

## Safe Routes to Schools Project Eligibility Matrix

(<sup>1</sup>Language from CMAQ Guidance. Note that CMAQ can fund all specific improvements that are eligible in the State and Federal SR2S Programs with the following exceptions: walking audits and other planning activities, crossing guards and vehicle speed feedback devices, traffic control that is primarily oriented to vehicular traffic rather than bicyclists and pedestrians, and material incentives that lacking an educational message or exceeding a nominal cost.)

State SR2S Program	Federal SRTS Program	MTC SR2S Program (CMAQ) <sup>1</sup>
<b>Non-Infrastructure Improvements</b>	<b>Non-Infrastructure Improvements</b>	<b>Non-Infrastructure Improvements</b>
<p>Public Outreach and Education/Encouragement/Enforcement:</p> <ul style="list-style-type: none"> <li>Includes preparing and distributing safety awareness materials to school personnel, students, drivers, and neighboring home and/or business owners. Includes outreach efforts that promote walking and bicycling, to and from school, along the designated school routes. Includes coordinating bicycle rodeos with law enforcement agencies or forming “walking school buses” within neighborhoods. These activities are considered ‘incidental’ and limited to 10% of the construction costs.</li> </ul>	<ul style="list-style-type: none"> <li>Public awareness campaigns and outreach to press and community leaders,</li> <li>Traffic education and enforcement in the vicinity of schools,</li> <li>Student sessions on bicycle and pedestrian safety, health, and environment, and</li> <li>Funding for training, volunteers, and managers of safe routes to school programs.</li> </ul>	<p><b>Public Education and Outreach Activities</b></p> <ul style="list-style-type: none"> <li>Public education and outreach can help communities reduce emissions and congestion by inducing drivers to change their transportation choices.</li> <li>Activities that promote new or existing transportation services, developing messages and advertising materials (including market research, focus groups, and creative), placing messages and materials, evaluating message and material dissemination and public awareness, technical assistance, programs that promote the Tax Code provision related to commute benefits, and any other activities that help forward less-polluting transportation options.</li> <li>Air quality public education messages: Long-term public education and outreach can be effective in raising awareness that can lead to changes in travel behavior and ongoing emissions reductions; therefore, these activities may be funded indefinitely.</li> <li>Non-construction outreach related to safe bicycle use</li> <li>Travel Demand Management Activities including traveler information services, shuttle services, carpools, vanpools, parking pricing, etc.</li> </ul>
<b>Infrastructure Improvements</b>	<b>Infrastructure Improvements</b>	<b>Infrastructure Improvements</b>
<p>Pedestrian facilities:</p> <ul style="list-style-type: none"> <li>Includes new sidewalks, sidewalk widening, sidewalk gap closures, curbs, gutters, and curb ramps. Also includes new pedestrian trails, paths and pedestrian over- and under-crossings. Note: Sidewalk repairs are ineligible. Applicants that propose sidewalk repairs will need to explain why the procedures contained in Streets and Highways Code Section 5611 cannot be exercised to repair the sidewalk. This section allows municipalities to instruct property owners to repair sidewalks on,</li> </ul>	<ul style="list-style-type: none"> <li>Sidewalk improvements: new sidewalks, sidewalk widening, sidewalk gap closures, sidewalk repairs, curbs, gutters, and curb ramps.</li> <li>Pedestrian and bicycle crossing improvements: crossings, median refuges, raised crossings, raised intersections, traffic control devices (including new or upgraded traffic signals, pavement markings, traffic stripes, in-roadway crossing lights, flashing beacons, bicycle-sensitive signal actuation devices, pedestrian countdown signals, vehicle speed feedback signs,</li> </ul>	<p>Bicycle/Pedestrian Use:</p> <ul style="list-style-type: none"> <li>Constructing bicycle and pedestrian facilities (paths, bike racks, support facilities, etc.) that are not exclusively recreational and reduce vehicle trips</li> <li>Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas</li> <li>new construction and major reconstructions of paths, tracks, or areas solely for the use by pedestrian or other non-motorized means of transportation when</li> </ul>

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<p>or fronting, their property.</p> <p>Bicycle facilities:</p> <ul style="list-style-type: none"> <li>Includes new or upgraded bikeways, trails, paths, geometric improvements, shoulder widening, and bicycle parking facilities, racks and lockers.</li> </ul>	<p>and pedestrian activated signal upgrades), and sight distance improvements.</p> <ul style="list-style-type: none"> <li>On-street bicycle facilities: new or upgraded bicycle lanes, widened outside lanes or roadway shoulders, geometric improvements, turning lanes, channelization and roadway realignment, traffic signs, and pavement markings.</li> <li>Off-street bicycle and pedestrian facilities: exclusive multi-use bicycle and pedestrian trails and pathways that are separated from a roadway.</li> <li>Secure bicycle parking facilities: bicycle parking racks, bicycle lockers, designated areas with safety lighting, and covered bicycle shelters.</li> </ul>	<p>economically feasible and in the public interest</p>
<p>Traffic calming:</p> <ul style="list-style-type: none"> <li>Includes roundabouts, bulb-outs, speed humps, raised crosswalks, raised intersections, median refuges, narrowed traffic lanes, lane reductions, full- or half-street closures, and other speed reduction techniques. Note: Improvements to pick-up and drop-off areas are ineligible. The goal of this program is to encourage students to walk and bicycle to school. Exceptions may be granted if the project increases walking and bicycling by students and reduces</li> </ul>	<ul style="list-style-type: none"> <li>Traffic diversion improvements: separation of pedestrians and bicycles from vehicular traffic adjacent to school facilities, and traffic diversion away from school zones or designated routes to a school.</li> <li>Traffic calming and speed reduction improvements: roundabouts, bulb-outs, speed humps, raised crossings, raised intersections, median refuges, narrowed traffic lanes, lane reductions, full- or half-street closures, automated speed enforcement, and variable speed limits.</li> </ul>	<p>Other:</p> <ul style="list-style-type: none"> <li>Traffic calming measures</li> </ul>
<p>Traffic control devices:</p> <ul style="list-style-type: none"> <li>Includes new or upgraded traffic signals, crosswalks, pavement markings, traffic signs, traffic stripes, in-roadway crosswalk lights, flashing beacons, bicycle-sensitive signal actuation devices, pedestrian countdown signals, vehicle speed feedback signs, pedestrian activated signal upgrades, and all other pedestrian- and bicycle related traffic control devices.</li> </ul>		