



Local Programs Procedures

LPP 00-01 Safe Routes to School (SR2S)

Reference: *AB 1475: Streets and Highways Code Sections 2331, 2333 and 2333.5*

Effective Date: January 1, 2000

Approved: _____
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Assistant Program Manager
Design and Local Programs

This LPP provides a set of guidelines for the Safe Routes to School (SR2S) Program. This program is a federally funded program that was created by the enactment of AB 1475. The program became effective January 1, 2000 and will remain in effect until January 1, 2002, unless a later enacted statute deletes or extends that date.

EXISTING PROCEDURES

There were no “existing” procedures for the SR2S program.

NEW PROCEDURES

Please refer to the attached Safe Routes to School Program Guidelines.

SAFE ROUTES TO SCHOOL**PROGRAM GUIDELINES****CONTENTS**

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Safe Routes To School (SR2S)

I. Introduction

Welcome to the Safe Routes to School program! SR2S is a new Caltrans program resulting from the 1999 passage and signing of Assembly Bill 1475 (Soto). AB1475 calls for Caltrans "to establish and administer a 'Safe Routes to School' construction program ... and to use federal transportation funds for construction of bicycle and pedestrian safety and traffic calming projects." The bill goes on to say that Caltrans "shall make grants available to local governmental agencies under the program based on the results of a statewide competition that requires submission of proposals for funding and rates those proposals on all of the following factors:

- (1) Demonstrated needs of the applicant.
- (2) Potential of the proposal for reducing child injuries and fatalities.
- (3) Potential of the proposal for encouraging increased walking and bicycling among students.
- (4) Identification of safety hazards.
- (5) Identification of current and potential walking and bicycling routes to school.
- (6) Consultation and support for projects by school-based associations, local traffic engineers, local elected officials, law enforcement agencies, and school officials."

These funds are federal transportation safety funds, the use of which must abide by Federal Highway Administration (FHWA) policies, directives and Title 23, United States Code. Applicants are urged to familiarize themselves with procedures for procuring and spending federal moneys before submitting applications. For more information, see the Caltrans Local Assistance Procedures Manual.

As established by AB1475, this is a construction bill. At this time, costs for programs or activities related to "education", "enforcement" or "encouragement" are not eligible for reimbursement unless those costs are incidental to the overall cost of the project. Furthermore, these funds are not intended to be used for planning or developing projects that are hypothetical.

Caltrans expects to fund \$20 million worth of SR2S projects, per year, for at least the next two years. Two competitive funding cycles will take place in 2000. Caltrans will solicit project proposals from local agencies in February and then again in September. The maximum federal reimbursement amount per project is \$500,000. Several individual projects may be combined into a single project proposal as long as the cumulative project cost is less than \$500,000. The typical federal reimbursement ratio for SR2S projects will be 90%.

Throughout these guidelines, there are references to other Caltrans publications. Further information on, and links to, these publications can be found at Caltrans' Internet site, www.dot.ca.gov. For a direct link to Caltrans Office of Local Programs, use www.dot.ca.gov/hq/LocalPrograms/ and for Caltrans Traffic Operations, use www.dot.ca.gov/hq/traffops/. For a direct link to Caltrans Bikeway Planning and Design Standards, go to www.dot.ca.gov/hq/oppd/hdm/t1003toc.htm#t1003. These sites provide additional information on policies, procedures, standards, and specifications that will be applied to, and may impact, "safe routes to school" project designs.

A copy of AB1475 may be found in Appendix E or at www.leginfo.ca.gov/ under "Bill Information".

II. Applicants

The "applicant", or project sponsor, for Safe Routes to School (SR2S) funds is the agency that assumes responsibility and accountability for the use and expenditure of federal funds. The "applicant" must either be an incorporated city or a county within the State of California. The applicant should enlist the assistance of other participants in the development and submittal of an SR2S project.

Other participants in this program could include school boards, school districts, elected officials, and various city, county, and state agencies. The success of a project proposal being approved for funding will depend upon the ability of the participants, working at a local level, to develop a comprehensive and unified approach to improving the safety of pedestrian and/or bicycle routes to and from schools within their jurisdictional areas of responsibilities.

Application instructions are further described in Section VI – Local Agency Submittals. Exhibit A contains the SR2S Application Form.

III. Rating Factors and Criteria

In the development of projects, participants should structure their proposed improvements to meet as many of the rating factors and criteria as possible. The SR2S Application Form (Exhibit A) requires participants to provide information related to some of these factors. The following list identifies the factors that will be used to rate a project:

- Demonstrated needs
- Potential for reducing child injuries and fatalities
- Potential for encouraging increased walking and bicycling among students
- Identification of pedestrian and/or bicycle safety problems or hazards
- Identification of current and potential walking and bicycling routes to school
- Consultation and support for project by school-based associations, local traffic engineers, local elected officials, law enforcement agencies, school officials, and other community groups
- Approval by California Highway Patrol, when required
- Degree to which proposed improvement will correct or improve the problem(s)
- Potential for timely implementation of project
- Degree to which project will upgrade existing pedestrian/bicycle features within the project boundaries to appropriate standards, including American with Disability Act requirements.
- Number of pedestrians and bicyclists currently using the route(s)
- Number of pedestrians and bicyclists anticipated to use the route(s)
- Degree to which project reduces the “exposure” of pedestrians to vehicular traffic
- Benefit to Cost ratio of the project (if possible to calculate)
- Demonstration of coordinating SR2S funds with other funding sources for related improvements
- Demonstration of a coordinated SR2S plan within the applicant’s jurisdiction
- Demonstration of leveraging other funding sources (ex. Office of Traffic Safety) for Education, Enforcement, and Encouragement activities to complement SR2S funds
- Comprehensiveness, completeness and accuracy of project application

The general “weights” associated with each factor are similar. Projects that fully embrace the intent of the legislation will be responsive to a majority of these factors.

IV. Project Categories

The SR2S program contains two separate funding categories. They are the “Safety Index” category and the “Work Type” category. Safety Index projects will receive approximately 25% of the available funding (\$5 million) and Work Type projects will receive the remaining 75% (\$15 million).

Safety Index

Projects may qualify for SR2S funding based on a calculated Safety Index (SI). If historical accident data is available for the project location, and the participants wish to pursue Safety Index funding, the Safety Index Calculation on the Application Form (Exhibit A) must be completed.

Safety Index projects competing for funds will be prioritized, statewide, by descending safety indexes.

Safety Index projects which fail to qualify for the Safety Index funding will be re-categorized as a Work Type project and will compete for Work Type funds.

Work Type Improvement

A Work Type Improvement category is used to fund projects with safety needs that cannot be quantified by a Safety Index due to a lack of accident data.

The Work Type Improvement project categories listed below are by no means an inclusive list and appear in no particular order. They are based upon substantial input from agencies and stakeholders and represent program areas that are broad in nature and are typical of the range of approaches used to address pedestrian and bicyclist safety issues. Project applicants with an interest in the emerging field of traffic calming are also encouraged to consult with the Institute for Transportation Engineers at 202-554-8050 or <http://www.ite.org> for the latest design guidance. For further clarification on any Work Type category, consult with the Caltrans District Local Assistance Office. See Exhibit D for names and telephone numbers.

Sidewalk improvements: Includes new sidewalks, widened sidewalks, sidewalk gap closures, curb cuts, etc.

Traffic calming & speed reduction: Includes roundabouts, traffic circles, neck downs, sidewalk bulb outs, speed humps, raised crosswalks, raised intersections, narrowing lanes, full or half-street closures, and other speed reduction techniques.

Pedestrian/bicycle crossing improvements: Includes crosswalks, medians, refuges, pavement markings, lighted crosswalks, flashing beacons, traffic signal phasing extensions, and sight distance improvements.

On-street bicycle facilities: Includes new or upgraded bikeways, widening outside traffic lanes and/or roadway shoulders, geometric improvements, curve corrections, turning lanes, channelization and roadway realignment.

Off-street bicycle/pedestrian facilities: Includes exclusive bicycle and/or pedestrian trails and pathways, bicycle parking facilities, bicycle racks and lockers, and pedestrian/bicycle overcrossings and undercrossings.

Traffic control devices: Includes new or upgraded traffic signals, pedestrian-activated signal upgrades, traffic signs, traffic stripes and bicycle-sensitive signal actuation devices.

Traffic diversion improvements: Includes safer pick-up/drop-off areas, separation of pedestrians and bicycles from vehicular traffic adjacent to school facilities, and traffic diversion away from school zones or designated routes to school.

V. Funding Considerations

The SR2S Program will receive approximately \$20 million in the 1999/2000 Federal Fiscal Year (FFY) and \$20 million in the 2000/2001 FFY. A Federal Fiscal Year begins on October 1 and ends on September 30. Projects that are not approved for funding in the 1999/2000 FFY can be resubmitted to compete for funding in the 2000/2001 FFY.

The maximum federal reimbursement amount, per project, is \$500,000. For most projects, the federal reimbursement ratio will be 90 percent. The applicant must fund the remaining 10% of the project cost. The applicant may execute separate funding agreements with participants of the project to share these costs. Title 23, United State Code Section 120(c), allows 100% federal reimbursement for projects that construct or install traffic signals, traffic signs, or pavement markings.

Eligible project costs that the local agency is entitled to federal reimbursement include:

- Preliminary engineering, which includes
 - Environmental
 - Preparation of Plans, Specifications and Estimate (PS&E)
- Right-of-way
- Construction, which includes
 - Construction costs
 - Construction Engineering

All of the project elements and construction improvements must be eligible to obtain federal reimbursement. Construction improvements must be made on public property. Improvements can be made on public school grounds providing the costs of these improvements are incidental to the overall cost of the project. Also, costs for programs or activities related to “education”, “enforcement” or “encouragement” are not eligible for reimbursement unless those costs are incidental to the overall cost of the project.

Projects that exceed the maximum federal reimbursement amount can be submitted for review and approval, but the federal reimbursement amount will not exceed \$500,000. The project reimbursement ratio will be determined at the “Authorization to Proceed” phase. The “total project cost” shown on the original application form will be used to determine the project’s reimbursement amount and ratio. Requests for increases to the “total project cost” shown on the application form will not be granted except in unusual circumstances and subject to the availability of funds. Any increase in project costs for a Safety Index project will require a recalculation of the Safety Index.

Federal funds are considered “allocated” to each project phase when the Caltrans Office of Local Programs (OLP) Area Engineer authorizes the work through the FHWA delegated authorization process (See Chapter 3 “Authorization” in the Local Assistance Procedures Manual). These funds are reserved for the project, but the local agency will not be reimbursed for any phase until **after** the contract award. The OLP Area Engineer, upon receiving the contract award data will process the documentation to allow reimbursement of local agency invoices.

VI. Development of 2 Year Demonstration Plan

Caltrans will program approximately \$20 million/year, for two years, of federal safety funds for SR2S Projects. Caltrans District staff will solicit candidate SR2S projects from local agencies within their District boundaries. The following schedule identifies milestones and dates for the next two years of the program:

Feb. 10, 2000	Caltrans District Offices solicit candidate SR2S projects from local agencies.
Apr. 27, 2000	Local agencies submit candidate projects to Caltrans District Offices.
May 11, 2000	District Offices prioritize local agencies’ candidate projects.
June 1, 2000	Project Review Committee submits a statewide, prioritized list of projects to the Director of Caltrans and the Commissioner of the California Highway Patrol (CHP) with recommendations of projects to approve for funding.
June 15, 2000	Caltrans HQ and CHP HQ issue an approved list of funded projects for the 99/00 FFY.
<hr/>	
Sept. 14, 2000	Caltrans District Offices solicit candidate SR2S projects from local agencies.
Nov. 9, 2000	Local agencies submit candidate projects to Caltrans District Offices.
Nov. 23, 2000	District Offices prioritize local agencies’ candidate projects.
Dec. 14, 2000	Project Review Committee submits a statewide, prioritized list of projects to the Director of Caltrans and the Commissioner of the CHP with recommendations of projects to approve for funding.
Dec. 28, 2000	Caltrans HQ and CHP HQ issue an approved list of funded projects for the 00/01 FFY.

Local Agency Submittals

An Application Form is included as Exhibit A. This form must be completed and accompany all project submittals. Most of the requirements listed below are also included in the application form itself.

A local agency must submit candidate projects to its respective Caltrans District Office, directed to the attention of the District Local Assistance Engineer (see Exhibit D for names and addresses). An original plus 2 copies is preferred. Any maps, schematics or letters of support that are attached to the application should be made on 8 ½" x 11" paper.

Candidate projects can be submitted as either a Safety Index Project or a Work Type Improvement Project.

Candidate projects must include, at a minimum, cost estimates for Construction, Preliminary Engineering and Construction Engineering. If the project requires the acquisition of right of way or includes environmental studies and mitigation, these costs should also be included in the estimate.

Candidate projects must include an estimated "award date" for the construction of the project.

Candidate projects should contain information on accident histories or narration on the potential for accidents. Photographs and video tapes may be submitted to better illustrate the problem. Also, schematic plans showing the general nature of the proposed improvement should be submitted for all projects.

If a local agency is submitting multiple candidate projects, the local agency should prioritize the projects prior to submitting them to the Caltrans District Office.

Any SR2S project encompassing a freeway, state highway or county road must be approved by the Department of California Highway Patrol (CHP) to ensure that the project complements their "Pedestrian Corridor Safety Program" and is consistent with its statewide pedestrian safety statistical analysis. The local agency should obtain the CHP's approval prior to submitting the project to Caltrans.

Caltrans District Review

Caltrans District staff and CHP Division staff will review all projects for eligibility, completeness and accuracy. They will identify and document the strengths and weaknesses of all projects and develop a prioritized list of projects for the District. They may form a District Review Committee, comprised of regional stakeholders, to assist in the prioritization of the projects.

Safety Index projects will be prioritized, in descending order, by the Safety Index calculation. Work Type projects will be prioritized using the factors identified in Section III: Rating Factors and Criteria.

The District will submit a prioritized list of all eligible candidate projects to Caltrans Headquarters, Office of Local Programs, with the following project information compiled and tabulated on a cover sheet:

- Local agency name
- School name
- Project location
- Project description
- Safety Index calculation, if applicable
- Total Project Cost
- Proposed award date

Project Selections

Caltrans, the CHP, the FHWA, local agency personnel and stakeholders will be representatives on a Project Review Committee. This committee will prioritize all projects, statewide, and submit a recommended list of projects to be funded to the Director of Caltrans and the Commissioner of the CHP. The final list of approved projects will be determined by Caltrans and the CHP. The list will be posted on the Internet, by the dates specified in Section VI above, at the following URL: <http://www.dot.ca.gov/hq/LocalPrograms/>.

VII. Design Standards

All bikeway projects shall be designed in accordance with the Caltrans Highway Design Manual and the Caltrans Traffic Manual. Exceptions to using these standards will be handled in accordance with each Manual's exception approval process. All other projects shall be designed in accordance with the appropriate design standards applicable to the type and location of the improvement.

Chapter 11, Caltrans Local Assistance Procedures Manual – Design Standards for Non-National Highway System Projects – describes statewide design standards, specifications, procedures, guides and references that are acceptable for application in the geometric, drainage, and structural design of local assistance projects. The chapter also describes design exception approval procedures. These standards and procedures shall be used in the design of SR2S projects off the National Highway System (NHS).

Projects should be considered as subject to meeting Americans with Disabilities Act (ADA) requirements.

VIII. Status Reports

Local agencies are required to provide an update of project schedules and costs on July 1 of each year for all projects that have not been awarded a construction contract by that date. Local agencies that fail to provide these annual status reports may have their projects dropped from the program. A sample Project Status Report form is included as Exhibit B.

IX. Deadlines

It is the intent of the SR2S Program that Federal funds be expended as soon as possible for eligible safety projects that can be designed and constructed in short time frames. Since this is new demonstration program and local agencies will not know if a project is approved for funding until late in the Federal Fiscal Year, the first deadline for awarding a construction contract for projects approved in the first round of project solicitations will be September 30, 2001. For projects approved in the second round, the first deadline for awarding a construction contract will be September 30, 2002. Projects unable to meet these initial delivery deadlines will be allowed a maximum of one time extension for a maximum of one year, subject to written approval by OLP. Projects unable to meet the second delivery deadline will be dropped from the program.

X. Evaluations

Federal directives require that the results of Safety Improvements be evaluated three years after the project is completed. Each project approved for construction must prepare a before-and-after evaluation. Safety deficiencies corrected by this program largely justify the prioritizing methods and future funding. A sample Project Evaluation form is included as Exhibit C.

AB 1475 requires Caltrans to evaluate the effectiveness of this program and report its findings to the Legislature on or before December 31, 2001. A representative sample of SR2S projects that have been constructed will be evaluated for their effectiveness. Previously constructed projects that contained similar objectives may need to be included in the evaluation. Also, the number of qualified and "quality" candidate projects that could not be funded due to funding limitations will be documented and included in the evaluation.

XI. Appropriation Codes

There are four federal apportionment codes available for SR2S projects:

STPLH	Hazard Elimination	90%	Q28
STPLHG	Hazard Elimination	100%	Q43
STPLH	Safety (Optional)	90%	Q21
STPLHG	Safety (Optional)	100%	Q33

These codes are assigned by the FHWA and used by Caltrans for obligating and encumbering funds. Title 23, United State Code Section 120(c), allows 100% federal reimbursement for projects that install traffic signals, traffic signs, or pavement markings. All other project categories will be eligible for a 90% federal reimbursement. Projects that have a mixture of 90% and 100% reimbursable work will be reimbursed at 90%.

XII. References

Title 23, United States Code, Section 120, 130, and 152
 Streets and Highways Code, Sections 890-894 and 2330-2334
 AB 1475 – Chaptered Version
 Caltrans Local Assistance Program Guidelines
 Caltrans Local Assistance Procedures Manual
 Caltrans Highway Design Manual
 Caltrans Traffic Manual
 AASHTO: A Policy on Geometric Design of Highways and Streets

APPLICATION FORM FOR SAFE ROUTES TO SCHOOL PROGRAM FUNDS

APPLICANT: (City of: or County of:) _____

SCHOOL DISTRICT: _____

SCHOOL NAME(S): _____

CALTRANS DISTRICT: _____ CHP DIVISION: _____

SHORT DESCRIPTION OF PROPOSED IMPROVEMENTS: _____

GENERAL LOCATION OF PROJECT: _____

PROJECT COSTS:	Preliminary Engineering	
	Environmental.....	\$ _____
	PS&E.....	\$ _____
	Right-of-Way.....	\$ _____
	Construction	
	Construction.....	\$ _____
	Construction Engineering.....	\$ _____
	Other (please list).....	\$ _____
		\$ _____
	Total Project Cost.....	\$ _____

PROPOSED CONSTRUCTION CONTRACT AWARD DATE: _____

The following parts of this Application Form request specific project related information. Some of the sections request the applicant to prepare maps or other documents that contain specific information. Other sections contain questions that the applicant can simply answer in the space provided. If a section does not apply to the proposed project or if data is not available, simply write "not applicable (N/A)" or "data not available (DNA)", respectively, beneath or near the question heading or subheading.

SCHOOL DEMOGRAPHICS

The following information may be acquired by a student survey taken on a typical school day. Attach the survey, the data, and its summary, if available.

- Number of students at the school..... _____
- Age range of students at the school..... _____
- Number of students that walk to school..... _____
- Number of students that bike to school..... _____
- Number of students that take a bus to school..... _____
- Number of students driven to school with parents or others..... _____
- Number of cars used to drive students to school¹..... _____
- Percentage of students living within 2 miles of school..... _____

The survey might also be written to answer questions 2, 3, and 5 below:

1. Does your project involve the improvement to an “existing” walking or bicycling route?
Yes ____ No ____ (If no, skip to Question # 4)
2. If yes, how many students currently use this route to walk or bicycle to school? _____
3. How many students will use this route after the improvements are made? _____
4. Does your project involve the creation of a “new” walking or bicycling route?
Yes ____ No ____ (If no, go to next Section)
5. If yes, how many students will use this route upon its completion? _____

Note: This survey is a suggestion, not a requirement. Some projects may not require a student trip survey to justify an improvement. For other projects, a survey will help demonstrate the need for a project and assist participants in prioritizing a host of other proposed improvements. The survey will also help the Project Review Committee prioritize projects on a statewide basis. Be assured that a large school will not be automatically ranked higher than a small school simply due to the “gross” number of students attending the school or using a specific route to school.

DETAILED DESCRIPTION OF PROBLEM

Provide a detailed, narrative description of the problem. Describe the breadth/scope of the population at risk and the population to be served by the project. Include primary population (students) and secondary population (parents, school employees, neighbors, community, etc.). Discuss resources, financial and otherwise, that have been identified to correct the problem, but were not secured, or were insufficient.

DETAILED DESCRIPTION OF PROPOSED SOLUTION

Provide a detailed, narrative description of the proposed solution. Describe options or alternatives that were considered. Discuss how the proposed alternative is the best, most cost effective solution to the problem.

¹ The number of cars used gives an indication of traffic at the school. As well, it provides an indication of air pollution reduction potential with the improvement of walking and biking conditions.

SAFETY INDEX CALCULATION

As stated in Section IV - Project Categories, 25% of the SR2S funding will be targeted specifically for locations that have a poor accident history. Projects that have documented accident reports can calculate a Safety Index using the following formula:

Safety Index = $[(A*B) + (C*D)]/E$ where

A = Number of pedestrian or bicycle fatalities in the past 3 years
 B = Total comprehensive value of a fatality (\$2,710,000)
 C = Number of pedestrian and bicycle injuries in the past 3 years
 D = Total comprehensive value of an average injury, (\$51,656)
 E = Total Project Cost

Projects submitted for Safety Index funding must attach a listing of pedestrian and bicycle injuries sustained by students of the school on their trips to and from school during the past three years. Diagrams indicating the approximate location and date of each accident is desirable. Accident information beyond three years may also be attached, if it provides more compelling evidence of a problem. However, only the last three years of accident history may be used in the formula.

Remember, even if the project does not “make the cut” for Safety Index funding, it will automatically be moved to the Work Type Improvement funding category. Hence, all applicants are encouraged to continue to complete this application in its entirety.

SAFETY INDEX = _____

WORK TYPE IMPROVEMENT PROJECTS

All applicants should prepare an application that contains the following project information. This information will assist the Project Review Committee in prioritizing Work Type Improvement projects.

Describe how the project might reduce the potential for child injuries and fatalities. Include information on:

- Potential safety hazards that are being corrected, removed or replaced as part of the project
- Measures taken to reduce motor vehicle speeds, congestion, and traffic violations
- Measures taken to reduce the exposure of pedestrians or bicyclists to vehicles
- Measures taken to provide more protection for pedestrians and bicyclists
- Measures taken to attract pedestrians and bicyclists
- Measures taken to redirect motor vehicles to alternate routes
- Measures taken to remove barriers along the route that inhibit pedestrian and bicyclist travel

Attach a map of the school and nearby surrounding area that identifies the route(s) being proposed for improvement. Please identify any existing and potential safety hazards along the route(s). Safety hazards to look for are:

- Lack of, or unsafe sidewalks
- Lack of, or unsafe bikeways
- Lack of street lighting
- Lack of pedestrian-activated crosswalks and signals
- Non standard sidewalks, bikeways, crosswalks, traffic signals, traffic signs and traffic stripes, etc.
- Excessive speeding by vehicles
- Continuous encroachment of vehicles into a walkway or bikeways
- Poor separation of vehicular traffic from pedestrian traffic

- Locations with a history of actual, or perceived, conflicts and/or accidents
- Locations that pose a “barrier” to pedestrian/bicycle travel
- Other

Identify the participants that were involved with the development of the project. Also, provide a list of organizations that were contacted and support the project. Attach letters of support, if available. Groups, associations or organizations to contact include, but are not limited to:

- School based associations (such as PTA, student associations)
- Traffic engineers (city, county, state, and federal)
- Elected officials
- Law enforcement agencies
- School officials
- Other community groups (walking and bicycling groups)
- Other neighborhood groups
- Others

California Highway Patrol Approval (if required): _____
 (Signature)

 (Signing Officer’s Name and Division)

Project participants may also want to provide comments on a variety of other factors not identified above. The following are general considerations that may warrant additional explanation by project participants:

- Existing groups that have convened in the past to address this or similar problems.
- Existing Pedestrian or Bicycle Master Plans that have been prepared.
- Discussions on the opportunities to partner or leverage existing resources with SR2S funds
- Preferences and practices that have emerged from existing transportation plans or community/school surveys
- Checklists or surveys from “Walk a Child to School Day” events
- Petitions submitted by students, parents or community groups

Agency: _____ School Name: _____

Agency Official: _____ School Official: _____
 Name Name
 Signature Signature

Title: _____ Title: _____

Phone Number: _____ Phone Number: _____

Email: _____ Email: _____

Project Status Report

Due July 1 each year

(for projects that have not “awarded” a construction contract by July 1)

Date: _____

City or County of: _____

Project Number: _____

Description of Project: _____

Original Projected Award Date: _____

Current Projected Award Date: _____

If “current” award date is not the same as “original” award date, explain reason for delay:

Original Cost Estimate: _____

Cost Estimate as of this Report: _____

Reason for difference (increase OR decrease): _____

Other comments: _____

Prepared By: _____

Telephone: _____

“POST-CONSTRUCTION”

PROJECT EVALUATION

Agency _____ Federal Project Number _____

Project Location: _____

Type of Work: _____

Accident Data	<u>Fatal + Injury</u>	<u>Property Damage Only</u>	<u>ADT</u>
Before: Total last 3 yrs.	_____	_____	_____
After: Total last 2 yrs.	_____	_____	_____

Note: Caltrans, the CHP, the FHWA, local agencies, stakeholders and participants are revising this form. The final “Post Construction Project Evaluation” form will be sent to each successful project applicant when they are notified that their SR2S project was approved for funding.

Caltrans District Local Assistance Engineers**District 1**

Jan Bulinski
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Eureka, CA 95501
(707) 445-6399

District 2

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District 5

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District 6

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(559) 488-4105

District 7

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District 8

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District 9

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District 10

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District 11

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District 12

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Assembly Bill No. 1475

CHAPTER 663

An act to amend, repeal, and add Sections 2331 and 2333 of, and to add and repeal Section 2333.5 of, the Streets and Highways Code, relating to highways.

[Approved by Governor October 6, 1999. Filed
with Secretary of State October 10, 1999.]

LEGISLATIVE COUNSEL'S DIGEST

AB 1475, Soto. Highways: Safe Routes to School construction program.

Existing law requires that certain federal transportation funds received by the state be spent on specified transportation programs authorized under federal law. The funds are required to be made available for use in approximately equal amounts on state highways and on local roads.

This bill would require the Department of Transportation, in consultation with the Department of the California Highway Patrol, to establish and administer a "Safe Routes to School" construction program pursuant to authority granted under specified federal law and to use federal transportation funds for construction of bicycle and pedestrian safety and traffic calming projects.

The bill would require the department to make grants available to local governmental agencies under the program based on the results of a statewide competition that requires submission of proposals for funding and rates those proposals on specified factors.

The bill would require the specified federal transportation funds to be made available so that not less than \$1,000,000 be used for construction grants and the remaining funds for use in approximately equal amounts on state highways, local roads, and the program that the bill would create.

The bill would require the department to undertake a specified study and to report to the Legislature on or before December 31, 2001.

The provisions of the bill would remain in effect only until January 1, 2002, and as of that date would be repealed unless a later enacted statute, that is enacted before that date deletes or extends that date.

The people of the State of California do enact as follows:

SECTION 1. Section 2331 of the Streets and Highways Code is amended to read:



2331. (a) The Highway Safety Act of 1973 (Title II of P.L. 93-87, 87 Stat. 250) has authorized appropriations for a number of programs relating to projects for the improvement of highway safety and the reduction of traffic congestion. These programs consist of the rail-highway crossings program (Section 203 of the Highway Safety Act of 1973), the pavement marking demonstration program (Sec. 151, Title 23, U.S.C.); projects for high-hazard locations, including, but not limited to, projects for bicycle and pedestrian safety and traffic calming measures in those locations (Sec. 152, Title 23, U.S.C.); program for the elimination of roadside obstacles (Sec. 153, Title 23, U.S.C.); and the federal-aid safer roads demonstration program (Sec. 405, Title 23, U.S.C.). The purpose of this chapter is to implement these programs in this state. The commission, the department, boards of supervisors, and city councils are authorized to do all things necessary in their respective jurisdictions to secure and expend federal funds in accordance with the intent of the federal act and of this chapter.

(b) This section shall remain in effect only until January 1, 2002, and as of that date is repealed, unless a later enacted statute, that is enacted before January 1, 2002, deletes or extends that date.

SEC. 2. Section 2331 is added to the Streets and Highways Code, to read:

2331. (a) The Highway Safety Act of 1973 (Title II of P.L. 93-87, 87 Stat. 250) has authorized appropriations for a number of programs relating to projects for the improvement of highway safety and the reduction of traffic congestion. These programs consist of the rail-highway crossings program (Section 203 of the Highway Safety Act of 1973), the pavement marking demonstration program (Sec. 151, Title 23, U.S.C.); projects for high-hazard locations (Sec. 152, Title 23, U.S.C.); program for the elimination of roadside obstacles (Sec. 153, Title 23, U.S.C.); and the federal-aid safer roads demonstration program (Sec. 405, Title 23, U.S.C.). The purpose of this chapter is to implement these programs in this state. The commission, the department, boards of supervisors, and city councils are authorized to do all things necessary in their respective jurisdictions to secure and expend federal funds in accordance with the intent of the federal act and of this chapter.

(b) This section shall become operative on January 1, 2002.

SEC. 3. Section 2333 of the Streets and Highways Code is amended to read:

2333. (a) In each annual proposed budget prepared pursuant to Section 165, there shall be included an amount equal to the estimated apportionment available from the federal government for the programs described in Sections 2331 and 2333.5. The commission may allocate a portion of those funds each year for use on city streets and county roads. It is the intent of the Legislature that the commission allocate the total amount received from the federal government for



all of the programs described in Sections 2331 and 2333.5 in a manner that, over a period of five years, makes not less than one million dollars (\$1,000,000) of those funds available for use pursuant to Section 2333.5 and the remaining funds available for use in approximately equal amounts on state highways, local roads, and the program established under Section 2333.5. In addition, it is the intent of the Legislature that the commission shall apportion for use, in financing the railroad grade separation program described in Section 190, a substantial portion of the funds received pursuant to the federal rail-highway crossings program. Notwithstanding any other provision of law, the share of any railroad of the cost of maintaining railroad crossing protection facilities funded, in whole or in part, by funds described in Section 2331 shall be the same share it would be if no federal funds were involved and the crossing protection facilities were funded pursuant to an order of the Public Utilities Commission pursuant to Section 1202 of the Public Utilities Code; and in case of dispute, the Public Utilities Commission shall determine that share pursuant to this section.

(b) This section shall remain in effect only until January 1, 2002, and as of that date is repealed, unless a later enacted statute, that is enacted before January 1, 2002, deletes or extends that date.

SEC. 4. Section 2333 is added to the Streets and Highways Code, to read:

2333. (a) In each annual proposed budget prepared pursuant to Section 165, there shall be included an amount equal to the estimated apportionment available from the federal government for the programs described in Section 2331. The commission may allocate a portion of those funds each year for use on city streets and county roads. It is the intent of the Legislature that the commission allocate the total amount received from the federal government for all of the programs described in Section 2331 in a manner that, over a period of five years, those funds are made available for use in approximately equal amounts on state highways and on local roads. In addition, it is the intent of the Legislature that the commission shall apportion for use, in financing the railroad grade separation program described in Section 190, a substantial portion of the funds received pursuant to the federal rail-highway crossings program. Notwithstanding any other provision of law, the share of any railroad of the cost of maintaining railroad crossing protection facilities funded, in whole or in part, by funds described in Section 2331 shall be the same share it would be if no federal funds were involved and the crossing protection facilities were funded pursuant to an order of the Public Utilities Commission pursuant to Section 1202 of the Public Utilities Code; and in case of dispute, the Public Utilities Commission shall determine that share pursuant to this section.

(b) This section shall become operative on January 1, 2002.



SEC. 5. Section 2333.5 is added to the Streets and Highways Code, to read:

2333.5. (a) The department, in consultation with the Department of the California Highway Patrol, shall establish and administer a "Safe Routes to School" construction program pursuant to the authority granted under Section 152 of Title 23 of the United States Code and shall use federal transportation funds for construction of bicycle and pedestrian safety and traffic calming projects.

(b) The department shall make grants available to local governmental agencies under the program based on the results of a statewide competition that requires submission of proposals for funding and rates those proposals on all of the following factors:

(1) Demonstrated needs of the applicant.

(2) Potential of the proposal for reducing child injuries and fatalities.

(3) Potential of the proposal for encouraging increased walking and bicycling among students.

(4) Identification of safety hazards.

(5) Identification of current and potential walking and bicycling routes to school.

(6) Consultation and support for projects by school-based associations, local traffic engineers, local elected officials, law enforcement agencies, and school officials.

(c) With respect to the use of funds provided in subdivision (a), prior to the award of any construction grant or the department's use of those funds for a "Safe Routes to School" construction project encompassing a freeway, state highway or county road, the department shall consult with, and obtain approval from, the Department of the California Highway Patrol, ensuring that the "Safe Routes to School" proposal compliments the California Highway Patrol's Pedestrian Corridor Safety Program and is consistent with its statewide pedestrian safety statistical analysis.

(d) The department shall study the effectiveness of the program established under this section with particular emphasis on the program's effectiveness in reducing traffic accidents and its contribution to improving safety and reducing the number of child injuries and fatalities in the vicinity of the projects. Notwithstanding Section 7550.5 of the Government Code, the department shall submit a report to the Legislature on or before December 31, 2001, regarding the results of that study.

(e) This section shall remain in effect only until January 1, 2002, and as of that date is repealed, unless a later enacted statute, that is enacted before January 1, 2002, deletes or extends that date.

