety hazards.

ENSR obtained background information from UPRR regarding the frequency of rail traffic, train speed, types of cargo, and the type and condition of existing railroad tracks. ENSR identified potential safety hazards to the Subject Property based on a qualitative analysis of available information, and identified possible risk management mitigation measures. This study does not include an evaluation of noise impacts.

1.2 Report Organization

The remainder of this report is organized into six sections as follows:

- Section 2.0 SETTING,
- Section 3.0 RAILROAD SAFETY EVALUATION,
- Section 4.0 RISK MANAGEMENT,
- Section 5.0 CONCLUSIONS AND RECOMMENDATIONS,
- Section 6.0 LIMITATIONS, and
- Section 7.0 REFERENCES.

Supporting documentation is included in attached appendices.

2.0 SETTING

This section presents a description of the railroad easement, railroad ownership/operation, and proximity to natural gas pipelines for the subject track. UPRR and Department of Transportation (DOT) Federal Railroad Administration (FRA) safety programs are also discussed.

2.1 Railroad Easement

The nearest railroad easement is located approximately 910 feet north-northeast of the Subject Property. The easement contains one track running in a southeast-northwest direction. The railroad track is owned and operated by UPRR. According to UPRR, the track is listed as Class 4, a "Main" track.

Track Class is separated into two general categories: 1) Class 1 through 5 for speeds up to 90 mile per hour (mph) for passenger trains and up to 80 mph for freight trains; 2) Class 6 through 9 for speeds above 90 mph (above 80 mph for freight). A Class 4 track has a maximum allowable speed for freight trains of 60 mph. In addition, Code of Federal Regulations (CFR) Title 49, Chapter II, Part 213, Subchapter C and Subchapter D provide the track geometry and track structure specifications for each Class. If a track does not meet the requirements of a Class, it is downgraded to the Class for which it meets all requirements. According to Title 49, Transportation, Chapter II, Part 213, Subpart F, Class 4, "Main" track must be inspected twice weekly with at least one calendar day interval between inspections. The inspections verify track integrity and compliance with the classification requirements. In the event that remedial actions are necessary to repair track, speed reduction requirements are imposed on the section of track until the repairs are made.

The subject track runs parallel to and is southwest of State Highway 65 and north-northeast of the Subject Property. The single track is straight (no curves) and flat (0% grade) for a distance of approximately 6,000 feet northwest of the Subject Property and 6,500 feet southeast of the Subject Property. The tracks are at a slightly higher elevation than the proposed school facility (one to two feet) with 55 acres of open space situated between the Subject Property and the railway easement. A barbed-wire fence separates the railroad easement from the adjacent, undeveloped property.

The nearest highway-rail grade crossing is located at Wise Road, approximately 3,100 feet north-northwest of the Subject Property. The DOT crossing number for the Wise Road crossing is #753246C. This is a Public-At-Grade crossing with two traffic lanes. Warning devices at the crossing consist of one reflectorized gate, one non-reflectorized gate, two standard highway stop signs, two train-activated reflectorized gates, two train-activated mast-mounted flashing lights, and two train-activated bells. According to the DOT Highway-Rail Crossing Accident/Incident Report, there has been one reported accident/incident at the crossing that occurred in 1978. This accident/incident resulted in the injury of one highway-rail crossing user. The rail equipment involved in the accident/incident was not transporting hazardous materials.

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The second nearest highway-rail grade crossing is located at 7th Street, approximately 4,300 feet southeast of the Subject Property. The DOT crossing number for the 7th Street crossing is #753241T. This is a Public-At-Grade crossing with two traffic lanes. Warning devices at the crossing consist of two train-activated reflectorized gates, two train-activated mast-mounted flashing lights, two train-activated cantilevered flashing lights, and two train-activated bells. In addition, one non-reflectorized crossbuck is also located at the 7th Street location and has a DOT crossing number of 753242A. According to the DOT Highway-Rail Crossing Accident/Incident Report, there have not been any reported accidents/incidents at the crossing.

In addition to the highway-rail grade crossings, there are two private crossings located along State Highway 65 (**Figure 1**) that are not identified with a DOT crossing number. One is east of the Wise Road crossing and northwest of the Subject Property, and the other is east of the Subject Property and west of the 7th Street crossing. The crossing closest to the Wise Road crossing is a single lane that appears to be a private entrance to the adjoining agricultural land. The private crossing closest to the 7th Street crossing is at the entrance to Sierra Pacific Industries, located at 1445 North Highway 65. Since these two crossings are not identified with a DOT crossing number, information is not available regarding the current warning devices or accidents/incidents at the crossing.

2.2 Railroad Ownership/Operation

The railroad line and easement are owned and operated by Union Pacific Railroad (UPRR), headquartered in Omaha, Nebraska. UPRR is comprised of the Missouri Pacific and Western Pacific (acquired in 1982), the M-K-T Railroad (1988), the Chicago and North Western (1995), and the Southern Pacific Railroad (1996), and operates a 36,000-mile rail network linking 23 states from the Midwest to the West and Gulf Coasts.

Nationally, UPRR operates track for the movement of automobiles, chemicals, coal, industrial products (lumber, steel, stone and cement), and intermodal transfer (truck loads). Chemical products transported by UPRR include petroleum, fertilizer, liquid petroleum gas, bulk liquid chemicals, soda ash/sodium compounds, phosphorous/phosphorous rock and sulfur. Mr. Don Snow, UPRR's Manager of Chemical Transportation Safety (Roseville, CA), provided ENSR with the total number of shipments of hazardous materials transported in 2002 (8,500 shipments) on the subject tracks. Mr. Snow stated that National Homeland Security policies now restrict the dissemination of detailed information regarding the specific type and quantity of hazardous materials transported by rail. A copy of the general information provided by Mr. Snow is presented in **Appendix B**.

According to the DOT American Association of Railroads (AAR) Crossing Inventory Information, the typical number of train movements and train speed for the above mentioned highway-rail grade crossings is as follows:

- ♦ **Wise Road (Crossing #753246C)** – Typical number of train movements are 13 Day Thru and 11 Night Thru. The typical train speed over the crossing ranges from 20 to 50 mph; and
- ♦ **7th Street (Crossing #753241T)** – Typical number of train movements are 13 Day Thru, 2 Day Switching and 11 Night Thru. The typical train speed over the crossing ranges from 20 to 50 mph.

2.3 Proximity to Natural Gas Pipelines

ENSR contacted Pacific Gas and Electric Company (PG&E) for the identification of natural gas lines within a 1,500-foot radius of the proposed school site. According to Mr. Marty Gragg with PG&E, an 8-inch, 400 pounds per square inch gauge (psig) natural gas transmission line and a 16-inch, 600 psig natural gas transmission line are located approximately 640 feet and 770 feet, respectively, southwest of the Subject Property. The distance between the railroad tracks and the natural gas pipelines is approximately 2,600 feet.

2.4 Federal Railroad Administration Safety Inspection Program

FRA has the responsibility for ensuring railroad safety throughout the nation. FRA codes and regulations are defined under CFR Title 49—Transportation, Chapter II—Federal Railroad Administration, Department of Transportation.

The United States' railroad system consists of over 600 railroads with more than 250,000 employees, 200,000 miles of track, 1.2 million freight cars, and 20,000 locomotives. To monitor railroad compliance with federally mandated safety standards, FRA employs 400 inspectors operating out of 47 offices throughout the nation.

Between 1978 and 1993, the number of railroad accidents declined nationwide by more than 75 percent. During this period, FRA's traditional site-specific safety enforcement program was in place. In 1993, FRA developed the Safety Assurance and Compliance Program (SACP) to complement its traditional safety enforcement program. Through SACP, a team approach to enhancing railroad safety has been implemented, which incorporates railroad labor, railroad management, manufacturers, shippers, and the traveling public. Technical Resolution Committees, Safety Partnerships, and the Railroad Safety Advisory Committee were established by the FRA to enhance communications and enable all concerned parties to become more directly involved in improving rail safety. Since 1993, improvements in rail safety have resulted in a steady decline in rail accidents, fatalities, and injuries.

2.5 UPRR Inspection and Safety Programs

According to Mr. Snow, UPRR inspection of the subject railroad track is performed daily by a track inspector, and the tracks are inspected per CFR Title 49, Part 213 – Track Safety Standards. Subchapter C and Subchapter D provide the track geometry and track structure

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specifications for factors including alignment, gauge, cross-tie placement and other construction requirements. Track defects are repaired or tracks are taken out of service when defects are discovered by track inspectors or reported by transportation crews. Subpart 213.110 specifies remedial action and speed reduction requirements for intervals of track that do not meet the respective class specifications. Speed reductions are enacted until the remedial actions are completed and compliance with the specifications is confirmed.

The following information was obtained from UPRR's Web-page (www.uprr.com).

UPRR safety programs implemented to reduce accidents/incidents at crossings include the following:

- Public Awareness Campaigns;
- Vegetation Control;
- Crossing Accident Reduction Enforcement (CARE);
- 'Near Hit' Program; and
- Inspection and Observation.

UPRR created Operation Lifesaver (OL) in 1972 that was later adopted by the railroad industry. OL is a national, non-profit education and awareness program dedicated to ending tragic collisions, fatalities and injuries at highway-rail grade crossings and on railroad right-of-ways. To accomplish its mission, OL promotes education, enforcement, and engineering. In the past 25 years, OL is credited with saving a minimum of 10,000 lives.

UPRR's goal is to clear brush, trees and tall grasses from all public grade crossings system-wide to provide greater visibility. Through 1999, 15,847 crossings had been cleared for a distance of 300 feet from the crossing and for the width of the right-of-way, in all four quadrants.

Motorists ignore warning signals at crossings, to the point of even driving around lowered gates. Through CARE, offending motorists are being stopped and ticketed, by both local police and UPRR special agents. Several states have even given the special agents the same authority that police have to issue citations. Typically, agents and police officers team up to "blitz" a crossing. At one Missouri crossing, the number of crossing collisions/incidents fell 66 percent after a blitz.

The 'Near Hit' program gives train crews and other UPRR employees a way to report instances of vehicles that narrowly avoid being hit by a locomotive. Stickers with an 800-phone number to call are posted in locomotives and on posters in other work locations. Motorists identified through license numbers or other information are sent letters that cite the incident and serve, hopefully, to trigger a change in driving behavior. In 1999, more than 1,276 incidents were reported.

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Corridor Review Teams, made up of front line managers, inspect UPRR grade crossings to make sure they comply with federal, state, local and company regulations and policies. Employees also are given laminated cards as a quick reference guide to UPRR responsibilities at public crossings.

UPRR safety programs regarding the transportation of chemicals include the following:

- Hazardous Emergency Network;
- Hazardous Materials Initiatives;
- Non-Accident Release Program;
- Transportation Community Awareness and Emergency Response (TRANSCAER); and
- Responsible Care Overview.

The UPRR Hazardous Commodity Inquiry (a Web-based application) was instituted to provide emergency response personnel with immediate access to listings of specific hazardous materials contained within individual cars, vans or containers being shipped via UPRR.

A UPRR team in the St Louis National Customer Service Center (NCSC) tracks hazardous material commodities, which are deemed "time sensitive" shipments, due to their chemical nature. These products must reach their destination within a given time period or they may start a chemical reaction and possibly cause a release. To safeguard against a release occurring, UPRR was the first railroad to monitor every time sensitive shipment on a daily basis. If a car appears to be delayed en route, a series of calls are initiated by management to ensure arrival of the product within the designated time period. Since beginning this process, there have been no car releases of time sensitive products.

A non-accident release is described as any release of hazardous materials (hazmat) from leaks, splashes and venting from safety devices. UPRR works to prevent all hazmat releases, even those not caused by derailments. Inspections of tank cars, as well as non-accident release inspections and measures, are implemented. If a tank car is determined to need repairs, the shipper is notified. Since 1994 non-accident releases have been reduced by 15%.

TRANSCAER is a national outreach initiative designed to improve community awareness of hazardous materials found in transportation; encourage partnerships between citizens and industry; assist emergency responders in planning and preparing for hazardous material-related incidents; and assist emergency responders in evaluating their community's emergency response plan.

6.5.11

The Responsible Care program was created in 1988 by the Chemical Manufacturers Association (CMA) in an effort to bring together the industries that produce, transport and market chemical products and dispose of waste. The focus of the program is continuous improvements in the health, safety and environmental performance of the chemical industry. UPRR was the first railroad to be accepted into the CMA's partnership program.

6.5.12

3.0 RAILROAD SAFETY EVALUATION

This section presents ENSR's safety evaluation of the subject railroad tracks at the location of the proposed school facility. The types of rail accidents/incidents are described, an assessment of the probability or frequency of such events occurring at the site is made, and consequences that could result from a rail accident/incident are identified.

3.1 Event Identification

Following the Reports Act of 1910, railroads began reporting accidents to the federal government. The current definitions describing reportable events were adopted in 1975 and have remained largely unchanged since then. A railroad is required by FRA regulations (49 CFR Part 225) to use the current "FRA Guide for Preparing Accident/Incident Reports" when preparing monthly reports. FRA maintains records and statistics regarding all reportable rail accidents/incidents.

The term "accident/incident" refers to the entire list of FRA reportable events. Reportable events are divided into three major groups:

1. Train accidents - A safety related event involving on-track rail equipment (both standing and moving), causing monetary damage to the rail equipment and track above a prescribed amount. The prescribed amount for 1998 and 1999 was \$6,600.
2. Highway-rail grade crossing incidents - Any impact between on-track rail equipment and a highway user (motor vehicle or other crossing user) at a designated crossing site, including walkways, sidewalks, etc., associated with the crossing.
3. Other incidents - Any death, injury, or occupational illness of a railroad employee that is not the result of a "train accident" or "highway-rail incident".

All three groups of rail accidents/incidents can result in the upset of inert material, physical impact to nearby property, and/or the release of hazardous materials. Hazardous materials incidents are segregated in the FRA Hazardous Materials Information System (HMIS) database according to whether they occur: 1) during an accident (i.e., during a vehicular mishap or train derailment); 2) en route, but not during an accident (e.g., due to a cargo shift or valve failure); or 3) during loading or unloading of the material.

3.2 Probability/Frequency Analysis

The probability and/or frequency of a rail accident/incident impacting the proposed school facility is evaluated in this section. The qualitative assessment presented in this section ranks the likelihood of an event occurring as very low, low, moderate, high, or very high.

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3.2.1 Train Accidents

Train accidents are divided into three categories by FRA: derailments, collisions, and other accidents. The primary causes of train accidents are track defects, human factors, equipment defects, signal defects, and miscellaneous causes. Statistics compiled by FRA for the period of 1991 through 2000 indicate that train accidents represent an average of 13% of the total reported accidents/incidents. Of the total reported train accidents, yard track accidents account for 52%. FRA statistics indicate an average of 3.93 train accidents per million train miles (MTM), or 3.93×10^{-6} accidents per train mile. Subtracting yard track accidents results in an average of 1.89 non-yard train accidents per MTM, or 1.89×10^{-6} accidents per train mile.

A conservative estimate of the frequency of train accidents along the track located north-northeast of the Subject Property is 1.72×10^{-2} accidents per year. This estimate is based on 9,125 train miles per year (25-day trips per year at one mile per trip) and the non-yard rate of 1.89×10^{-6} accidents per train mile. The number of daily trips is derived from the information provided by Mr. Snow of UPRR and the DOT AAR Crossing Inventory Information, which documents the typical number of daily train movements at the subject crossings, and provides an estimate of the volume of train traffic passing the Subject Property during daytime/school hours. Information from the Wise Road crossing was used, as this crossing has the higher number of daily train movements. The estimated frequency is higher than the actual frequency. One recorded incident, in 1978, is the most recent incident and approximately 219,000 train miles have been logged without incident.

The FRA statistically-derived rate accounts for all classes of track and all types of track conditions (i.e., grade, curves, weather, etc.). Notable variations occur in accident rates along different classes of track. The segment of track at the location of the Subject Property is identified as Class 4 "Main", which has a maximum allowable operating speed of 60 mph for freight trains and 80 mph for passenger trains. At the location of the proposed school, the track is straight with a 0% grade for greater than one-half mile in each direction, and weather conditions would not include snow or ice. Also, the track is located greater than 500 feet north-northeast of the Subject Property. Overall, the probability of a train accident occurring in proximity to the Subject Property is considered low to moderate.

3.2.2 Highway-Rail Grade Crossing Incidents

Highway-rail grade crossing incidents represent an average of 21% of the total FRA reported accidents/incidents. FRA statistics for the period of 1991 through 2000 indicate an average of 6.71 highway-rail grade crossing incidents per MTM, or 6.71×10^{-6} incidents per train mile. Based on an estimated 9,125 train miles per year (during the day) and the above incident rate, the frequency of highway-rail grade crossing incidents along the subject track is estimated at 6.12×10^{-2} incidents per year.

Copies of the DOT Highway-Rail Grade Crossing Accident/Incident Reports are included in **Appendix C**.

6.5.14

ENSR accessed the Web Accident Prediction System (WBAPS) maintained by the FRA Office of Safety Analysis Highway-Rail Crossing Safety & Trespass Prevention to obtain a site-specific prediction of the potential frequency of highway-rail grade crossing incidents for the two crossings (Wise Road ID No. 753246C and 7th Street ID No. 753241T) identified along the UPRR Main track. The WBAPS generates reports that list public highway-rail intersections ranked by predicted number of collisions per year. The WBAPS accident prediction formula is based upon two independent variables: 1) information about the physical and operating characteristics of the crossing; and 2) five years of accident history data at the crossing. According to the WBAPS model, the combined number of predicted collisions at the two crossings is 2.83×10^{-2} per year.

The WBAPS derived predicted collision rate for the subject track is slightly less than the FRA statistics incident rate. A copy of the WBAPS reports for the referenced crossings are presented in **Appendix D**. Overall, the average probability of a highway-rail grade crossing incident occurring at any one of the two referenced crossings during school hours is considered moderate.

3.2.3 Other Incidents (Trespassing)

Other incidents account for an average of 66% of the total FRA reported accidents/incidents. Other incidents include trespassing incidents not at crossings, any event that caused a death or an injury to a person, or any event that caused an occupational illness to a railroad employee. FRA statistics for the period of 1991 through 2000 indicate an average of 1.53 trespassing incidents not at crossings per MTM, or 1.53×10^{-6} incidents per train mile. Based on an estimated 9,125 train miles per year (during the day) for the track, and the above incident rate, the frequency of trespassing incidents along the section of track located approximately 910 feet north-northeast of the Subject Property is estimated at 1.40×10^{-2} incidents per year. Currently, there are 55 acres of open space and a barbed-wire fence separating the Subject Property from the track. The fence will act as a barrier to pedestrian traffic trespassing from the Subject Property. The overall potential for a trespassing incident to occur at the location of the proposed school facility is considered low.

3.2.4 Hazardous Materials Incidents

Hazardous materials incidents can occur as a result of any of the three types of rail accidents/incidents described in Section 3.1. Hazardous materials cargo are grouped into the following categories:

- Toxic by inhalation chemicals (TIH);
- Flammables (Liquefied petroleum gas [LPG], gasoline, etc.); and
- Explosives.

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TIH chemicals include six compounds that account for more than 90% of the risks for all TIH-related transportation incidents, as inferred from fatality and injury records in the HMIS database. The six TIH chemicals are chlorine, ammonia, sulfur dioxide, hydrogen fluoride, fuming sulfuric acid, and fuming nitric acid.

LPG is the most frequently shipped flammable material. Although rail transportation accounts for more than 60% of the total LPG commodity flow, the past twenty years of historical data clearly show that highway transportation accounted for a substantial majority of the reported fatalities and injuries. Prior to the 1980's, rail accidents that involved LPG caused many more injuries and fatalities than did highway incidents, due to car punctures in derailments or switchyard incidents. Redesignated tank cars introduced in the early 1980's have dramatically reduced risks associated with rail transportation of flammable materials. Statistics on rail accidents/incidents involving flammable materials are not readily available.

Highway transportation is the primary means of explosive material commodity flow. Statistics on rail accidents/incidents involving explosives are not readily available.

Mr. Snow stated that detailed information regarding the specific type and quantity of hazardous materials transported cannot be provided due to the National Homeland Security policies. For assessment purposes, ENSR assumed that TIH chemicals are transported along the subject track, along with flammable material and explosives.

A risk assessment study titled, "*A National Risk Assessment for Selected Hazardous Materials*", prepared by Argonne National Laboratory for the U.S. Department of Transportation (DOT), Office of Hazardous Materials Safety (OHMS) (December 2000) addresses the occurrence of hazardous materials incidents. According to the risk assessment study, by far the greatest risk of a hazardous materials release for rail transportation is from the TIH chemicals. The release probability for six TIH chemicals is presented in **Table 3.1**. The release probability for other most commonly transported hazardous materials is presented in **Table 3.2**. Ninety-eight percent (98%) of fatalities from TIH chemical releases involve enroute/non-accident incidents. The average release probability for the six TIH chemicals is 3.1×10^{-8} per train mile. Based on 9,125 train miles per year for the subject track, the probability/frequency of a release of TIH chemicals at the Subject Property is 2.8×10^{-4} releases per year. Since the amount of flammable material and explosives transported along the subject track are unknown, the overall potential for a hazardous materials incident to occur along the track is considered moderate.

Table 3.1 – Railcar Types and Release Probabilities for six TIH Chemicals

Chemical	Railcar Type	Release Probability ¹ (per 10 ⁶ car-miles)
Ammonia	112S340W, 112J340W, and 105A300W	0.035
Chlorine	105A500W	0.012
Sulfur dioxide	105A300W	0.035
Hydrogen fluoride	112A300W	0.035
Fuming Sulfuric Acid	112A300W	0.035
Fuming Nitric Acid	112A300W	0.035

1. From "A National Risk Assessment for Selected Hazardous Materials Transportation", prepared for the Office of Hazardous Materials Safety (OHMS), December 2000.

Table 3.2 – Commodity, Railcar Types and Release Probabilities

Chemical	Railcar Type	Release Probability ¹ (per 10 ⁶ car-miles)
Sulfuric Acid	111A; nonpressure	0.13
Phosphoric Acid	111A; nonpressure	0.15
LP gas, propane & butane	112J340W ² ; pressure	0.0331

1. From "A National Risk Assessment for Selected Hazardous Materials Transportation", prepared for the Office of Hazardous Materials Safety (OHMS), December 2000.
2. Predominant car type in service for this commodity from 1985 to 1995.

3.3 Consequence Analysis

A qualitative evaluation of the consequences that could result from a rail accident/incident is presented in this section. In performing the consequence analysis, four categories of accidents/incidents were considered: 1) train accidents (derailments, collisions etc.); 2) highway-rail grade crossing incidents; 3) trespassing incidents; and 4) hazardous materials incidents (resulting from any of the three other categories). The qualitative assessment presented in this section ranks the consequences associated with rail accidents/incidents as very low, low, moderate, high, or very high.

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3.3.1 Train Accidents

In the event of a train derailment, the locomotive, passenger cars, and/or cargo cars typically dig into the ground surface and do not travel far from the tracks. Cargo may become dislodged and impact nearby structures. The closest distance between the track and the Subject Property is approximately 910 feet with 55 acres of open space and a barbed-wire fence acting as a barrier. The typical range of speed along the track is 20 to 50 mph and according to the UPRR, tracks are inspected daily. Therefore, based on the section of track approximately 910 feet north-northeast of the Subject Property, the consequences associated with a train derailment are considered low.

3.3.2 Highway-Rail Grade Crossing Incidents

A highway-rail grade crossing incident involving a motor vehicle and/or a pedestrian will generally result in a fatality to the occupants of the vehicle and/or pedestrian. A collision with a motor vehicle may result in a train derailment at the crossing. A derailment at the Wise Road or 7th Street crossings are not expected to result in physical impact and/or discharge of inert materials at the Subject Property. However, based on a distance of approximately 6,000 feet to the nearest highway-rail grade crossing (Wise Road) and 6,500 feet to the 7th Street crossing, the consequences to individuals at the Subject Property in the event of a train derailment at a crossing are considered low.

3.3.3 Trespassing Incidents

A trespassing incident involving a pedestrian will generally result in a fatality to the trespasser. There are 55 acres of open space and a barbed-wire fence acting as a barrier between the track and the Subject Property. Therefore, school children would not be able to readily trespass onto the railroad easement. The consequences associated with a railroad trespassing incident involving school children are considered moderate.

3.3.4 Hazardous Materials Incidents

Consequences associated with a hazardous materials incident could include fatalities, injuries, and evacuations. The HMIS database, which contains national statistics on rail-related hazardous materials incidents, indicates that for the period 1985 through 1995, there was one fatality, 83 major injuries, 615 minor injuries, and 61,273 evacuations (evacuations were not recorded until 1990) resulting from the release of hazardous materials from rail cars.

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As noted in Section 3.2.4, ENSR believes that the greatest risk potential of a hazardous materials release in the vicinity of the Subject Property would be from exposure to the TIH chemicals. The risk assessment study (Argonne National Laboratory, 2000) estimates the probability of occurrence of an incident that would result in exposure to TIH chemicals based on two classes of release: 1) an accident-related rail release (i.e., derailment); and 2) a rail release while en route from origin to destination, but not during an accident or derailment. The risk assessment study is based on historic fatality and injury data from the HMIS database over a ten-year period (1985-1995).

The risk assessment study estimates that the probability of occurrence of an accident-related rail release that would result in population exposure to airborne TIH chemicals in concentrations exceeding fatal thresholds is 2.68×10^{-9} incidents per train mile. Based on an estimated 9,125 train miles per year for the subject track, the estimated probability of such an incident occurring in proximity to the Subject Property is 2.82×10^{-4} incidents per year.

The risk assessment study estimates that the probability of occurrence of an enroute/nonaccident-related rail release that would result in population exposure to airborne TIH chemicals in concentrations exceeding fatal thresholds is 1.06×10^{-7} incidents per train mile. Based on an estimated 9,125 train miles per year for the subject track, the estimated probability of such an incident occurring in proximity to the Subject Property is 9.67×10^{-4} incidents per year.

The total estimated probability of a hazardous materials incident (accident and nonaccident-related) occurring along the track near the Subject Property that would result in exposure to TIH chemicals in concentrations exceeding fatal thresholds is approximately 9.92×10^{-4} incidents per year. ENSR believes that this estimate may be higher than would actually be expected to occur. The probability estimates from the risk assessment study are based on a total of approximately 72 incidents per year resulting in exposure to TIH chemicals in concentrations exceeding fatal thresholds. However, the HMIS database records show that only one fatality associated with a rail-related hazardous materials incident occurred during the ten year period from 1985 through 1995. For the subject railroad track, no hazardous materials incidents were identified. Therefore, based on the section of track approximately 910 feet north-northeast of the Subject Property and transportation of all nine classes of hazardous materials, the consequences associated with a rail-related hazardous materials release are considered moderate to high.

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4.0 RISK MANAGEMENT

Risk management measures are intended to: 1) reduce the probability of occurrence of an event that could result in a railroad accident/incident, and 2) mitigate the consequences that could result if a railroad accident/incident were to occur in the vicinity of the proposed school site. FRA and UPRR have a number of risk management measures in place to accomplish these goals. The matrix table presented below highlights measures intended to reduce the probability of occurrence of the four main types of events associated with train accidents/incidents for the subject tracks at the location of the proposed school site.

Table 4.1 – Risk Management Measures

Risk Management Measures	Types of Train Accidents/Incidents			
	Train Accidents (not at crossings)	Highway-Rail Grade Crossing Incidents	Trespassing Incidents (not at crossings)	Hazardous Materials Incidents
FRA Safety Assurance and Compliance Programs	X	X	X	X
UPRR Safety and Inspection Programs	X	X	X	X
Warning Devices and Safety Barriers at Crossings		X		X
Tank Car Design				X

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5.0 CONCLUSIONS AND RECOMMENDATIONS

The Railroad Safety Study has identified four main types of rail accidents/incidents that could pose a safety hazard to the proposed school facility. The probability/frequency of each of these types of event occurring was estimated and a qualitative evaluation of the consequences associated with each event was conducted. The findings are summarized in Table 5.1.

Table 5.1 – Risk Analysis Findings

Type of Accident/Incident	Train Accidents (w/o Hazmat incident)	Highway-Rail Grade Crossing Incidents (w/o Hazmat incident)	Trespassing Incidents (not at crossing)	Hazardous Materials Incidents
Probability/Frequency	Low to Moderate	Moderate	Low	Moderate
Consequence	Low	Low	Moderate	Moderate to High
Risk	Moderate	Low	Moderate	Moderate to High

w/o Hazmat = without hazardous materials release

As indicated in the summary table, the overall risk to the proposed school site associated with rail operations is generally considered moderate. The overall risk associated with trespassing incidents are considered to be moderate, primarily due to the high consequence of an incident. However, the 55 acres of open space and barbed-wire fence north of the Subject Property will act as a barrier to the railroad track easement for pedestrian traffic. The risk from hazardous materials incidents is considered moderate to high. The separation of the school site from the railroad easement provides a buffer, and no hazardous materials incidents were recorded for the subject track. However the total number of hazardous materials shipments and potential consequences represent a moderate to high risk.

ENSR recommends that any evacuation plans, health and safety plans, or emergency response training plans that are developed for the proposed school identify the presence of rail traffic and take into consideration procedures that could be implemented to provide an added degree of site-specific mitigation of potential consequences associated with a railroad accident/incident. Site-specific measures could include:

- Creating evacuation procedures in the event of a rail accident/incident;
- Identifying alternate evacuation routes that direct the public away from the railroad easement;
- Maintaining an emergency contact list with phone numbers; and
- Designating a fire drill meeting at locations remote from the railroad easement area.

6-5-21

6.0 LIMITATIONS

The scope of work for this Railroad Safety Study is intended to identify potential hazards posed by the presence of railroad tracks located within 1,500 feet of a proposed school site. This RRSS was not intended to be comprehensive, identify all potential concerns, or mitigate the potential risk for a train incident.

ENSR's findings and recommendations are based on information provided by the FRA, UPRR, the WPUSD, and information contained in various U.S. DOT databases and reports relating to transportation risk assessments.

This document may be used only by WPUSD and the California Department of Education, and only for the purpose stated, within a reasonable time from its issuance. Land use, site and building conditions may change over time. Additional assessment work may be required with the passage of time.

Any party other than the WPUSD and the California Department of Education who wishes to use this document shall notify ENSR of such intended use. Based on the intended use of the report, ENSR may require that additional work be performed and that an updated document be issued. Non-compliance with any of these requirements by the Client or anyone else will release ENSR from any liability resulting from the use of this document by any unauthorized party.

ENSR has performed its services in a manner consistent with the standards of care and skill ordinarily exercised by members of the profession practicing under similar conditions in the geographic vicinity and at the time the services were performed. No warranty or guarantee, expressed or implied, is part of the services offered by this safety study.

6.5.22

7.0 REFERENCES

California Code of Regulations (CCR), Title 5, Section 14010(d).

ENSR, Updated Phase I Environmental Site Assessment Report, Proposed Foscett Ranch Elementary School Site, Foscett Ranch Planned Unit Development, Lincoln, California, December 17, 2002.

Snow, Don, Union Pacific Railroad, Questionnaire and Personal Communication (916) 789-5241.

Union Pacific Railroad, Web Page, www.uprr.com.

U.S. Department of Transportation, Federal Railroad Administration, *Railroad Safety Statistics Annual Report 1999*, August 2000.

U.S. Department of Transportation, Federal Railroad Administration, *Track Safety Standards Compliance Manual*, January 1, 2002.

U.S. Department of Transportation, Federal Railroad Administration, Web Accident Prediction System.

U.S. Department of Transportation, Federal Railroad Administration, Web Page, www.fra.dot.gov.

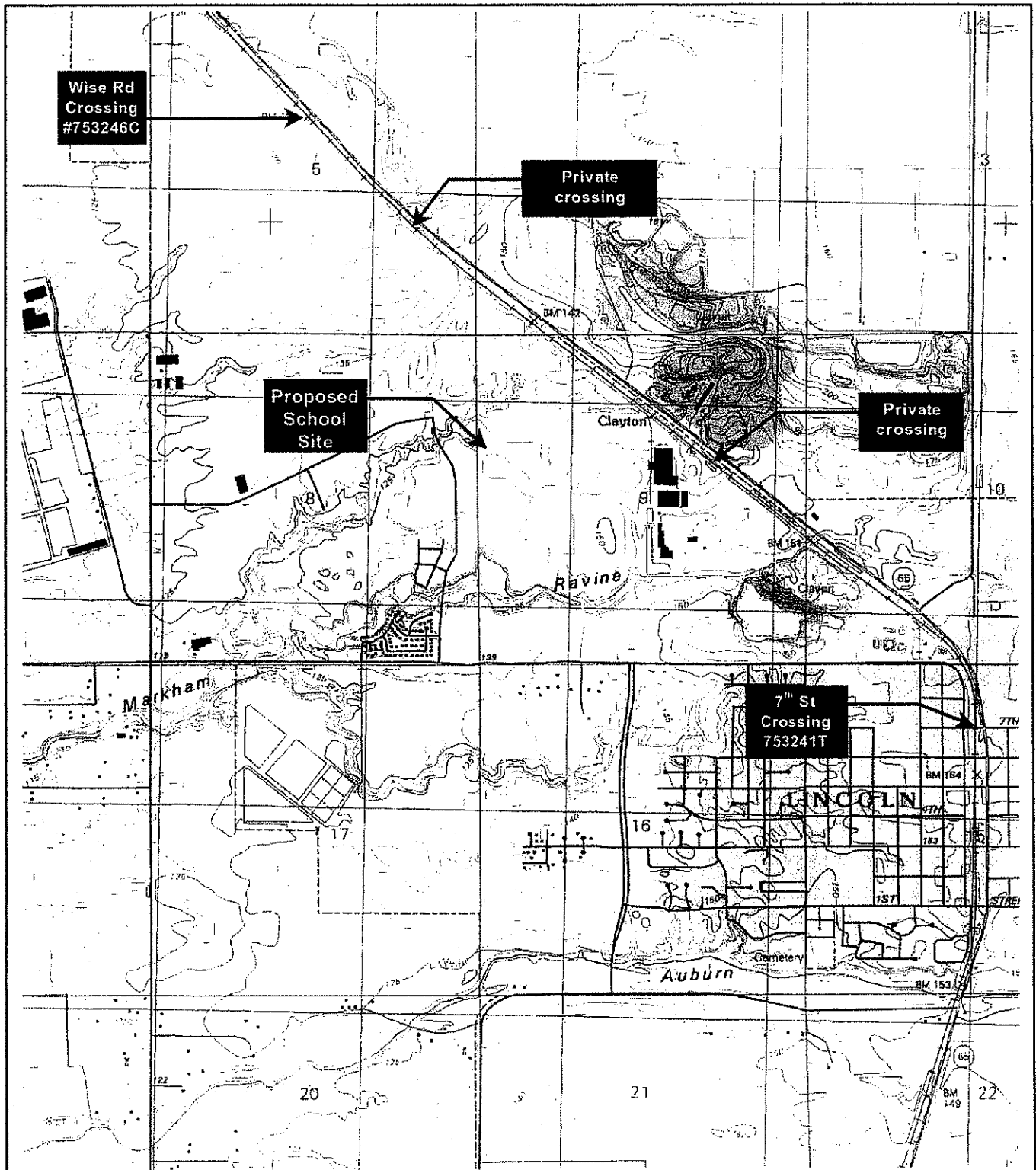
U.S. Department of Transportation, Office of Hazardous Materials Safety, *A National Risk Assessment for Selected Hazardous Materials*, by Argonne National Laboratory, December 2000.

6.5.23

6.5.24

FIGURES

6.5.25



SOURCE: USGS 7½ Minute Topographic Quadrangle,
Lincoln, California 1992.

SCALE 1 : 24 000

1 5 0 Kilometers
1000 0 1000 Meters

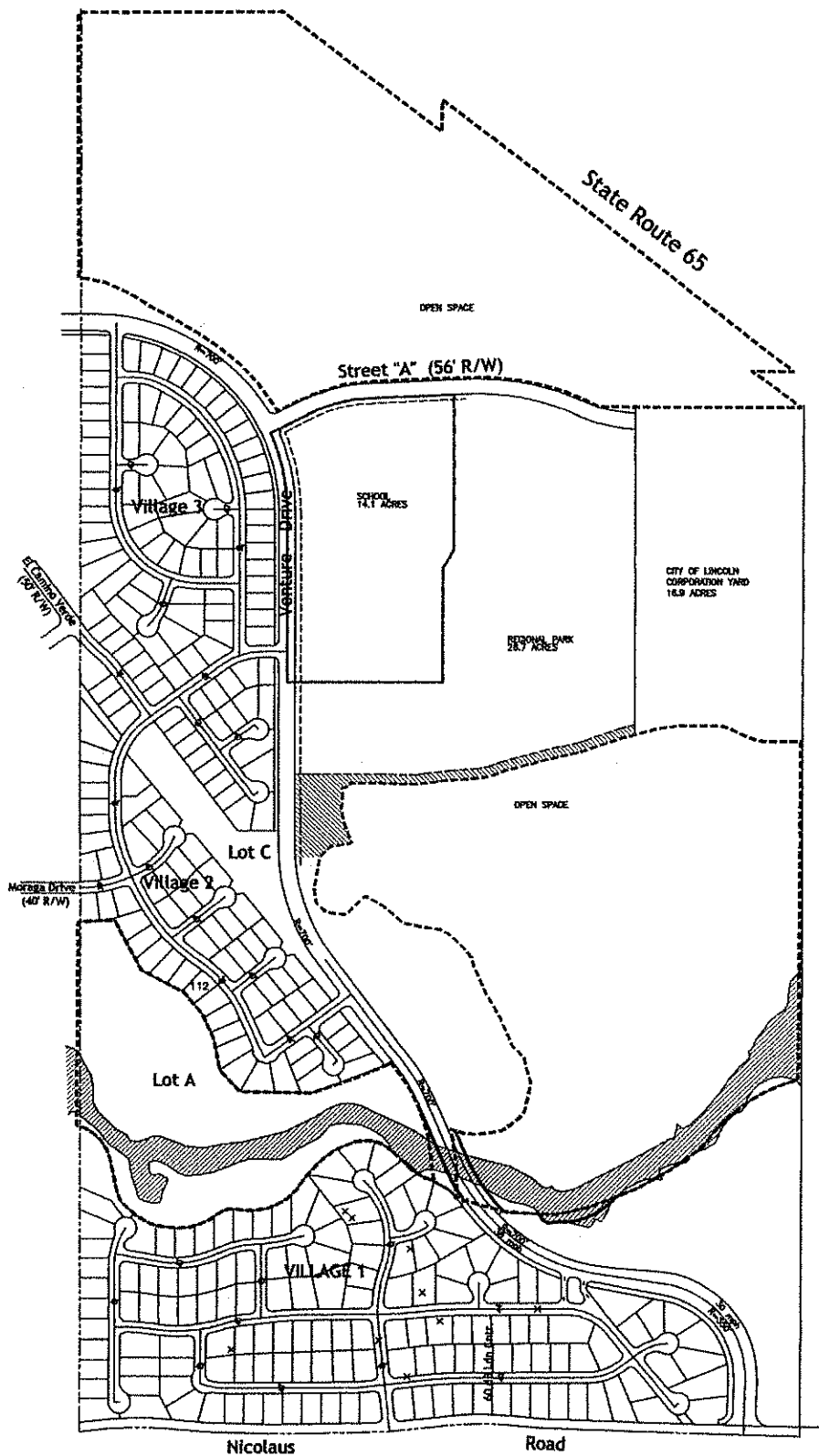
ENSR
INTERNATIONAL

FIGURE 1 SITE LOCATION MAP

Proposed Fosskett Ranch Elementary School
Western Placer Unified School District
Lincoln, California

DRAWN: C Stagg	DATE: April 2003	PROJECT NO.: 01201-067	REV 1
FILE NO.: Figure1.doc	CHECKED: J Johnston		

6.5.26



SIERRA PACIFIC LUMBER COMPANY
APN 210-015-020



**FIGURE 2
SITE PLAN**

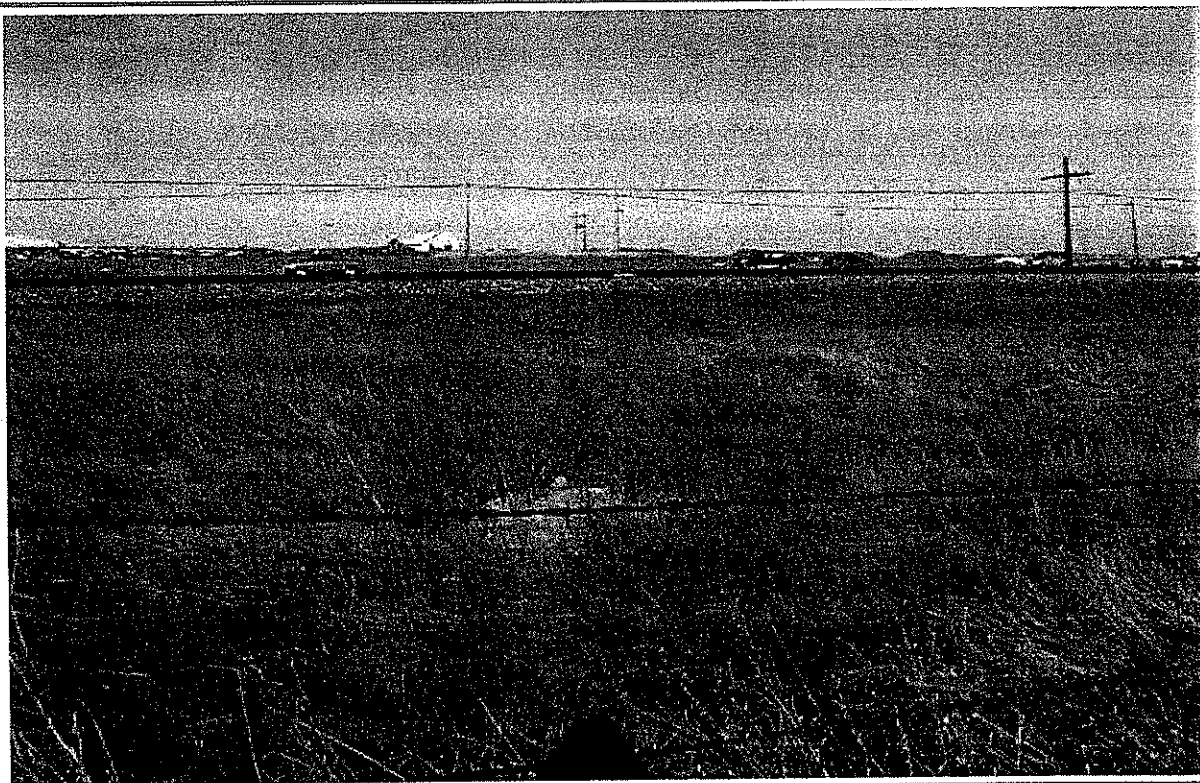
Proposed Fokett Ranch Elementary School
Western Placer Unified School District
Lincoln, CA

DRAWN: M. SCOP	DATE: 12/12/2002	PROJECT NO. 01201-058-100	REV.
FILE NO. 01201-058-100	CHK BY:		

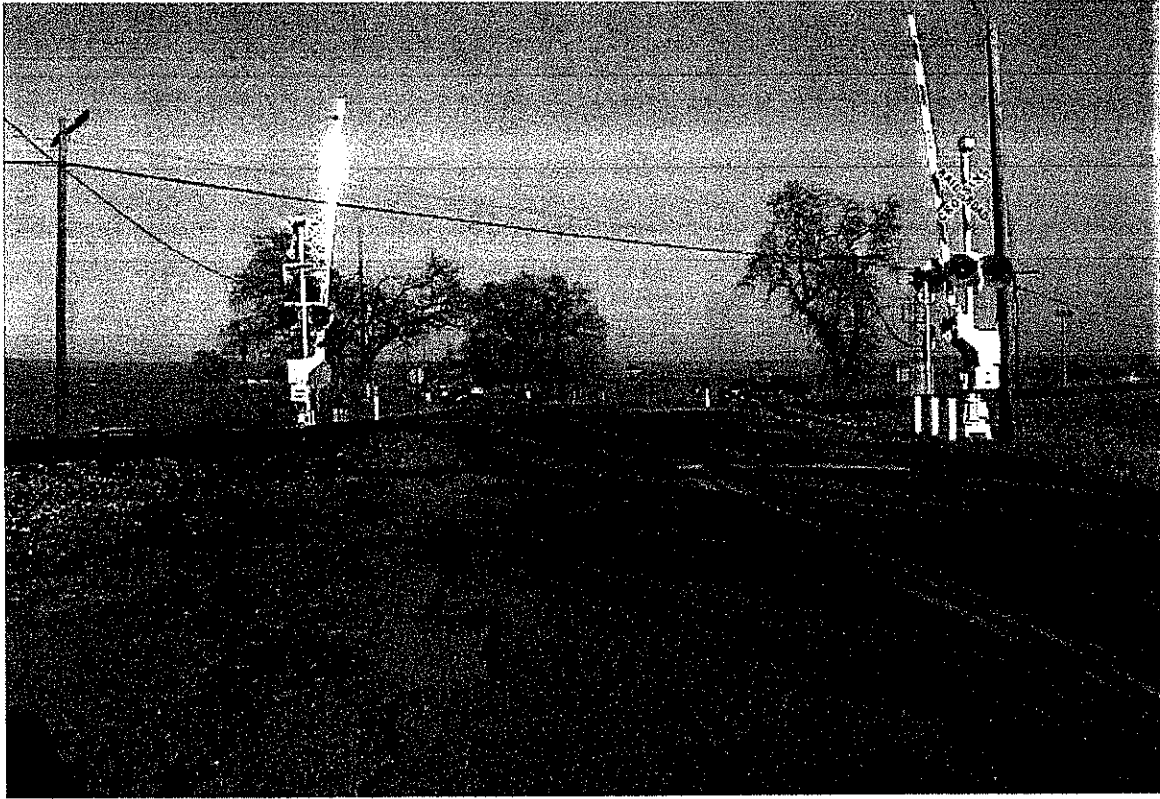
6.5.27



1. Looking north from the Subject Property, 55 acres of open space separate the proposed school site and the railroad track located 910 feet north-northeast.



2. From the edge of the open space, looking north, a barbed-wire fence is located south of the railroad easement. State Highway 65 is located to the north and parallel to the subject railroad track.



3. The Wise Road crossing and safety devices are shown.



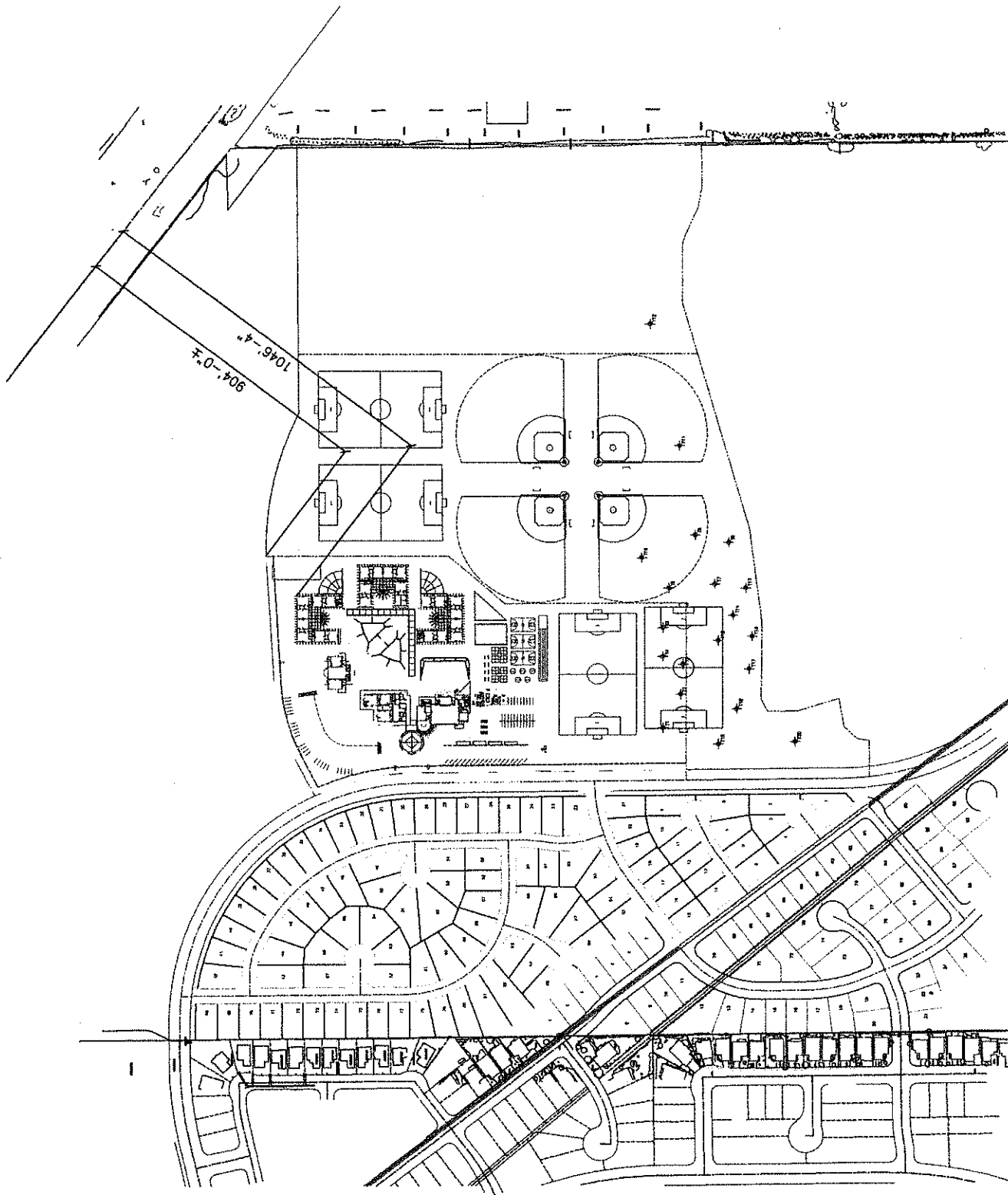
4. Looking southeast down the subject railroad track. The track is straight for at least 1/2 mile in each direction from the proposed school site.

6.5.29

APPENDIX A

FIGURE OF PROPOSED SCHOOL SITE AND RAILROAD TRACK

6.5.30



6.5.31

APPENDIX B

INFORMATION PROVIDED BY UPRR

6.5.32



RAILROAD INFORMATION AND SAFETY QUESTIONNAIRE FOR PROPOSED SCHOOL SITE

Subject Property: Proposed School Site
Foskett Ranch Elementary School
Lincoln, California
(Site Maps Attached)

Subject Railroad Track: Union Pacific Railroad
Crossing No. 753246C and 753241T
Wise Road and 7th Street
Lincoln, California

INFORMATION REQUEST

1. Railroad Track Ownership:

Union Pacific Railroad

2. Operators of Track:

Number of Daily Trips (Day/Night):

25

3. Track Class (1-9):

4

4. Track Type (Main, Yard, Side, Other):

M

5. Is Hazardous Materials Cargo Transported? (yes/no): y
(If yes, please fill out attached sheet).

6. Have there been any reportable accidents/incidents along the Subject Railroad Track or at Crossing No.: 753246C or 753241T; Street/Road Name: Wise Road and 7th Street?

NO

7. What is the inspection schedule for the Subject Railroad Track?

DAILY

8. What is the maintenance schedule for the Subject Railroad Track?

PER FRA STANDARDS

Note - Please use additional sheets as needed.

**HAZARDOUS MATERIALS CARGO**

For
Union Pacific Railroad
Crossing No. 753246C and 753241T
Wise Road and 7th Street
Lincoln, California

<u>Category</u>	<u>Chemical Name</u>	<u>Quantity/(Tons)</u>	<u>Car Type</u>
1. Toxic by Inhalation: (TIH Chemical)	Chlorine		
	Ammonia		
	Sulfur Dioxide		
	Hydrogen Fluoride		

YEAR 2002

2. Flammable

8500 SHIPMENTS

ALL 9 CLASSES

3. Explosive

4. Other Material:

Notes:

Car Type = (Class 111A; 112J340W, 105A300W and 105A500W, etc.)

6.5.34

6.5.35

APPENDIX C

**DOT HIGHWAY-RAIL GRADE CROSSING
ACCIDENT/INCIDENT REPORTS**

U.S. DOT - AAR CROSSING INVENTORY INFORMATION
AS OF 2/27/03

Crossing #: **753246C** Status: **New Crossing** Effective Begin-Date of Record: **01/01/70**
Railroad: **Southern Pacific Transportation Co. [SP] SRR=UP** End-Date of Record: **07/14/80**
Initiating Agency **Original**

Part I Location and Classification of Crossing

Division:	SACTO	Subdivision:	WESTERN
State:	CA	Nearest City:	LINCOLN
County:	PLACER	County Map Ref. No.:	SH3
Highway Type & No.:		FRA RR Network Lic:	SP318
Street or Road Name:	WISE RD	RailRoad I.D. No.:	C-120.40
Branch or Line Name:	MAIN	Railroad Milepost:	0120.41
Nearest RR Timetable Stn:	EWING		
Crossing Type and Protection:	Public At Grade		

Part II Detailed Information

Typical Number of Daily Train Movements: **16** Day Thru **0** Day Switching **0** Night Switching **11** Night Thru
Speed of Train at Crossing: Maximum Time Table Speed **50** Typical Speed Range Over Crossing From **20** to **50** mph
Type and Number of Tracks **1** Main **0** Other
Does Another RR Operate a Separate Track at Crossing? **No**
Does Another RR Operate Over Your Track at Crossing? **No**

Type of Warning Device(s) at Crossing

Signs:
1 Reflectorized Crossbucks **1** Non-Reflectorized Crossbucks **2** Standard Highway Stop Sign(s)
0 Other Stop Sign(s) **0** Other Signs: **0** Other Signs:
Train Activated Devices:
0 R/W Reflectorized Gates **0** Other Colored Gates **0** Mast Mounted FL
0 Cantilevered FL (Over) **0** Cantilevered FL (Not over) **0** Other Flashing Lights
0 Highway Traffic Signals **0** Wigwags **0** Bells
Special Warning Device Not Train Activated: **- None -**
Is Commercial Power Available? **Yes**
Does Crossing Signal Provide Speed Selection for Trains? **N/A**
Method of Signalling for Train Operation: Is Track Equipped With Signals? **Yes**

Part III: Physical Data

Type of Development: **Open Space**
Smallest Crossing Angle: **30 to 59 Degrees**
Number of Traffic Lanes Crossing Railroad **2**
Are Truck Pullout Lanes Present? **No**
Is Highway Paved? **Yes**
Pavement Markings: **Stop Lines and RR Xing Symbols**
Are RR Advance Warning Signs Present? **Yes**
Crossing Surface: **Asphalt**
Does Track Run Down a Street? **No**
Nearby Intersecting Highway? **Less than 75 feet**

Part IV: Highway Department

Highway System: **Other FA Highway - Not NHS**
Is Crossing on State Highway System? **No**
Functional Classification of Road Over Crossing: **Rural Minor Collector**
Estimated AADT: **000070**
Estimated Percent Trucks: **50**

6.5.37

U.S. DOT - AAR CROSSING INVENTORY INFORMATION
AS OF 2/27/03

Crossing #: **753246C** Status: **Changed Crossing** Effective Begin-Date of Record: **07/15/80**
Railroad: **Southern Pacific Transportation Co. [SP] SRR=UP** End-Date of Record: **03/27/88**
Initiating Agency **Railroad**

Part I Location and Classification of Crossing

Division:	SACRAMENTO	Subdivision:	VALLEY
State:	CA	Nearest City:	LINCOLN
County:	PLACER	County Map Ref. No.:	SH3
Highway Type & No.:		FRA RR Network Lic:	SP318
Street or Road Name:	WISE RD	RailRoad I.D. No.:	C120.4
Branch or Line Name:	E. VALLEY LINE	Railroad Milepost:	0120.41
Nearest RR Timetable Stn:	EWING		
Crossing Type and Protection:	Public At Grade		

Part II Detailed Information

Typical Number of Daily Train Movements: **16** Day Thru **0** Day Switching **0** Night Switching **11** Night Thru
Speed of Train at Crossing: Maximum Time Table Speed **50** Typical Speed Range Over Crossing From **20** to **50** mph
Type and Number of Tracks **1** Main **0** Other
Does Another RR Operate a Separate Track at Crossing? **No**
Does Another RR Operate Over Your Track at Crossing? **No**

Type of Warning Device(s) at Crossing

Signs:
1 Reflectorized Crossbucks **1** Non-Reflectorized Crossbucks **2** Standard Highway Stop Sign(s)
0 Other Stop Sign(s) **0** Other Signs: **0** Other Signs:

Train Activated Devices:

2 R/W Reflectorized Gates	0 Other Colored Gates	2 Mast Mounted FL
0 Cantilevered FL (Over)	0 Cantilevered FL (Not over)	0 Other Flashing Lights
0 Highway Traffic Signals	0 Wigwags	2 Bells

Special Warning Device Not Train Activated: **- None -**

Is Commercial Power Available? **Yes**

Does Crossing Signal Provide Speed Selection for Trains? **Yes**

Method of Signalling for Train Operation: Is Track Equipped With Signals? **Yes**

Part III: Physical Data

Type of Development: **Open Space**
Smallest Crossing Angle: **0 to 29 Degrees**
Number of Traffic Lanes Crossing Railroad **2**
Are Truck Pullout Lanes Present? **No**
Is Highway Paved? **Yes**
Pavement Markings **Stop Lines and RR Xing Symbols**
Are RR Advance Warning Signs Present? **Yes**
Crossing Surface: **Asphalt**
Does Track Run Down a Street? **No**
Nearby Intersecting Highway? **Less than 75 feet**

Part IV: Highway Department

Highway System: **Other FA Highway - Not NHS**
Is Crossing on State Highway System? **No**
Functional Classification of Road Over Crossing: **Rural Minor Collector**
Estimated AADT: **000070**
Estimated Percent Trucks: **50**

6.5.38

U.S. DOT - AAR CROSSING INVENTORY INFORMATION
AS OF 2/27/03

Crossing #: **753246C** Status: **Changed Crossing** Effective Begin-Date of Record: **03/28/88**
Railroad: **Southern Pacific Transportation Co. [SP] SRR=UP** End-Date of Record: **03/14/91**
Initiating Agency **Railroad**

Part I Location and Classification of Crossing

Division:	SACRAMENTO	Subdivision:	VALLEY
State:	CA	Nearest City:	LINCOLN
County:	PLACER	County Map Ref. No.:	SH3
Highway Type & No.:		FRA RR Network Lic:	SP318
Street or Road Name:	WISE RD	RailRoad I.D. No.:	C120.4
Branch or Line Name:	E. VALLEY LINE	Railroad Milepost:	0120.41
Nearest RR Timetable Stn:	EWING		
Crossing Type and Protection:	Public At Grade		

Part II Detailed Information

Typical Number of Daily Train Movements: **13** Day Thru **0** Day Switching **0** Night Switching **11** Night Thru
Speed of Train at Crossing: Maximum Time Table Speed **70** Typical Speed Range Over Crossing From **20** to **50** mph
Type and Number of Tracks **1** Main **0** Other
Does Another RR Operate a Separate Track at Crossing? **No**
Does Another RR Operate Over Your Track at Crossing? **No**

Type of Warning Device(s) at Crossing

Signs:
1 Reflectorized Crossbucks **1** Non-Reflectorized Crossbucks **2** Standard Highway Stop Sign(s)
0 Other Stop Sign(s) **0** Other Signs: **0** Other Signs:

Train Activated Devices:

2 R/W Reflectorized Gates	0 Other Colored Gates	2 Mast Mounted FL
0 Cantilevered FL (Over)	0 Cantilevered FL (Not over)	0 Other Flashing Lights
0 Highway Traffic Signals	0 Wigwags	2 Bells

Special Warning Device Not Train Activated: **- None -**

Is Commercial Power Available? **Yes**

Does Crossing Signal Provide Speed Selection for Trains? **Yes**

Method of Signalling for Train Operation: Is Track Equipped With Signals? **Yes**

Part III: Physical Data

Type of Development: **Open Space**
Smallest Crossing Angle: **0 to 29 Degrees**
Number of Traffic Lanes Crossing Railroad **2**
Are Truck Pullout Lanes Present? **No**
Is Highway Paved? **Yes**
Pavement Markings **Stop Lines and RR Xing Symbols**
Are RR Advance Warning Signs Present? **Yes**
Crossing Surface: **Asphalt**
Does Track Run Down a Street? **No**
Nearby Intersecting Highway? **Less than 75 feet**

Part IV: Highway Department

Highway System: **Other FA Highway - Not NHS**
Is Crossing on State Highway System? **No**
Functional Classification of Road Over Crossing: **Rural Minor Collector**
Estimated AADT: **000070**
Estimated Percent Trucks: **50**

6.5.39

U.S. DOT - AAR CROSSING INVENTORY INFORMATION
AS OF 2/27/03

Crossing #: **753246C** Status: **Changed Crossing** Effective Begin-Date of Record: **03/15/91**
Railroad: **Southern Pacific Transportation Co. [SP] SRR=UP** End-Date of Record: **12/31/95**
Initiating Agency **State**

Part I Location and Classification of Crossing

Division:	SACRAMENTO	Subdivision:	VALLEY
State:	CA	Nearest City:	LINCOLN
County:	PLACER	County Map Ref. No.:	SH3
Highway Type & No.:		FRA RR Network Lic:	SP318
Street or Road Name:	WISE RD	RailRoad I.D. No.:	C120.4
Branch or Line Name:	E. VALLEY LINE	Railroad Milepost:	0120.41
Nearest RR Timetable Stn:	EWING		
Crossing Type and Protection:	Public At Grade		

Part II Detailed Information

Typical Number of Daily Train Movements: **13** Day Thru **0** Day Switching **0** Night Switching **11** Night Thru
Speed of Train at Crossing: Maximum Time Table Speed **70** Typical Speed Range Over Crossing From **20** to **50** mph
Type and Number of Tracks **1** Main **0** Other
Does Another RR Operate a Separate Track at Crossing? **No**
Does Another RR Operate Over Your Track at Crossing? **No**

Type of Warning Device(s) at Crossing

Signs:
1 Reflectorized Crossbucks **1** Non-Reflectorized Crossbucks **2** Standard Highway Stop Sign(s)
0 Other Stop Sign(s) **0** Other Signs: **0** Other Signs:

Train Activated Devices:

2 R/W Reflectorized Gates	0 Other Colored Gates	2 Mast Mounted FL
0 Cantilevered FL (Over)	0 Cantilevered FL (Not over)	0 Other Flashing Lights
0 Highway Traffic Signals	0 Wigwags	2 Bells

Special Warning Device Not Train Activated: **- None -**

Is Commercial Power Available? **Yes**

Does Crossing Signal Provide Speed Selection for Trains? **Yes**

Method of Signalling for Train Operation: Is Track Equipped With Signals? **Yes**

Part III: Physical Data

Type of Development:	Open Space
Smallest Crossing Angle:	0 to 29 Degrees
Number of Traffic Lanes Crossing Railroad	2
Are Truck Pullout Lanes Present?	No
Is Highway Paved?	Yes
Pavement Markings	Stop Lines and RR Xing Symbols
Are RR Advance Warning Signs Present?	Yes
Crossing Surface:	Asphalt
Does Track Run Down a Street?	No
Nearby Intersecting Highway?	Less than 75 feet

Part IV: Highway Department

Highway System:	Other FA Highway - Not NHS
Is Crossing on State Highway System?	No
Functional Classification of Road Over Crossing:	Rural Minor Collector
Estimated AADT:	000070
Estimated Percent Trucks:	50

6.5.40

U.S. DOT - AAR CROSSING INVENTORY INFORMATION
AS OF 2/27/03

Crossing #: **753246C** Status: **Changed Crossing**
Railroad: **Union Pacific RR Co. [UP]**
Initiating Agency **State**

Effective Begin-Date of Record: **01/01/96**
Current Record

Part I Location and Classification of Crossing

Division:	SACRAMENTO	Subdivision:	VALLEY
State:	CA	Nearest City:	LINCOLN
County:	PLACER	County Map Ref. No.:	SH3
Highway Type & No.:		FRA RR Network Lic:	SP318
Street or Road Name:	WISE RD	RailRoad I.D. No.:	C120.4
Branch or Line Name:	E. VALLEY LINE	Railroad Milepost:	0120.41
Nearest RR Timetable Stn:	EWING		
Crossing Type and Protection:	Public At Grade		

Part II Detailed Information

Typical Number of Daily Train Movements: **13** Day Thru **0** Day Switching **0** Night Switching **11** Night Thru
Speed of Train at Crossing: Maximum Time Table Speed **70** Typical Speed Range Over Crossing From **20** to **50** mph
Type and Number of Tracks **1** Main **0** Other
Does Another RR Operate a Separate Track at Crossing? **No**
Does Another RR Operate Over Your Track at Crossing? **No**

Type of Warning Device(s) at Crossing

Signs:
1 Reflectorized Crossbucks **1** Non-Reflectorized Crossbucks **2** Standard Highway Stop Sign(s)
0 Other Stop Sign(s) **0** Other Signs: **0** Other Signs:

Train Activated Devices:

2 R/W Reflectorized Gates	0 Other Colored Gates	2 Mast Mounted FL
0 Cantilevered FL (Over)	0 Cantilevered FL (Not over)	0 Other Flashing Lights
0 Highway Traffic Signals	0 Wigwags	2 Bells

Special Warning Device Not Train Activated: **- None -**

Is Commercial Power Available? **Yes**

Does Crossing Signal Provide Speed Selection for Trains? **Yes**

Method of Signalling for Train Operation: Is Track Equipped With Signals? **Yes**

Part III: Physical Data

Type of Development: **Open Space**
Smallest Crossing Angle: **0 to 29 Degrees**
Number of Traffic Lanes Crossing Railroad **2**
Are Truck Pullout Lanes Present? **No**
Is Highway Paved? **Yes**
Pavement Markings **Stop Lines and RR Xing Symbols**
Are RR Advance Warning Signs Present? **Yes**
Crossing Surface: **Asphalt**
Does Track Run Down a Street? **No**
Nearby Intersecting Highway? **Less than 75 feet**

Part IV: Highway Department

Highway System: **Other FA Highway - Not NHS**
Is Crossing on State Highway System? **No**
Functional Classification of Road Over Crossing: **Rural Minor Collector**
Estimated AADT: **000070**
Estimated Percent Trucks: **50**

6.5.41

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of				Alphabetic Code		RR Accident/Incident No.	
1. Reporting Railroad				1a. SP		1b. 48898	
2. Other Railroad Involved in Train Accident/Incident				2a.		2b.	
3. Railroad Responsible for Track Maintenance				3a. SP		3b. 48898	
4. U.S. DOT-AAR Grade Crossing ID No. 753246C			5. Date of Accident/Incident 05/16/78		6. Time of Accident/Incident 8:23 AM		
7. Nearest Railroad Station EWING			8. Division		9. County PLACER		10. State Abbr. CA Code 06
11. City (if in a city) LINCOLN			12. Highway Name or No. WISE RD				<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) Code A				17. Equipment 3. Train (standing) 6. Light loco(s) (moving) 1. Train (units pulling) 4. Car(s) (moving) 7. Light loco(s) (standing) 2. Train (units pushing) 5. Car(s) (standing) 8. Other (specify) Code 1			
14. Vehicle Speed (est. mph at impact) 0		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 3		18. Position of Car Unit in Train 1			
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped Code 2		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 1					
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code			
20c. State the name and quantity of the hazardous materials released, if any							
21. Temperature (specify if minus) 70 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 2		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1			
24. Type of Equipment Consist 1. Freight train 4. Work train 7. Yard/Switching (single entry) 2. Passenger train 5. Single car 8. Light loco(s) 3. Commuter train 6. Cut of cars 9. Other (specify) Code 1				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 1		26. Track Number or Name MAIN TRACK	
27. FRA Track Class (1-6,X) 3		28. Number of Locomotive Units 4		29. Number of Cars 52		30. Consist Speed (Recorded if available) R. Recorded E. Estimated 53 mph Code E	
31. Time Table Direction 1. North 2. South 3. East 4. West Code 3		32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew Warning 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) 3. Standard FLS 6. Audible 9. Watchman 12. None Code(s) 07					
33. Signaled Crossing Warning		34. Whistle Ban 1. Yes 2. No 3. Unknown Code		35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1			
36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 2					
38. Driver's Age		39. Driver's Gender 1. Male 2. Female Code		40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Driver 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop Code 5	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed Code 8					
Casualties to:		Killed		Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured Code 2	
45. Was Driver in the Vehicle? 1. Yes 2. No Code 1		46. Highway-Rail Crossing Users 1 1 0 0					
47. Highway Vehicle Property Damage (est. dollar damage) \$200		48. Total Number of Highway-Rail Crossing Users (include driver) 1					
49. Railroad Employees 0 0		50. Total Number of People on Train (include passengers and crew)		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 1			
52. Passengers on Train 0 0							
53a. Special Study Block				53b. Special Study Block			
54. Narrative Description							
55. Typed Name and Title				56. Signature			57. Date

6-5-42

U.S. DOT - AAR CROSSING INVENTORY INFORMATION
AS OF 2/27/03

Crossing #: **753241T** Status: **New Crossing** Effective Begin-Date of Record: **01/01/70**
Railroad: **Southern Pacific Transportation Co. [SP] SRR=UP** End-Date of Record: **03/27/88**
Initiating Agency **Original**

Part I Location and Classification of Crossing

Division:	SACRAMENTO	Subdivision:	VALLEY
State:	CA	Nearest City:	LINCOLN
County:	PLACER	County Map Ref. No.:	SH6
Highway Type & No.:		FRA RR Network Lic:	SP318
Street or Road Name:	7TH ST	RailRoad I.D. No.:	C117.10
Branch or Line Name:	E. VALLEY LINE	Railroad Milepost:	0117.10
Nearest RR Timetable Stn:	LINCOLN		
Crossing Type and Protection:	Public At Grade		

Part II Detailed Information

Typical Number of Daily Train Movements: **16** Day Thru **2** Day Switching **0** Night Switching **11** Night Thru
Speed of Train at Crossing: Maximum Time Table Speed **55** Typical Speed Range Over Crossing From **20** to **55** mph
Type and Number of Tracks **1** Main **0** Other
Does Another RR Operate a Separate Track at Crossing? **No**
Does Another RR Operate Over Your Track at Crossing? **No**

Type of Warning Device(s) at Crossing

Signs:
0 Reflectorized Crossbucks **0** Non-Reflectorized Crossbucks **0** Standard Highway Stop Sign(s)
0 Other Stop Sign(s) **0** Other Signs: **0** Other Signs:

Train Activated Devices:

2 R/W Reflectorized Gates	0 Other Colored Gates	2 Mast Mounted FL
2 Cantilevered FL (Over)	0 Cantilevered FL (Not over)	0 Other Flashing Lights
0 Highway Traffic Signals	0 Wigwags	2 Bells

Special Warning Device Not Train Activated: **- None -**

Is Commercial Power Available? **Yes**

Does Crossing Signal Provide Speed Selection for Trains? **Yes**

Method of Signalling for Train Operation: Is Track Equipped With Signals? **Yes**

Part III: Physical Data

Type of Development:	Commercial
Smallest Crossing Angle:	60 to 90 Degrees
Number of Traffic Lanes Crossing Railroad	2
Are Truck Pullout Lanes Present?	No
Is Highway Paved?	Yes
Pavement Markings	No Markings
Are RR Advance Warning Signs Present?	No
Crossing Surface:	Sectional Treated Timber
Does Track Run Down a Street?	No
Nearby Intersecting Highway?	Less than 75 feet

Part IV: Highway Department

Highway System:	Non-Federal-aid
Is Crossing on State Highway System?	No
Functional Classification of Road Over Crossing:	Rural Local
Estimated AADT:	001400
Estimated Percent Trucks:	20

6.5.43

U.S. DOT - AAR CROSSING INVENTORY INFORMATION
AS OF 2/27/03

Crossing #: **753241T** Status: **Changed Crossing** Effective Begin-Date of Record: **03/28/88**
Railroad: **Southern Pacific Transportation Co. [SP] SRR=UP** End-Date of Record: **03/14/91**
Initiating Agency **Railroad**

Part I Location and Classification of Crossing

Division:	SACRAMENTO	Subdivision:	VALLEY
State:	CA	Nearest City:	LINCOLN
County:	PLACER	County Map Ref. No.:	SH6
Highway Type & No.:		FRA RR Network Lic:	SP318
Street or Road Name:	7TH ST	RailRoad I.D. No.:	C117.10
Branch or Line Name:	E. VALLEY LINE	Railroad Milepost:	0117.10
Nearest RR Timetable Stn:	LINCOLN		
Crossing Type and Protection:	Public At Grade		

Part II Detailed Information

Typical Number of Daily Train Movements: **13** Day Thru **2** Day Switching **0** Night Switching **11** Night Thru
Speed of Train at Crossing: Maximum Time Table Speed **50** Typical Speed Range Over Crossing From **20** to **50** mph
Type and Number of Tracks **1** Main **0** Other
Does Another RR Operate a Separate Track at Crossing? **No**
Does Another RR Operate Over Your Track at Crossing? **No**

Type of Warning Device(s) at Crossing

Signs:
0 ReflectORIZED Crossbucks **0** Non-ReflectORIZED Crossbucks **0** Standard Highway Stop Sign(s)
0 Other Stop Sign(s) **0** Other Signs: **0** Other Signs:
Train Activated Devices:
2 R/W ReflectORIZED Gates **0** Other Colored Gates **2** Mast Mounted FL
2 Cantilevered FL (Over) **0** Cantilevered FL (Not over) **0** Other Flashing Lights
0 Highway Traffic Signals **0** Wigwags **2** Bells
Special Warning Device Not Train Activated: **- None -**
Is Commercial Power Available? **Yes**
Does Crossing Signal Provide Speed Selection for Trains? **Yes**
Method of Signalling for Train Operation: Is Track Equipped With Signals? **Yes**

Part III: Physical Data

Type of Development: **Commercial**
Smallest Crossing Angle: **60 to 90 Degrees**
Number of Traffic Lanes Crossing Railroad **2**
Are Truck Pullout Lanes Present? **No**
Is Highway Paved? **Yes**
Pavement Markings **No Markings**
Are RR Advance Warning Signs Present? **No**
Crossing Surface: **Sectional Treated Timber**
Does Track Run Down a Street? **No**
Nearby Intersecting Highway? **Less than 75 feet**

Part IV: Highway Department

Highway System: **Non-Federal-aid**
Is Crossing on State Highway System? **No**
Functional Classification of Road Over Crossing: **Rural Local**
Estimated AADT: **001400**
Estimated Percent Trucks: **20**

6.5.44

U.S. DOT - AAR CROSSING INVENTORY INFORMATION
AS OF 2/27/03

Crossing #: **753241T** Status: **Changed Crossing**
Railroad: **Union Pacific RR Co. [UP]**
Initiating Agency **State**

Effective Begin-Date of Record: **03/15/91**
Current Record

Part I Location and Classification of Crossing

Division:	SACRAMENTO	Subdivision:	VALLEY
State:	CA	Nearest City:	LINCOLN
County:	PLACER	County Map Ref. No.:	SH6
Highway Type & No.:		FRA RR Network Lic:	SP318
Street or Road Name:	7TH ST	RailRoad I.D. No.:	C117.10
Branch or Line Name:	E. VALLEY LINE	Railroad Milepost:	0117.10
Nearest RR Timetable Stn:	LINCOLN		
Crossing Type and Protection:	Public At Grade		

Part II Detailed Information

Typical Number of Daily Train Movements:	13	Day Thru	2	Day Switching	0	Night Switching	11	Night Thru	
Speed of Train at Crossing: Maximum Time Table Speed	50			Typical Speed Range Over Crossing From	20			to	50 mph
Type and Number of Tracks	1	Main	0	Other					
Does Another RR Operate a Separate Track at Crossing?	No								
Does Another RR Operate Over Your Track at Crossing?	No								

Type of Warning Device(s) at Crossing

Signs:

0	Reflectorized Crossbucks	0	Non-Reflectorized Crossbucks	0	Standard Highway Stop Sign(s)
0	Other Stop Sign(s)	0	Other Signs:	0	Other Signs:

Train Activated Devices:

2	R/W Reflectorized Gates	0	Other Colored Gates	2	Mast Mounted FL
2	Cantilevered FL (Over)	0	Cantilevered FL (Not over)	0	Other Flashing Lights
0	Highway Traffic Signals	0	Wigwags	2	Bells

Special Warning Device Not Train Activated: **- None -**

Is Commercial Power Available? **Yes**

Does Crossing Signal Provide Speed Selection for Trains? **Yes**

Method of Signalling for Train Operation: Is Track Equipped With Signals? **Yes**

Part III: Physical Data

Type of Development:	Commercial
Smallest Crossing Angle:	60 to 90 Degrees
Number of Traffic Lanes Crossing Railroad	2
Are Truck Pullout Lanes Present?	No
Is Highway Paved?	Yes
Pavement Markings	No Markings
Are RR Advance Warning Signs Present?	No
Crossing Surface:	Sectional Treated Timber
Does Track Run Down a Street?	No
Nearby Intersecting Highway?	Less than 75 feet

Part IV: Highway Department

Highway System:	Non-Federal-aid
Is Crossing on State Highway System?	No
Functional Classification of Road Over Crossing:	Rural Local
Estimated AADT:	001800
Estimated Percent Trucks:	20

6.5.46

U.S. DOT - AAR CROSSING INVENTORY INFORMATION
AS OF 2/27/03

Crossing #: **753242A** Status: **New Crossing** Effective Begin-Date of Record: **01/01/70**
Railroad: **Southern Pacific Transportation Co. [SP] SRR=UP** End-Date of Record: **03/27/88**
Initiating Agency **Original**

Part I Location and Classification of Crossing

Division:	SACRAMENTO	Subdivision:	VALLEY
State:	CA	Nearest City:	LINCOLN
County:	PLACER	County Map Ref. No.:	SH6
Highway Type & No.:		FRA RR Network Lic:	SP318
Street or Road Name:	7TH ST	RailRoad I.D. No.:	C117.10-C
Branch or Line Name:	E. VALLEY LINE	Railroad Milepost:	0117.13
Nearest RR Timetable Stn:	LINCOLN		
Crossing Type and Protection:	Public At Grade		

Part II Detailed Information

Typical Number of Daily Train Movements: **0** Day Thru **0** Day Switching **0** Night Switching **0** Night Thru
Speed of Train at Crossing: Maximum Time Table Speed **15** Typical Speed Range Over Crossing From **5** to **15** mph
Type and Number of Tracks **0** Main **2** Other
Does Another RR Operate a Separate Track at Crossing? **No**
Does Another RR Operate Over Your Track at Crossing? **No**

Type of Warning Device(s) at Crossing

Signs:
0 Reflectorized Crossbucks **1** Non-Reflectorized Crossbucks **0** Standard Highway Stop Sign(s)
0 Other Stop Sign(s) **0** Other Signs: **0** Other Signs:

Train Activated Devices:

0 R/W Reflectorized Gates	0 Other Colored Gates	0 Mast Mounted FL
0 Cantilevered FL (Over)	0 Cantilevered FL (Not over)	0 Other Flashing Lights
0 Highway Traffic Signals	0 Wigwags	0 Bells

Special Warning Device Not Train Activated: **- None -**

Is Commercial Power Available? **Yes**

Does Crossing Signal Provide Speed Selection for Trains? **N/A**

Method of Signalling for Train Operation: Is Track Equipped With Signals? **No**

Part III: Physical Data

Type of Development: **Commercial**
Smallest Crossing Angle: **60 to 90 Degrees**
Number of Traffic Lanes Crossing Railroad **2**
Are Truck Pullout Lanes Present? **No**
Is Highway Paved? **Yes**
Pavement Markings **Stop Lines and RR Xing Symbols**
Are RR Advance Warning Signs Present? **No**
Crossing Surface: **Asphalt**
Does Track Run Down a Street? **No**
Nearby Intersecting Highway? **Less than 75 feet**

Part IV: Highway Department

Highway System: **Non-Federal-aid**
Is Crossing on State Highway System? **No**
Functional Classification of Road Over Crossing: **Rural Local**
Estimated AADT: **001400**
Estimated Percent Trucks: **20**

6.5.46

U.S. DOT - AAR CROSSING INVENTORY INFORMATION
AS OF 2/27/03

Crossing #: **753242A** Status: **Changed Crossing** Effective Begin-Date of Record: **03/28/88**
Railroad: **Southern Pacific Transportation Co. [SP] SRR=UP** End-Date of Record: **03/14/91**
Initiating Agency **Railroad**

Part I Location and Classification of Crossing

Division:	SACRAMENTO	Subdivision:	VALLEY
State:	CA	Nearest City:	LINCOLN
County:	PLACER	County Map Ref. No.:	SH6
Highway Type & No.:		FRA RR Network Lic:	SP318
Street or Road Name:	7TH ST	RailRoad I.D. No.:	C117.10-C
Branch or Line Name:	E. VALLEY LINE	Railroad Milepost:	0117.13
Nearest RR Timetable Stn:	LINCOLN		
Crossing Type and Protection:	Public At Grade		

Part II Detailed Information

Typical Number of Daily Train Movements: **0** Day Thru **0** Day Switching **0** Night Switching **0** Night Thru
Speed of Train at Crossing: Maximum Time Table Speed **10** Typical Speed Range Over Crossing From **5** to **10** mph
Type and Number of Tracks **0** Main **2** Other
Does Another RR Operate a Separate Track at Crossing? **No**
Does Another RR Operate Over Your Track at Crossing? **No**

Type of Warning Device(s) at Crossing

Signs:
0 Reflectorized Crossbucks **1** Non-Reflectorized Crossbucks **0** Standard Highway Stop Sign(s)
0 Other Stop Sign(s) **0** Other Signs: **0** Other Signs:
Train Activated Devices:
0 R/W Reflectorized Gates **0** Other Colored Gates **0** Mast Mounted FL
0 Cantilevered FL (Over) **0** Cantilevered FL (Not over) **0** Other Flashing Lights
0 Highway Traffic Signals **0** Wigwags **0** Bells
Special Warning Device Not Train Activated: **- None -**
Is Commercial Power Available? **Yes**
Does Crossing Signal Provide Speed Selection for Trains? **N/A**
Method of Signalling for Train Operation: Is Track Equipped With Signals? **No**

Part III: Physical Data

Type of Development: **Commercial**
Smallest Crossing Angle: **60 to 90 Degrees**
Number of Traffic Lanes Crossing Railroad **2**
Are Truck Pullout Lanes Present? **No**
Is Highway Paved? **Yes**
Pavement Markings **Stop Lines and RR Xing Symbols**
Are RR Advance Warning Signs Present? **No**
Crossing Surface: **Asphalt**
Does Track Run Down a Street? **No**
Nearby Intersecting Highway? **Less than 75 feet**

Part IV: Highway Department

Highway System: **Non-Federal-aid**
Is Crossing on State Highway System? **No**
Functional Classification of Road Over Crossing: **Rural Local**
Estimated AADT: **001400**
Estimated Percent Trucks: **20**

6.5.47

U.S. DOT - AAR CROSSING INVENTORY INFORMATION
AS OF 2/27/03

Crossing #: **753242A** Status: **Changed Crossing** Effective Begin-Date of Record: **03/15/91**
Railroad: **Union Pacific RR Co. [UP]** **Current Record**
Initiating Agency **State**

Part I Location and Classification of Crossing

Division:	SACRAMENTO	Subdivision:	VALLEY
State:	CA	Nearest City:	LINCOLN
County:	PLACER	County Map Ref. No.:	SH6
Highway Type & No.:		FRA RR Network Lic:	SP318
Street or Road Name:	7TH ST	RailRoad I.D. No.:	C117.10-C
Branch or Line Name:	E. VALLEY LINE	Railroad Milepost:	0117.13
Nearest RR Timetable Stn:	LINCOLN		
Crossing Type and Protection:	Public At Grade		

Part II Detailed Information

Typical Number of Daily Train Movements: **0** Day Thru **0** Day Switching **0** Night Switching **0** Night Thru
Speed of Train at Crossing: Maximum Time Table Speed **10** Typical Speed Range Over Crossing From **5** to **10** mph
Type and Number of Tracks **0** Main **2** Other
Does Another RR Operate a Separate Track at Crossing? **No**
Does Another RR Operate Over Your Track at Crossing? **No**

Type of Warning Device(s) at Crossing

Signs:
0 Reflectorized Crossbucks **1** Non-Reflectorized Crossbucks **0** Standard Highway Stop Sign(s)
0 Other Stop Sign(s) **0** Other Signs: **0** Other Signs:

Train Activated Devices:

0 R/W Reflectorized Gates	0 Other Colored Gates	0 Mast Mounted FL
0 Cantilevered FL (Over)	0 Cantilevered FL (Not over)	0 Other Flashing Lights
0 Highway Traffic Signals	0 Wigwags	0 Bells

Special Warning Device Not Train Activated: **- None -**

Is Commercial Power Available? **Yes**

Does Crossing Signal Provide Speed Selection for Trains? **N/A**

Method of Signalling for Train Operation: Is Track Equipped With Signals? **No**

Part III: Physical Data

Type of Development:	Commercial
Smallest Crossing Angle:	60 to 90 Degrees
Number of Traffic Lanes Crossing Railroad	2
Are Truck Pullout Lanes Present?	No
Is Highway Paved?	Yes
Pavement Markings	Stop Lines and RR Xing Symbols
Are RR Advance Warning Signs Present?	No
Crossing Surface:	Asphalt
Does Track Run Down a Street?	No
Nearby Intersecting Highway?	Less than 75 feet

Part IV: Highway Department

Highway System:	Non-Federal-aid
Is Crossing on State Highway System?	No
Functional Classification of Road Over Crossing:	Rural Local
Estimated AADT:	001800
Estimated Percent Trucks:	20

6-5-48

APPENDIX D
WBAPS REPORT

6.5.49



WBAPS

WEB ACCIDENT PREDICTION SYSTEM

*Accident Prediction Report for
Public at-Grade Highway-Rail Crossings*

Including:

*Disclaimer/Abbreviation Key
Accident Prediction List
Collision History
Abbreviated Inventory Profile
State and National Contact List*

Provided by:

*Federal Railroad Administration
Office of Safety Analysis
Highway-Rail Crossing Safety & Trespass Prevention*

Data Contained in this Report:

Crossing Range: From 753241T to 753246C

Date Prepared: 03/26/2003

6.5.50



U.S. Department
of Transportation
Federal Railroad
Administration

USING DATA PRODUCED BY WBAPS (Web Accident Prediction System)

1120 Vermont Ave, N.W.
Washington, D.C. 20590

WBAPS generates reports listing public highway-rail intersections for a State, County, City or railroad ranked by predicted collisions per year. These reports include brief lists of the current Inventory record and the collisions over the last 10 years along with a list of contacts for further information. These data were produced by the Federal Railroad Administration's Web Accident Prediction System (WBAPS, Version 1.0).

WBAPS is a computer model which provides the user an analytical tool, which combined with other site-specific information, can assist in determining where scarce highway-rail grade crossing resources can best be directed. This computer model does not rank crossings in terms of most to least dangerous. Use of WBAPS data in this manner is incorrect and misleading.

WBAPS provides the same reports as PCAPS, which is FRA's PC Accident Prediction System. PCAPS was originally developed as a tool to alert law enforcement and local officials of the important need to improve safety at public highway-rail intersections within their jurisdictions. It has since become an indispensable information resource which is helping the FRA, States, railroads, Operation Lifesaver and others, to raise the awareness of the potential dangers at public highway-rail intersections. The PCAPS/WBAPS output enables State and local highway and law enforcement agencies identify public highway-rail crossing locations which may require additional or specialized attention. It is also a tool which can be used by state highway authorities and railroads to nominate particular crossings which may require physical safety improvements or enhancements.

The WBAPS accident prediction formula is based upon two independent factors (variables) which includes (1) basic data about a crossing's physical and operating characteristics and (2) five years of accident history data at the crossing. These data are obtained from the FRA's inventory and accident/incident files which are subject to keypunch and submission errors. Although every attempt is made to find and correct errors, there is still a possibility that some errors still exist. Erroneous, inaccurate and non-current data will alter WBAPS accident prediction values. While approximately 100,000 inventory file changes and updates are voluntarily provided annually by States and railroads and processed by FRA into the National Inventory File, data records for specific crossings may not be completely current. Only the intended users (States and railroads) are really knowledgeable as to how current the inventory data is for a particular State, railroad, or location.

It is important to understand the type of information produced by WBAPS and the limitations on the application of the output data. WBAPS does not state that specific crossings are the most dangerous. Rather, the WBAPS data provides an indication that conditions are such that one crossing may possibly be more hazardous than another based on the specific data that is in the program. It is only one of many tools which can be used to assist individual States, railroads and local highway authorities in determining where and how to initially focus attention for improving safety at public highway-rail intersections. WBAPS is designed to nominate crossings for further evaluation based only upon the physical and operating characteristics of specific crossings as voluntarily reported and updated by States and railroads and five years of accident history data.

PCAPS and WBAPS software are not designed to single out specific crossings without considering the many other factors which may influence accident rates or probabilities. State highway planners may or may not use PCAPS/WBAPS accident prediction model. Some States utilize their own formula or model which may include other geographic and site-specific factors. At best, PCAPS and WBAPS software and data nominates crossings for further on-the-ground review by knowledgeable highway traffic engineers and specialists. The output information is not the end or final product and the WBAPS data should not be used for non-intended purposes.

It should also be noted that there are certain characteristics or factors which are not, nor can be, included in the WBAPS database. These include sight-distance, highway congestion, bus or hazardous material traffic, local topography, and passenger exposure (train or vehicle), etc. Be aware that PCAPS/WBAPS is only one model and that other accident prediction models which may be used by States may yield different, by just as valid, results for ranking crossings for safety improvements.

Finally, it should be noted that this database is not the sole indicator of the condition of a specific public highway-rail intersection. The WBAPS output must be considered as a supplement to the information needed to undertake specific actions aimed at enhancing highway-rail crossing safety at locations across the U.S. The authority and jurisdiction to appropriate resources towards the safety improvement or elimination of specific crossings lies with the individual States.

6.5.91



U.S. Department
of Transportation
Federal Railroad
Administration

ABBREVIATION KEY

for use with WBAPS Reports

1120 Vermont Ave, N.W.
Washington, D.C. 20590

The lists produced are only for public at-grade highway-rail intersections for the entity listed at the top of the page. The parameters shown are those used in the collision prediction calculation.

RANK:	Crossings are listed in order and ranked with the highest collision prediction value first.
PRED COLLS:	The accident prediction value is the probability that a collision between a train and a highway vehicle will occur at the crossing in a year.
CROSSING:	The unique sight specific identifying DOT/AAR Crossing Inventory Number.
RR:	The alphabetic abbreviation for the railroad name.
CITY:	The city in which the crossing is located.
ROAD:	The name of the road, street, or highway (if provided) where the crossing is located.
NUM OF COLLISIONS:	The number of accidents reported to FRA in each of the years indicated. Note: Most recent year is partial year (data is not for the complete calendar year) unless Accidents per Year is 'AS OF DECEMBER 31'.
DATE CHG:	The date of the latest change of the warning device at the crossing which impacts the collision prediction calculation, e.g., a change from crossbucks to flashing lights, or flashing lights to gates. The accident prediction calculation utilizes three different formulas, on each for (1) passive devices, (2) flashing lights only, and (3) flashing lights with gates. When a date is shown, the collision history prior to the indicated year-month is not included in calculating the accident prediction value.
WD:	The type of warning device shown on the current Inventory record for the crossing where: GT = Gates; FL = Flashing lights; HS = Wigwags, Highway Signals, or Bells; SP = Special Protection (e.g., a flagman); XB = Crossbucks; SS = Stop Signs; OS = Other Signs; NO = No Signs or Signals.
TOT TRNS:	Average number of total through trains per day.
TOT TRKS:	Total number of railroad tracks between the warning devices at the crossing.
TTBL SPD:	The maximum timetable (allowable) speed for trains through the crossing.
HWY PVD:	Is the highway paved on both sides of the crossing?
HWY LNS:	The number of highway traffic lanes crossing the tracks at the crossing.
AADT:	The Average Annual Daily Traffic count for highway vehicles using the crossing.

6-5-52



**PUBLIC HIGHWAY-RAIL CROSSINGS RANKED BY PREDICTED
ACCIDENTS PER YEAR AS OF DECEMBER 31, 2001***

*Num of Collisions: Most recent year is partial year (data is not for the
complete calendar year) unless Accidents per Year is 'AS OF DECEMBER
31'.

RANK	PRED COLLS.	CROSSING	RR	STAT	COUNTY	CITY	ROAD	NUM OF COLLISIONS					DATE CHG	WD	TOT	TOT	TTB	HWY	HWY	AADT
								01*	00	99	98	97			TRN	TRK	SPD	PVD	LNS	
1	0.019483	753241T	UP	CA	PLACER	LINCOLN	7TH ST	0	0	0	0	0		GT	26	1	50	YES	2	1,800
2	0.008353	753246C	UP	CA	PLACER	LINCOLN	WISE RD	0	0	0	0	0		GT	24	1	70	YES	2	70
3	0.000428	753242A	UP	CA	PLACER	LINCOLN	7TH ST	0	0	0	0	0		XB	0	2	10	YES	2	1,800
TTL: 0.028264								0	0	0	0	0								

6.5.53



**TEN YEAR COLLISION HISTORY AT PUBLIC AT-GRADE
CROSSINGS ON THE ACCIDENT PREDICTION LIST**

Crossing	Date/Time	Railroad	City/Hwy	Highway User/ User Speed	Type Track/ Train Speed	Weather	Circumstances/ View of Track Obstructed	Warning Devices/ Operating?	Signs/ Lights	# Killed/ # Injured
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Total Accidents: 0

Total accidents this report: 0

6.5.54



ABBREVIATED HIGHWAY-RAIL CROSSING INVENTORY PROFILE

Crossing 753241T	State CA	County PLACER	City LINCOLN	Highway		Railroad UP
Division SACRAMENTO		Subdivision VALLEY	Milepost 0117.10	Train Movements 13 Day thru / 2 Day switch / 11 Night thru		
Typical Train Speed From 20 to 50 MPH			Type Development COMMERCIAL	# Traffic Lanes 2	Highway Paved? PAVED	
Passive Devices			Active Devices 2 R-W GATE / 2 FLASH OV / 2 FLASH MAST / 2 BELLS			
Tracks 1 MAIN		Highway System NON-FEDERAL-AID		Function Class RURAL LOCAL		AADT 1800
						% Trucks 20

Crossing 753246C	State CA	County PLACER	City LINCOLN	Highway	Railroad UP
Division SACRAMENTO	Subdivision VALLEY	Milepost 0120.41	Train Movements 13 Day thru / 11 Night thru		
Typical Train Speed From 20 to 50 MPH	Type Development OPEN SPACE	# Traffic Lanes 2	Highway Paved? PAVED / STOP/RR SYM		
Passive Devices 1 REFL XBUCK / 1 NON-REFL XBUCK / 2 STD STOP SIGN		Active Devices 2 R-W GATE / 2 FLASH MAST / 2 BELLS			
Tracks 1 MAIN	Highway System FEDERAL-AID URBAN	Function Class RURAL MINOR COLLECTOR	AADT 70	% Trucks 50	

Crossing 753242A	State CA	County PLACER	City LINCOLN	Highway	Railroad UP
Division SACRAMENTO	Subdivision VALLEY	Milepost 0117.13	Train Movements		
Typical Train Speed From 5 to 10 MPH	Type Development COMMERCIAL	# Traffic Lanes 2	Highway Paved? PAVED / STOP/RR SYM		
Passive Devices 1 NON-REFL XBUCK		Active Devices			
Tracks 2 SPUR	Highway System NON-FEDERAL-AID	Function Class RURAL LOCAL	AADT 1800	% Trucks 20	

2.5.55

**FEDERAL RAILROAD ADMINISTRATION GRADE
CROSSING PROGRAM CONTACT LIST**

FRA HEADQUARTERS

FEDERAL RAILROAD ADMINISTRATION
OFFICE OF PUBLIC AFFAIRS, ROA-30
1120 VERMONT AVE., N.W., MS-5
WASHINGTON, DC 20590
(202) 493-6024

FRA REGIONAL ADMINISTRATOR

ALVIN L. SETTJE
REGIONAL ADMINISTRATOR - VII
FEDERAL RAILROAD ADMINISTRATION
801 I STREET, SUITE 466
SACRAMENTO, CA 95814-2559
(916) 498-6540

STATE INVENTORY CONTACT

HADJI JAMEEL
RAIL SAFETY & CARRIERS DIVISION
CA PUBLIC UTILITIES COMMISSION
505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102
(415) 703-2701

STATE HIGHWAY CONTACT

RAJ S. MANGAT
CHIEF, RAILROAD AGREEMENTS BRANCH
CA DEPT. OF TRANSPORTATION
ENGINEERING SERVICE CENTER
1801 30 STREET, MS 9/2/9G
SACRAMENTO, CA 95816
(916) 227-0441

FRA HEADQUARTERS

FEDERAL RAILROAD ADMINISTRATION
OFFICE OF SAFETY, RRS-23
1120 VERMONT AVE., N.W., MS-17
WASHINGTON, DC 20590
(202) 493-6299

FRA REGIONAL CROSSING MANAGER

CHARLES M. HAGOOD
REGIONAL CROSSING MGR., (7)
FEDERAL RAILROAD ADMINISTRATION
P. O. BOX 453
OAKHURST, CA 93644
(559) 641-7649


OPERATION LIFESAVER CONTACT

ERIC JACOBSEN
STATE COORDINATOR
CALIFORNIA OPERATION LIFESAVER
PO BOX 449
FOREST HILL, CA 95631
(530) 367-3918

RAILROAD ACCIDENT REPORTING CONTACT

R. S. KENYON
GEN. DIRECTOR RISK MGMT
UNION PACIFIC RAILROAD CO.
1416 DODGE STREET, RM 800
OMAHA, NE 68179
(402) 271-3564

6.5.96

MISSION STATEMENT: Empower Students with the Skills, Knowledge, and Attitudes for Success in an Ever Changing World.		
BOARD OF TRUSTEE/DISTRICT GOALS		COMPLIANCE CHECK LIST
1.	Develop and continually upgrade a well articulated K-12 academic program that challenges all students to achieve their highest potential, with a special emphasis on students.	Complies with Board Policy _____ Complies with Site Plan (LIP) _____ Complies with Governance & Management Document _____
2.	Foster a safe, caring environment where individual differences are valued and respected.	Complies with District Goals _____ Complies with District Mission Statement _____
3.	Provide facilities for all district programs and functions that are suitable in terms of function, space, cleanliness and attractiveness.	Funding Sign-Off by J. Stewart _____
4.	Promote the involvement of the community, parents, local government, business, service organizations, etc. as partners in the education of the students.	Personnel Sign-Off by B. Noyes _____ Program Sign Off by S. Leaman  _____ SBLT Involvement _____

WESTERN PLACER UNIFIED SCHOOL DISTRICT
BOARD OF TRUSTEE MEETING
FACT SHEET

SUBJECT:
Arts Plan Update

AGENDA ITEM AREA:
Discussion/Action

REQUESTED BY:
Scott Leaman,
Assistant Superintendent

ENCLOSURES:
Yes

MEETING DATE:
May 20, 2003

BACKGROUND:

The Board is being presented with an updated Arts Plan. The plan is being forwarded with few changes including no change in funding levels.

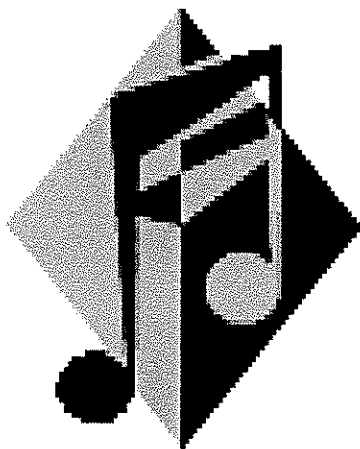
SUPERINTENDENT'S RECOMMENDATION:
Administration recommends approval of the plan.

6.6

Education Master Plan

WPUSD Visual and Performing Arts Committee

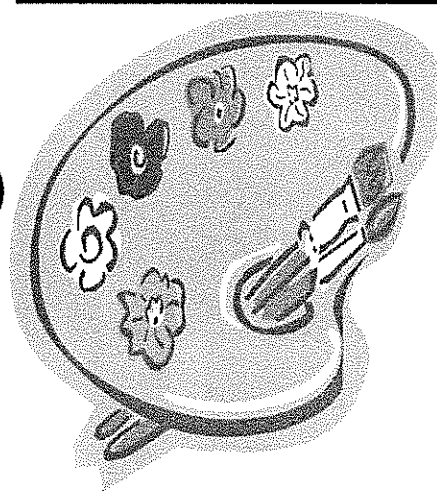
MUSIC



DANCE



DRAMA



VISUAL ART

Adopted February 16, 1999
Changes submitted March 21, 2000
Next revision May, 2003

6.6.1

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WPUSD ARTS

"We should find the worlds of knowledge represented in schools by the arts, humanities, and the sciences equitably balanced and integrated."

- Brent Wilson

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WPUSD ARTS

"It is the supreme art of the teacher to awaken joy in creative expression and knowledge."

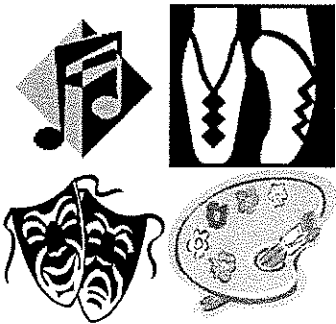
- Albert Einstein

Introduction

With great pleasure, the Visual and Performing Arts Committee of Western Placer Unified School District present the Arts Education Master Plan. The Arts Plan is a collaborative effort between the committee, district, community, parents, organizations, and individuals. The plan is a framework in response to the challenge of establishing the arts as a core subject. This document represents the best structure for the current time and circumstances and the committee welcomes feedback, comment, and input to assist in the goal of an integrated arts program kindergarten through twelfth grades.

The plan seeks to address the daunting task of offering the four disciplines of the arts (drama, dance, music, and visual art) in a sequential, systematic method to ensure students graduating from the district have a solid foundation in the arts.

Thank you for your time and effort as we look forward in assisting the arts become the fifth core subject in our district.



1998-99 Visual and Performing Arts Commit-

6.6.3

WPUSD ARTS

"Art, no less than philosophy or science, issues a challenge to the intellect."

- William Bennett

The Visual and Performing Arts Committee's vision is supported through the statements listed below. At the foundation of this Master Plan are the following visions and principles:

Vision

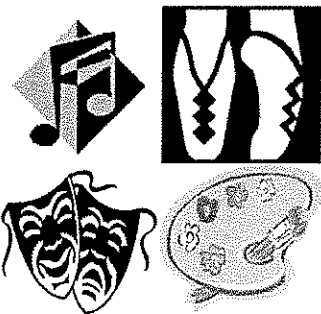
The primary purpose of the Arts Education Master Plan is to provide arts instruction which enriches and enhances the lives of all students in the Western Placer Unified School District.

Arts education is basic and fundamental for all students from kindergarten through 12th grade.

The arts are a fundamental part of human language, expressing ideas and feelings that cannot be conveyed by words alone. Dance, drama, music, and the visual arts comprise a body of knowledge that uses symbols to express human perception and communication. The arts provide a universal language and promote understandings which are shared worldwide.

The arts should maintain their integrity in the curriculum and be taught for their own sake. In addition, instruction in the arts should be used to facilitate and enrich the teaching of other subject matter. Art experience helps students to learn perceptual, spatial, listening and concentration skills which enhance the learning process.

The arts provide students with intellectual, creative, and emotional experiences that connect them to a common core of knowledge and cultural heritage. Culture is transmitted through the arts which reflect the social and scientific events and values of history. Educating children through the arts is an important method for developing critical and creative problem-solvers. The Arts Education Master Plan is intended to eliminate fragmentation between individual schools in the WPUSD and within individual programs, and to develop one comprehensive, sequentially-structured, K-12 program for instruction in dance, music, theater, visual arts. All art forms and disciplines are of equal value.



WPUSD ARTS

"All art is the expression of one and the same thing – the relation of the spirit of man to the spirit of other men and the world."

- Ansel Adams

The following goals are established by the Western Placer Unified School District Visual and Performing Arts Committee and form the bases for activities in the Arts Education Master Plan:

Goals

- ♦ Goal One: Establish the Arts as a core subject in Western Placer Unified School District.
- ♦ Goal Two: Establish standards and grade level benchmarks for all four art disciplines.
- ♦ Goal Three: Establish programs which support both the attainment of standards by all students and the opportunity to specialize in one or more art discipline.
- ♦ Goal Four: Provide curriculum and materials to implement a systemic arts program.
- ♦ Goal Five: Implement expanded staff development to support the Arts Master Plan.
- ♦ Goal Six: Implement a set of assessment tools which exhibit the level of student achievement both individually and as a district.
- ♦ Goal Seven: Support the implementation of the Arts Plan through funding from a variety of areas.



WPUSD ARTS

Goal One: Establish the Arts as a core subject in Western Placer Unified School District.

Policy

Many events lead to the formulation of the arts plan. There has been a long history of the arts in the greater Lincoln area. A long held, collaborative relationship exists between the district, Lincoln Arts, and the Arts Council of Placer County. Through this collaboration and the efforts of school sites and individual teachers, programs such as Foster Youth After-School Art, Lincoln Clayfest, stART, and many others were implemented. In the past, the arts didn't disappear, but they were diminished through the state that most districts encounter with funding and legislative initiatives. The district, with its partners, delivered an art program that was dependent on very limited district resources, outside funding, and individual effort.

The arts were rated as an "A list" priority and established as a core subject by the board. Additionally, the board set the deadline for submission of a district Art Plan. Arts have further been supported by the board through additional funding for music and one-time funding to support current art programs and the Art Docent Program.

"I urge you to hold fast to the value, strength, and clarity that the arts have brought to your lives and bring this power into the lives of children."

- Robert C. Cortines

The focus on the arts comes at an opportune time. The district is currently engaged in a Standards Alignment Project with all core subjects. With the arts added as the "fifth core," standards will be adopted, curriculum aligned, and assessment completed. As with the other core subjects, the draft standards are somewhat daunting. In all subjects there are areas that are currently aligned and others that need much work. The arts will be no different than any other subject. We have achieved some arts standards and benchmarks and in others there is a large gap. The second opportunity is the scheduled adoption of materials kindergarten through eighth grades. This will assist in the budgeting of the program. We are also assisted by a Arts Work and Local Arts Educational Program grants. All these factors point to the appropriate beginning of a sustained effort to implement arts as a core subject.



WPUSD ARTS

Goal Two: Establish standards and grade level benchmarks for all four art disciplines.

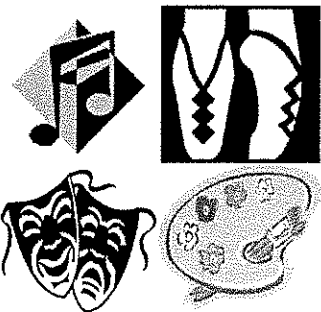
Standards

All core areas in the district will be based on standards. Western Placer Unified School District draft visual and performing arts standards were based on the California Challenge Standards for Visual and Performing Arts. The committee researched, discussed, and selected these standards and is ready to send them to local Site Based Leadership Teams for ratification before going to the board.

The standards are the first step in establishing a continuum of arts in the district. New activities offered in the district will be based on the standards. Current activities will need to be aligned with the standard benchmarks.

"The arts represent the highest human achievements to which students should have access."

- Elliot Eisner



WPUSD ARTS

Goal Three: Establish programs which support both the attainment of standards by all students and the opportunity to specialize in one or more art discipline.

Program

There are three broad objectives for programs in our district:

1. Implement an integrated curriculum beginning with elementary schools
2. Establish Foundation of the Arts classes at the middle and high school levels to insure all students have the opportunity to achieve the arts standards. Require the successful completion in these classes for graduation.
3. Expand electives to all four disciplines at the middle and high school levels. Require one year of an art discipline before graduation.

Short Term K-5 Objectives

- Implement music and visual arts program
- Integrate arts into other subjects areas as possible
- Awareness of standards and alignment

Long Term K-5 Objectives

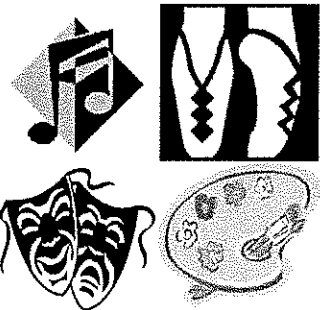
- Explore and implement programs in drama and dance
- Continue integration with other subjects
- Align curriculum with standards
- Assess standards district-wide at appropriate grade levels

Short Term 6-12 Objectives

- Adopt a music and visual arts program
- Expand electives in arts disciplines not currently offered
- Implement Foundation of the Arts class(es) to support standards in at least one school.

Long Term 6-12 Objectives

- Implement Foundation of the Arts classes at the middle and high school levels
- Offer electives in all four disciplines at middle and high school levels
- Require success in a Foundation of the Arts classes and one discipline for graduation
- Align curriculum with standards
- Assess standards district-wide at appropriate grade levels.



WPUSD ARTS

Goal Four: Provide curriculum and materials to implement a systemic arts program.

Curriculum

Curriculum is the heart of any subject area. Curriculum for arts classes will be based on district adopted standards. Some curriculum is readily available and authorized to be purchased with Instructional Material Funds from the State. Other curriculum will need to be authored by instructors. Current classes may need additional curriculum and materials to support the alignment of standards to the arts. Curriculum and materials costs stated in this proposal are estimates.



"Skill knowledge, and attitudes are measurable in the arts, just as they are in other subjects."
- Charles Fowler

Staff Development

WPUSD ARTS

Goal Five: Implement expanded staff development to support the Arts Master Plan.

Staff development will assist all teachers and sites in implementing an integrated arts program. A variety of professionals may be used to implement staff development including teachers, artists, curriculum trainers, and other personnel. The long and short term objectives for staff development for the elementary and secondary levels are as follows:

Short Term K-5 Objectives

- Training for new music and visual arts program
- Integrate arts into other subjects areas as possible
- Awareness of standards and curriculum available
- Send at least two people to Sierra North Arts Project

Long Term K-5 Objectives

- Offer training in the areas of drama and dance implement programs
- Continue integration with other subjects
- Assess standards at appropriate grade levels

Short Term 6-12 Objectives

- Training for the new music and visual arts program
- Offer opportunities for models of integration

Long Term 6-12 Objectives

- Develop models of integration for the arts during the 6-12 delivery system

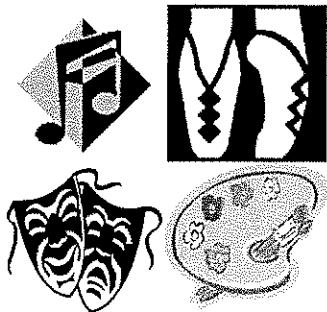


WPUSD ARTS

Goal Six: Implement a set of assessment tools which exhibit the level of student achievement both individually and as a district.

Assessment

Assessment is key to implementation of the arts. Education is entering a season of increased accountability and the district should be accountable for meeting its educational goals in the area of the arts. The arts will be assessed much like other core areas. Periodic, district-wide assessment will exhibit student knowledge and performance in the area of the arts. This data will be used to modify programs to attain the standards. All core areas of our district assessment will be driven by the question, "Has the student demonstrated attainment of a skill?" instead of, "Was the skill taught?"



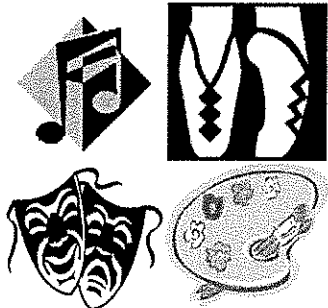
"Skill knowledge, and attitudes are measurable in the arts, just as they are in other subjects."
- Charles Fowler

WPUSD ARTS

Goal Seven: Support the implementation of the Arts Plan through funding from a variety of areas.

Timeline

GOALS	2000-01	2001-02	2002-03	2003-04
1. Establish Arts as a Core Subject	♦ Completed	♦ Completed	♦ Completed	♦ Completed
2. Standards and Benchmarks	♦ Standards activities	♦ Standards activities	♦ Standards activities	♦ Standards activities (revised standards to Board)
3. Programs	<ul style="list-style-type: none"> ♦ Art Teacher/Trainer for Integration K-12 with elementary focus ♦ Implement programs/curriculum in drama and dance K-5 ♦ Offer all four disciplines at middle and high school levels as electives ♦ Foundation of the Arts class graduation requirement for high school freshman 	<ul style="list-style-type: none"> ♦ Continuation of K-5 initiative ♦ Require one arts elective at high and middle schools 	<ul style="list-style-type: none"> ♦ Continuation of K-5 initiative ♦ Require one arts core at Glen Edwards Middle and Lincoln High schools ♦ Implement programs/curriculum in drama and dance K-5 ♦ Visual and Performing Arts Academy at GEMS ♦ Music Specialists at all elementary schools 	<ul style="list-style-type: none"> ♦ Continuation of K-5 initiative ♦ Require one arts core at Glen Edwards Middle and Lincoln High schools ♦ Implement programs/curriculum in drama and dance K-5 ♦ Visual and Performing Arts Academy at GEMS ♦ Music Specialists at all elementary schools
4. Curriculum and Materials	<ul style="list-style-type: none"> ♦ K-8 drama and dance curriculum or activities ♦ Continued support for electives and Foundation of the Arts 	♦ Continued support	♦ Continued support	Continued support



6.6.12

WPUSD ARTS

Goal Seven: Support the implementation of the Arts Plan through funding from a variety of areas.

Timeline

GOALS	2000-01	2001-02	2002-03	2003-04
5. Staff Development	<ul style="list-style-type: none"> ♦ K-5 training on drama and dance ♦ Continued integration training with teacher trainer ♦ Discipline-based inservices 	<ul style="list-style-type: none"> ♦ Continued training based on assessments 	<ul style="list-style-type: none"> ♦ Continued training based on assessments 	<ul style="list-style-type: none"> ♦ Continued training based on assessments
6. Assessment	<ul style="list-style-type: none"> ♦ Implement assessment gauging student achievement 	<ul style="list-style-type: none"> ♦ Formal ongoing district-wide assessment 	<ul style="list-style-type: none"> ♦ Formal ongoing district-wide assessment. Membership in CAAN 	<ul style="list-style-type: none"> ♦ Formal ongoing district-wide assessment. Membership in CAAN
7. Funding	<ul style="list-style-type: none"> ♦ Continued funding ♦ LAEP grant ♦ Other grants as appropriate 	<ul style="list-style-type: none"> ♦ Continued funding ♦ LAEP grant ♦ Other grants as appropriate 	<ul style="list-style-type: none"> ♦ Continued funding ♦ LAEP grant ♦ Other grants as appropriate 	<ul style="list-style-type: none"> ♦ Continued funding ♦ LAEP grant ♦ Other grants as appropriate



WPUSD ARTS

Goal Seven: Support the implementation of the Arts Plan through funding from a variety of areas.

Notes on Funding:

Funding

- In general, the budget is more difficult to estimate. Growth, grants, and changes in program or staff will have an effect on the budget.
- Grants will be submitted to absorb as much of the budget as possible.
- The plan assumes maintenance of current art programs and funding in the district. The committee submits this plan to support the arts program, not supplant current activities or program support.
- All figures quoted are ongoing dollars. Any "New District Funds" approved would be funded every year.
- Resources of time are not reflected in the budget.
- No facility costs are quoted.
- This plan represents the best information at this time. Like most plans, it will be amended as new information is learned in subsequent years.



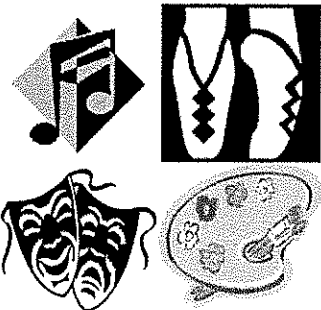
6.6.14

WPUSD ARTS

Goal Seven: Support the implementation of the Arts Plan through funding from a variety of areas.

Funding

GOALS	2002-03	Current District Funds/ Growth	Grant(s)	Site Funds	District Funds
1. Establish Arts as a Core Subject					
2. Standards and Grade Level Benchmarks	<ul style="list-style-type: none"> Standards activities 		\$25,000		
3. Programs	<ul style="list-style-type: none"> Implement K-5 visual and music programs Initial integration K-5 into other subjects Foundation of the Arts class at middle school Expand electives at high school Sheridan and Phoenix programs will be integrated or provided resources Music Specialists at all elementary schools 				
4. Curriculum and Materials	<ul style="list-style-type: none"> K-8 curriculum Provide materials support for all electives and foundation classes (as with other core subjects) 			As with other programs	\$7,500 (5 per student for elementary) \$3,000 (\$500 per elective and Foundation class)



6.6.15

WPUSD ARTS

Goal Seven: Support the implementation of the Arts Plan through funding from a variety of areas.

Funding

GOALS	2002-03	Current District Funds/ Growth	Grant(s)	Site	District Funds
5. Staff Development	<ul style="list-style-type: none"> • K-5 training on new visual arts and music program • K-5 Integration training with curriculum • Standards awareness through SAP • Two personnel attend Sierra North Arts Project • TCAP training • Administrators Workshop 		\$25,000		
6. Assessment	<ul style="list-style-type: none"> ♦ Evaluate progress of implementation ♦ Implement assessment gauging student achievement 		\$25,000		

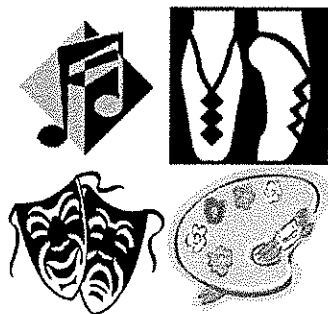


WPUSD ARTS

Goal Seven: Support the implementation of the Arts Plan through funding from a variety of areas.

Funding

GOALS	2003-04	Current District Funds/ Growth	Grant(s)	Site Funds	District Funds
1. Establish Arts as a Core Subject					
2. Standards and Grade Level Benchmarks	<ul style="list-style-type: none"> Standards activities 				
3. Programs	<ul style="list-style-type: none"> Implement K-5 visual and music programs Initial integration K-5 into other subjects Foundation of the Arts class at middle school Expand electives at high school Sheridan and Phoenix programs will be integrated or provided resources ♦ Music Specialists at all elementary schools 				
4. Curriculum and Materials	<ul style="list-style-type: none"> K-8 curriculum Provide materials support for all electives and foundation classes (as with other core subjects) 				



6.6.17

WPUSD ARTS

Goal Seven: Support the implementation of the Arts Plan through funding from a variety of areas.

Funding

GOALS	2003-04	Current District Funds/ Growth	Grant(s)	Site Funds	New District Funds
5. Staff Development	<ul style="list-style-type: none"> • K-5 training on new visual arts and music program • K-5 Integration training with curriculum • Standards awareness through SAP • Two personnel attend Sierra North Arts Project • TCAP training • Administrators Workshop 				
6. Assessment	<ul style="list-style-type: none"> ♦ Evaluate progress of implementation ♦ Implement assessment gauging student achievement 				

