

Funding Safe Routes to Schools

*An Overview of Funding for
SR2S in California*

Funding Sources

- Federal (SRTS) – established in SAFETEA-LU; will need reauthorization
- State (SR2S) – AB 57 extended the program indefinitely

Federal SRTS Funding Program

- Process
- Eligible Applicants
- Program Funding
- Eligible Projects
- Inappropriate Uses
- Application Form

Process

- Obtain application form at:

<http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm>

- Submit application form by July 15
- Caltrans District 7 Local Assistance Coordinator:
Dale Benson– (213) 897-2934
- Other districts: <http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm>
- Send applications to your Caltrans District
- Applications reviewed by District Review Committee

Eligible Applicants

- Any regional or local public agency
- Cities, counties, Metropolitan Planning Organizations , Regional Transportation Planning Agency
- Native American Tribes
- School or school district (district preferred)
- Non-profits
- School districts and non-profits encouraged to partner with local agency or knowledgeable consultant

Program Funding

- \$42 million for two years
- Spend \$ within 4 years
- Statewide Target
 - 70% infrastructure
 - 30% non-infrastructure

Eligible Projects

Must be for Elementary or Middle Schools

- Engineering
- Education
- Encouragement
- Enforcement
- Evaluation

No match required

Eligible Projects:

Infrastructure in School Vicinity (2 mi.)

- Sidewalk improvements
- Curb ramps
- Trails
- Under/overpasses
- Ped and bike crossing improvements
- Bikeways (paths, lanes, routes)
- Bicycle parking
- Bicycle route signage
- Traffic calming
- Roundabouts, speed humps, bulb-outs, median refuges, etc.
- Up to 10% for incidental costs (Other Es, on school grounds, landscaping)

Cap at \$1 million per project

Eligible Projects: Non-Infrastructure

- SRTS Coordinator
- SRTS Planning
- Safety education for students
- Education for motorists
- Enforcement of laws
- SRTS workshops
- Developing SRTS maps
- Walkability checklists
- Equipment and training for crossing guards
- Incentives for contests
- Community outreach
- Paying substitute teacher for other teachers to attend SR2S functions

Cap at \$500,000 per project

Best to establish community coalition!

Inappropriate Uses

- Recurring costs, like crossing guards (crossing guard training – OK)
- If costs will recur in future years, identify funds
- Improvements to pick-up/drop off, unless directly benefits safety of students walking/cycling
- Bus safety improvements

Application Form

- Info about applicant
- General info about project
- Organizational capacity
- Detail info about project: maps, site plan, detailed engineer's estimate, warrants
- Cost estimates
- Project delivery schedule

What's New

- Electronic version – send in + 2 hard copies
- More info requested on each school
- Student and parent tallies for past funded projects
- Good standing of past funded projects
- Existing site conditions table
- Promote walking and rolling for disabled students

Rating Factors

- Stakeholder input
- Descriptions of safety risks and demonstrated need
- 5 E program
- Promote participation of disabled students
- Program sustainability
- Other complementary efforts (bike plan, etc.)
- Agency and partner commitment

State SR2S Funding Program

- Process
- Eligible Applicants
- Program Funding
- Eligible Projects
- Inappropriate Uses
- Application Form

Process

- Obtain application form at:

<http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/sr2s.htm>

- Submit application form by due date
- Caltrans District 7 Local Assistance Coordinator:
Dale Benson— (213) 897-2934
- Send applications to your local district
- Other districts: <http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm>
- Applications reviewed by District Review Committee

Eligible Applicants

- City agency
- County agency

Program Funding

- \$- million statewide (depends on year)
- Caltrans will post amount available

Eligible Projects: Infrastructure

- Sidewalk improvements
- Curb ramps
- Trails
- Under/overpasses
- Ped and bike crossing improvements
- Bikeways (paths, lanes, routes)
- Bicycle parking
- Bicycle route signage
- Traffic calming
- Roundabouts, speed humps, bulb-outs, median refuges, raised crosswalks, etc.

Non-Infrastructure

- Must be related to infrastructure improvements
- Public outreach
- Safety education
- Promotion

Inappropriate Uses

- Improvements to pick-up/drop off, unless directly benefits safety of students walking/cycling
- Sidewalk repairs
- Pavement maintenance
- Crossing guard salary

Application Form

- Maximum 30 pages
- Must be stapled
- Do not use binders, protective covers, spiral binding, etc.

Application Form

- Application info
- Project info
- Cost estimate
- Project schedule
- Signatures
- Attachments
 - General map
 - Site plan
 - Detailed engineer's estimate
 - Letters of support
 - Applicable warrants

Rating Factors

- Descriptions of safety risks and demonstrated need
- Potential to reduce student fatalities and injuries
- Identification of current and potential walk/bike routes to school
- Stakeholder input
- Potential to increase participation
- Deliverability of the project

Miscellaneous

- Cap at \$- per project (depends on year)
- Minimum 10% match required
- Engineering, planning, environmental clearance eligible
- Right-of-way eligible
- Must comply with design standards, ADA

General Advice

- Work with the community
 - School administrators
 - Parents
 - Teachers
 - Crossing guards
 - Local police
 - Local planning, transportation, public works
 - Local media
 - Local walk/bike groups
 - Neighborhood groups
- Hold SR2S workshop
- Submit no more than one or two good applications each year
- Demonstrate direct benefit to school
- Check Caltrans SR2S website for what has been funded

Resources

- <http://safety.fhwa.dot.gov/saferoutes/index.htm>
- <http://www.saferoutespartnership.org/>
- <http://www.saferoutesinfo.org/>
- <http://www.walkingschoolbus.org/>
- <http://www.saferoutesinfo.org/training/>
- <http://www.saferoutestoschools.org/Programs/Workshops.htm>

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transportation planning for livable communities