
EXHIBIT A

CALIFORNIA'S SAFE ROUTES TO SCHOOL PROGRAM

APPLICATION FORM (7TH CYCLE)

Please read the Interim Safe Routes to School Program Guidelines available on the SR2S website and pay special attention to Section 7 - Application Form Instructions - while preparing this application. An incomplete or altered application format will be disqualified from further review. The entire application package, including attachments, shall not exceed 30 pages.

This page must be the first page of the application. Applications must be stapled in the upper left hand corner. Applications bound by any other means will not be accepted, e.g. binders, protective covers, spiral threading, etc. A transmittal letter, if submitted, should be attached to the application with a removable binder clip.

I. APPLICATION INFORMATION

Applicant (Agency): City of Bishop

Address: 377 West Line Street (mailing Post Office Box 1236, zip 93515)

City: Bishop **County:** Inyo **Zip:** 93514

Contact Person: David Grah

Phone: 760-873-8458 **Ext:** **E-Mail:** publicworks@ca-bishop.us

State Legislative Districts: Senate District: 18 **Assembly District:** 34

Caltrans District: 9

Metropolitan Planning Organization (MPO):

II. PROJECT INFORMATION

School Names(s): Elm Street Elementary, Pine Street Elementary, Home Street Middle School, Bishop High School, Bishop Adventist Elementary School, and Grace Lutheran School

School District(s): Bishop Union Elementary School District, Bishop Joint Union High School District (public districts)

Project Description: Provide a brief description of the proposed project improvements. Provide safe route to school for pedestrians and bicyclists by constructing and reconstructing shoulders, curbs, gutters, sidewalks, ramps, and driveways on Grove Street between Main Street and Home Street.

Project Location: Provide a brief description of the general location(s) of the proposed project. The project is along Grove Street, an urban residential street in one of the older parts of the City of Bishop. Except for the lack of sidewalks and adequate shoulders, Grove Street is the safest, most logical, and direct

path from most residential areas in the City to the four public schools in the Bishop area.

Zip code of the project location: 93514

Total number of project applications being submitted by your agency? 2

If more than one application is being submitted, what is the priority of this application? 1

Check this box if the same project will also be submitted for SRTS Funding (Cycle 2).

Improvement categories included in the proposed project: (check all that apply)

- | | |
|---|---|
| <input checked="" type="checkbox"/> Pedestrian Facilities | <input checked="" type="checkbox"/> Bicycle Facilities |
| <input type="checkbox"/> Traffic Control Devices | <input checked="" type="checkbox"/> Traffic Calming and Speed Reduction |
| <input type="checkbox"/> Public Outreach and Education | <input type="checkbox"/> Other (describe) _____ |

III. PROJECT COST ESTIMATE

	SR2S Funds	Local Funds	Other Funds	Total Cost
Preliminary Engineering				
Environmental	\$33,000.00	\$5,000.00		\$38,000.00
PS&E	\$72,000.00	\$5,000.00		\$77,000.00
Right of Way				
Engineering	\$8,000.00			\$8,000.00
Appraisals, Acquisitions & Utilities	\$8,000.00	\$74,000.00		\$82,000.00
Construction				
Construction Engineering	\$20,500.00	\$20,500.00		\$41,000.00
Construction ⁽¹⁾	\$752,500.00	\$69,500.00		\$822,000.00
Public Outreach & Education⁽²⁾				
Includes education, enforcement, and encouragement activities.				\$0.00
Subtotal	\$894,000.00	\$174,000.00	\$0.00	\$1,068,000.00
Contingency⁽³⁾				\$0.00
Total Project Cost⁽⁴⁾	\$894,000.00	\$174,000.00	\$0.00	\$1,068,000.00

(1) For construction cost, provide a detailed Engineer's Estimate (use form provided on SR2S web site).

(2) Public Outreach & Education "Total Cost" may not exceed 10% of the Construction "Total Cost".

(3) Contingency "Total Cost" may not exceed 10% of the "Subtotal".

(4) SR2S funds may not exceed 90% of "Total Cost" or \$900,000.

In some cases, the review committee may recommend that a project be funded providing certain components are removed from the project scope. Will the applicant proceed with the construction of the project if its scope and cost are reduced? Y N

IV. PROJECT SCHEDULE

Estimate dates of completion for the major milestones shown below assuming the project is approved for funding January 31, 2008.

Request Authorization to Proceed with PE:	<u>February 1, 2008</u>
Complete Environmental Document:	<u>July 1, 2008</u>
Request Authorization to Proceed with Right of Way:	<u>July 1, 2008</u>
Obtain Right of Way Clearance:	<u>January 1, 2009</u>
Request Authorization to Proceed with Construction:	<u>June 1, 2009</u>
Award Construction Contract:	<u>July 1, 2009</u>
Complete Construction:	<u>September 1, 2009</u>

V. EVALUATION CRITERIA

The applicant's responses to the following will be used to evaluate the proposed project.

1. Provide a detailed description of the project scope and the locations targeted for improvement. Expand upon the descriptions provided on the first page of the application. Reference your exhibits or attachments in this section.

This project will provide continuous safe shoulder and Americans with Disabilities Act (ADA) sidewalk on both sides of the street for student and other pedestrians and bicyclists for about 2,000 feet on Grove Street between Home Street and Main Street, a state highway, by repairing shoulders, constructing sidewalks including ramps and driveways, and improving and channelizing drainage (drainage improvement mostly through the construction of curb and gutter). Areas where perpendicularly-parked cars must now back across sidewalks will be eliminated. Parking along new curb and improvement to shoulder surface is expected to improve safety for bikes. Continuous curb, gutter, and sidewalk is expected to have a calming effect on traffic as it has in other locations in the City. Relocation of overhead utilities is anticipated.

The project location is shown on the attached Grove Street Sidewalks General Map. Concept improvements are shown on the attached Concept Layout (best printed at 1"=40'). The Concept Layout serves as a "site plan" for this application. In residential areas the shoulders and sidewalks will follow the attached City of Bishop Residential Street Section. In commercial areas the shoulders and sidewalks will follow the attached City of Bishop Commercial Street Section. Street sections will be varied as necessary for right of way constraints.

Grove Street is a main route identified on the three attached safe routes to schools maps for Bishop public schools (best printed 24" square). Sidewalk and parking issues on Grove Street are shown on attached Grove Street Sidewalks Project Photo Sheets.

A detailed estimate for the work, including escalation to assumed years of expenditure, is attached. If funds are allocated in different years costs should be adjusted accordingly.

Letters of support for the project are attached.

2. Describe the reasons you are applying for SR2S funds. Describe the risks facing students who walk or bike to school. Cite any other concerns using accident data, demographics, community and school surveys or audits, traffic volumes, and other environmental factors, as appropriate. Include a description of the affected student population (i.e. socio-economic status, ethnicity, transportation options, urban/rural/suburban) and a brief history of the neighborhood traffic issues that might provide some context and background for the project.

As indicated on the attached safe routes to schools maps, Grove Street is an important route to Bishop schools. Its importance is underlined by the fact that Grove Street is one of the few signalized intersections on Main Street. Crossing at signalized intersections is by far the safest way for children to cross busy streets unattended and most of Bishop's population is on one side of Main Street while all the public schools are on the other side.

Risks that students who walk or bike to and from school along Grove Street face include inadequate pathways and drainage that force pedestrians and bikes into traffic lanes and inappropriate parking that places students in the path of backing vehicles.

Main Street in Bishop is also Highway 395, the major interregional highway east of the Sierra Nevada mountains. Highway 395 carries heavy traffic especially during to and from school times.

The Grove Street neighborhood is an older neighborhood in the City and most of the street improvements have been in place for many decades. The neighborhood is stable and there is little opportunity for street improvement through redevelopment of adjacent properties.

Small agencies such as the City of Bishop have few opportunities to fund needed street improvements. With the large amount of money going to the state's highways, there is very little left for local roads. The state of the bike and pedestrian paths on Grove Street are an indication of this.

Bishop aggressively pursues all funding for street improvements and attempts to match available funding with the most appropriate projects. Safe routes to school funding, either federal or state, is essentially a perfect match to the needs on Grove Street, namely deficient facilities for bikes and pedestrians on a very important safe route to school.

The City of Bishop Targeted Income Group (TIG) percentage is 53%, which is high based on statewide averages and is an indication of the economic status of the students benefited by this project.

3. Describe how your proposed solution was developed, e.g., were alternatives explored or other remedies (such as educational or enforcement measures) tested? Describe the process and the entities

that were involved in selecting the proposed solution. Describe why the proposed solution is the best alternative to correct the problem. Describe how the project will reduce child pedestrian and bike-related injuries and fatalities.

The importance of Grove Street as a route to school is essentially a given. It is a given considering the location of Grove Street, considering the location of signals on Main Street, and considering the location of the schools. See attached safe routes to school maps.

Although relocating signals to other streets is a possibility, other streets have similar deficiencies, aren't as central to the schools, and don't offer signal spacing desirable to Caltrans. Grove Street seems to be the safest route to school despite its deficiencies.

The bike and pedestrian deficiencies on Grove Street do not seem to present much opportunity for innovative solutions. The deficiencies are fundamental - continuous pathways for bike and pedestrians do not exist - and the means of correcting them are clear - provide these pathways. Without adequate pathways other measures, including education and enforcement, would be much less effective. Once adequate paths are in place and the performance of these paths can be observed, further measures can be considered to maximize effectiveness.

The importance of Grove Street as a safe route to school is recognized by those that promote biking and walking to school and those concerned about student safety. The overriding issue with the route is recognized to be lack of adequate paths for bikes and pedestrians.

The details of the proposed solution such as sidewalk and shoulder widths, slopes, and configurations are largely dictated by Americans with Disabilities Act (ADA) and Bishop General Plan requirements.

Without adequate pathways, and with drainage ponding along the edge of Grove Street, bikes and pedestrians must use parts of the roadway intended for motor vehicles. This puts bikes and pedestrians in significantly increased risk and does not promote biking and walking to school. In addition, in some locations there is extensive perpendicular parking in the part of the right of way intended for sidewalks. In these areas, pedestrians must walk behind the parked vehicles which makes them vulnerable to injury or worse from cars backing across their paths out of these perpendicular spaces. The proposed improvements will dramatically improve child bike and pedestrian safety.

4. Describe any ongoing and/or planned Safe Routes to School program efforts specifically targeted towards education, encouragement, and enforcement activities. Provide information about the roles assumed by the teachers, parents, students, health officials, law enforcement officers, and other local agencies or community groups. If known, elaborate on the elements that have been successful.

Safe routes to schools maps are available to the public on the internet (see <http://www.ca-bishop.us/Misc/Misc.htm>). The City and the schools have developed "kid-friendly" versions of these maps that are sent home with all students along with information about how

children can get to and from school walking or biking in the safest way possible. In addition, news releases on the routes with an emphasis on the safe crossing of highways (at signals) are issued.

5. Describe how the proposed project would encourage more students to walk or bicycle to and from school more frequently. Provide an estimate for the increased number of children that would walk and bicycle on a daily basis due to the project. Describe if the project alone will enable increased walking and bicycling, or if other Safe Routes to School program efforts will be required.

Because of the bike and pedestrian deficiencies on Grove Street many children are afraid to walk or bike to school and many parents are afraid to have their children walk or bike to school. Grove Street is one of the main routes to school, so improvements on this street will have maximum impact.

There are about 2100 students in Bishop public schools and about another 100 in private schools. If about half of those total students live in the City of Bishop, if 60% of those live east of Main Street, and if 60% of those could walk and bike to school, about 400 students could benefit from this project. It is clear a small fraction of 400 students now walk and bike to school along this route.

This project alone should significantly increase biking and walking to school. This project coupled with other efforts such as other safe routes to school projects, other sidewalk improvement projects, and education efforts described above will effectively increase walking and biking to school and significantly increase safety.

6. If the proposed project has funding sources from other agencies or grant providers, identify the funding sources, their amounts, and how the funds will complement the SR2S funds, either in additional infrastructure improvements or in the development of education, enforcement and encouragement activities. Describe the coordination of other projects, if applicable. Is the project the first of other future, planned projects? Is it the continuation of a previous project?

About 84%, or \$894,000 of the projects \$1,068,000 total cost is proposed to be safe routes to school state funding. The remaining \$174,000 is planned to come from City of Bishop funding which could include staff time spent on the project and could include other transportation grant funding such as RTIP or TE (Regional Transportation Improvement Program, Transportation Enhancement Funding).

The funds the City of Bishop has available for capital transportation improvements are completely inadequate to fund projects of this magnitude but are often adequate to meet funding matching responsibilities. Meeting the 10% non-safe routes to schools funding in this way, the City of Bishop and the proposed safe routes to school funds complement each other perfectly.

This project compliments the completed Home Street Improvement project, West Pine Street Improvements RTIP project, the proposed Fowler Street Sidewalks safe routes to schools project, the proposed Warren Street Improvements RTIP project, as well as other proposed City of Bishop street projects. All of these projects work together

to improve bike and pedestrian mobility on the most important routes used by students traveling to and from school.

7. Describe any environmental issues or concerns that may impact the delivery of the project.

Any federal funding involved in the project will require additional processing time (not necessarily additional analysis) significantly slowing delivery of project (1 year estimate).

Some residents may resist construction of sidewalk in front of their properties. Some businesses may resist any reduction of parking density near their properties and may resist the loss of the use of public street right of way for private business purposes. Some may resist impacts to trees along Grove Street. Replacement trees are anticipated as part of the project.

The construction of the curb and gutter will require the relocation of utility poles and guys. The relocation schedule could impact project delivery.

8. The following attachments are required:

- A. A general map showing the location of all proposed improvements and their proximity to the school and school routes.
- B. A site plan for each improvement location showing existing and proposed conditions.
- C. Detailed Engineer's Estimate (Use form provided on SR2S web site)
- D. Letters of support from project partners and advocacy groups.
- E. Applicable 'warrants' for projects with traffic control devices.

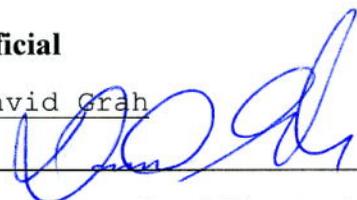
Photographs supplementing "A" and "B" above are highly recommended.

VI. APPLICATION SIGNATURES

The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Local Agency Official

Name: David Grah

Signature: 

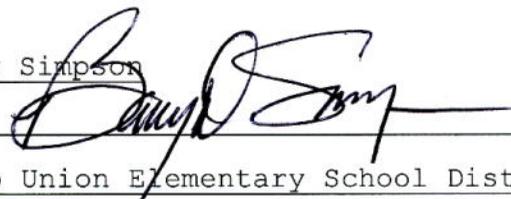
Title: Director of Public Works

Phone Number: 760-873-8458

Email: davegrah@ca-bishop.us

School Official

Name: Barry Simpson

Signature: 

Title: Bishop Union Elementary School District Superintendent

Phone Number: 760-872-4352

Email: bsimpson@buesd.k12.ca.us

California Highway Patrol Approval

If the SR2S project application proposes improvements on a freeway, state highway, or county road having California Highway Patrol (CHP) enforcement authority, a CHP Officer must approve of the project.

California Highway Patrol Approval: _____

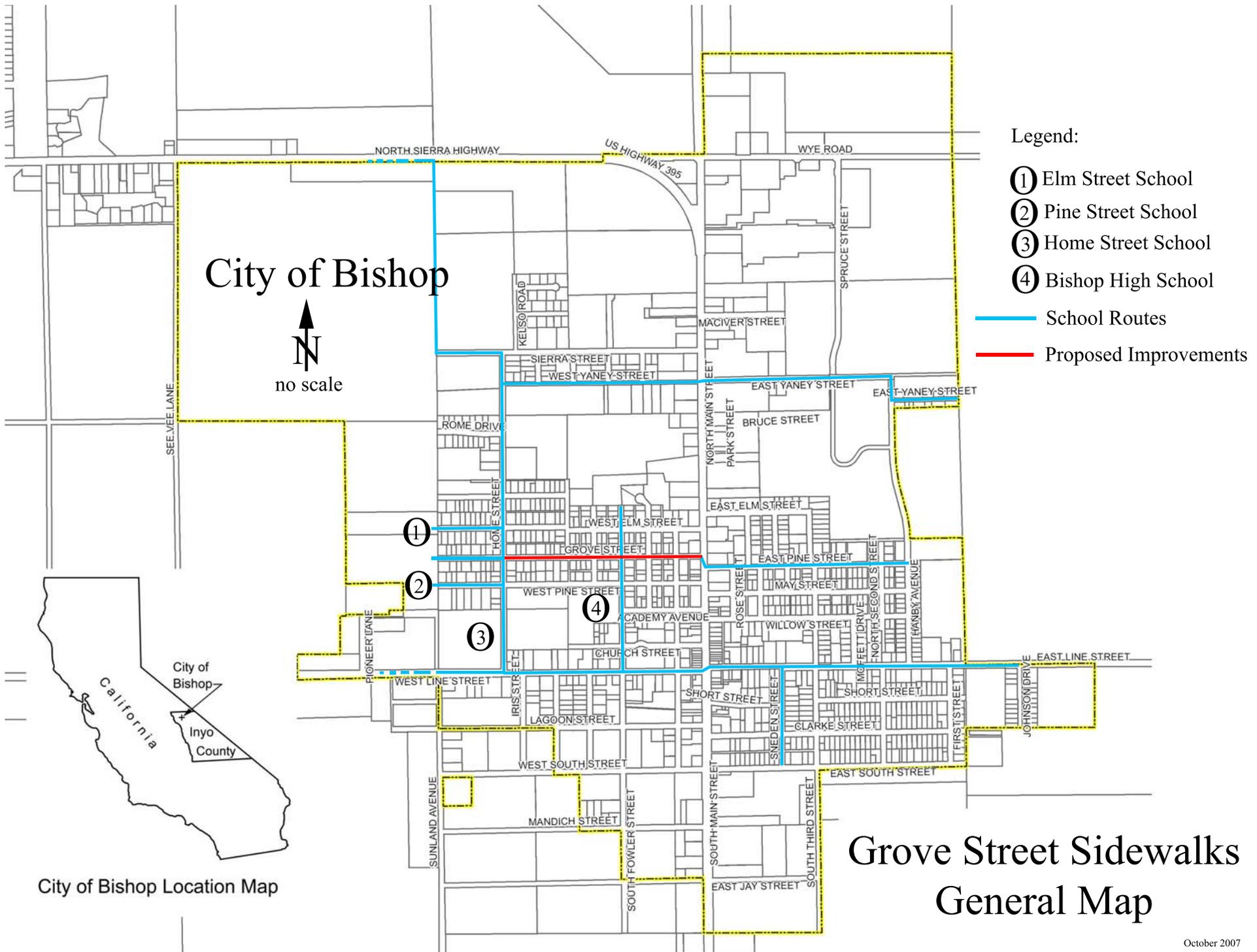
(Signature)

(Print Signing Officer's Name and Division)

Local Law Enforcement Agency Approval

If the SR2S project application proposes improvements that do not require a CHP Officer's approval, it is recommended that the applicant either obtain a letter of support from the local law enforcement agency to show acknowledgement and support of the project or have a local law enforcement representative sign below:


Police Chief

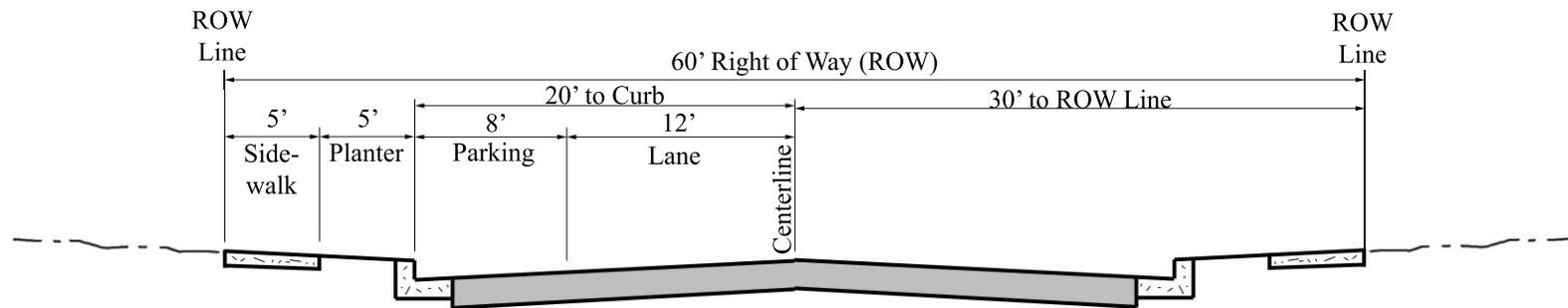


City of Bishop Location Map



City of Bishop
Grove Street Sidewalks Project
Concept Layout

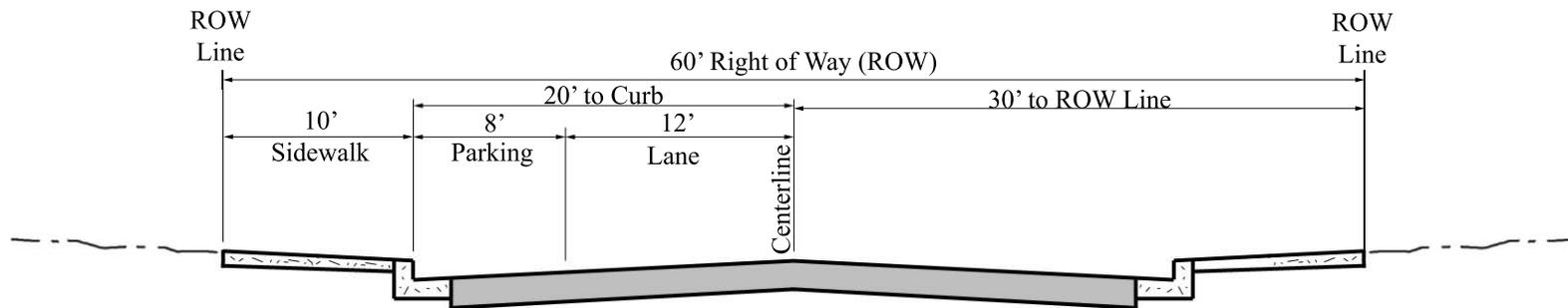
- Legend:
- Sidewalk
 - Planter
 - Pavement



City of Bishop Residential Street Section

Notes:

- *Pavement is 4 inches asphalt concrete over 8 inches aggregate base
- *Curb and gutter is Caltrans A2-6 over 6 inches aggregate base
- *Sidewalk is 4 inches concrete over 4 inches aggregate base
- *Sidewalk and curb are poured monolithically
- *Driveways follow Caltrans standard plan A87A
- *Residential driveways are over 4 inches aggregate base
- *Commercial driveways are over 8 inches aggregate base
- *Pavement and sidewalk cross slopes are 2%



City of Bishop Commercial Street Section

Notes:

- *Pavement is 4 inches asphalt concrete over 8 inches aggregate base
- *Curb and gutter is Caltrans A2-6 over 6 inches aggregate base
- *Sidewalk is 4 inches concrete over 4 inches aggregate base
- *Sidewalk and curb are poured monolithically
- *Driveways follow Caltrans standard plan A87A
- *Residential driveways are over 4 inches aggregate base
- *Commercial driveways are over 8 inches aggregate base
- *Pavement and sidewalk cross slope is 2%

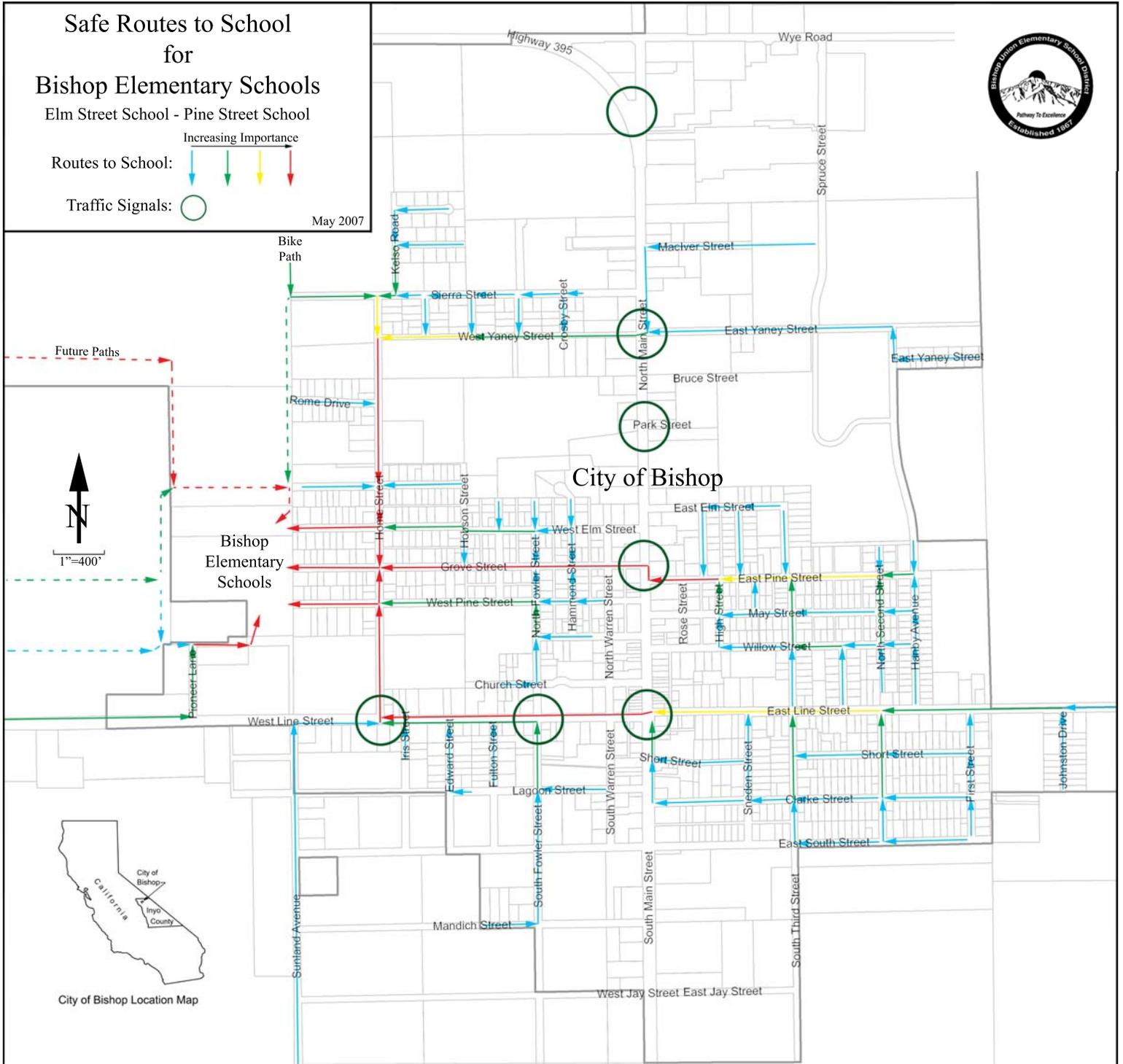
Safe Routes to School for Bishop Elementary Schools

Elm Street School - Pine Street School

Routes to School: Increasing Importance

Traffic Signals:

May 2007



Future Paths



Bishop
Elementary
Schools

City of Bishop



City of Bishop Location Map

Grove Street Sidewalks Project Photo Sheets

Sidewalks are not continuous



Sidewalks are in poor condition



Drainage is poor



Grove Street Sidewalks Project Photo Sheets

Ramps do not comply with ADA



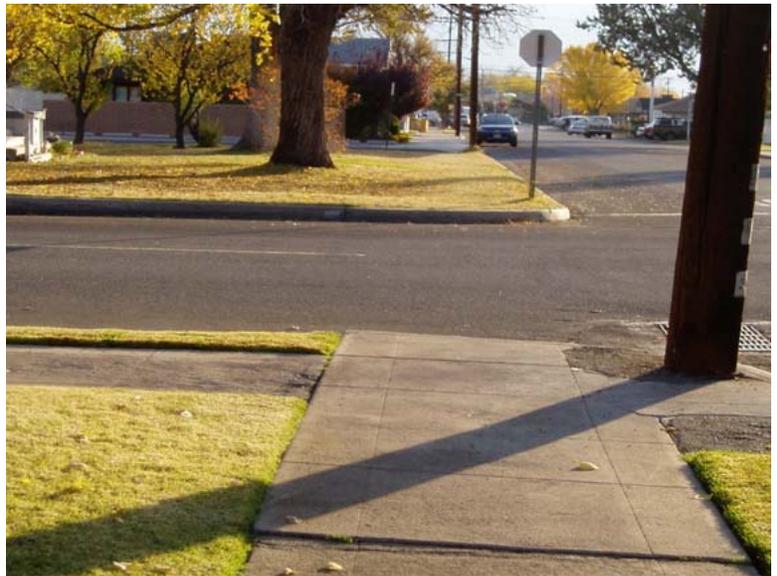
Perpendicular parking is inappropriate



Signal at Grove and Main



Grove Street Sidewalks Project Photo Sheets



Above: More photos of Grove Street sidewalks.

Right: Sidewalk on East Pine Street east of Main Street leading to Grove Street signal. This is the safe route that leads to Grove Street.



City of Bishop
 Grove Street Bike and Pedestrian Improvement Project
"Detailed Engineers Estimate"

	Agency:	City of Bishop			
	Project Name:	Grove Street Bike and Pedestrian Improvements			
	Project Location:	On Grove Street between Home Street and Main Street			
	Date of Estimate:	2 November 2007			
	Prepared By:	David Grah, Director of Public Works			
Item	Description	Quantity	Unit	Per Unit	Total
1	Remove Tree	5	EA	\$ 2,000.00	\$ 10,000.00
2	Remove Pavement	3,200	SF	\$ 5.00	\$ 16,000.00
3	Curb and Gutter	4,000	LF	\$ 50.00	\$ 200,000.00
4	Sidewalk (includes drives)	20,000	SF	\$ 10.00	\$ 200,000.00
5	Cross Gutter	2,000	SF	\$ 20.00	\$ 40,000.00
6	Pedestrian Ramp	22	EA	\$ 3,000.00	\$ 66,000.00
7	Relocate Sign	20	EA	\$ 300.00	\$ 6,000.00
8	Drainage Inlet	4	EA	\$ 5,000.00	\$ 20,000.00
9	Oil/Water Separator	2	EA	\$ 20,000.00	\$ 40,000.00
10	Plastic Pipe	120	LF	\$ 100.00	\$ 12,000.00
11	Furnish Tree	50	EA	\$ 50.00	\$ 2,500.00
12	Mobilization	1	LS	\$ 50,000.00	\$ 50,000.00
13	Traffic Control	1	LS	\$ 15,000.00	\$ 15,000.00
	Subtotal				\$ 677,500.00
	Contingency	10.0%			\$ 67,750.00
	Total Construction				\$ 745,250.00
	Support Costs:				
	Environmental	5.0%			\$ 37,262.50
	Design	10.0%			\$ 74,525.00
	Right of Way Engineering	1.0%			\$ 7,452.50
	Right of Way Capital	10.0%			\$ 74,525.00
	Construction	5.0%			\$ 37,262.50
	Total Support				\$ 231,027.50
	Total Project - non escalated				\$ 976,277.50

**City of Bishop
Project Escalation**

Project		\$K's	8/9	9/0	0/1	1/2	2/3	2008/2009	2009/2010	2010/2011	2011/2012	2012/2013	Total
Grove Street Bike and Pedestrian Improvements	PAED	\$ 37	1					\$ 38	\$ -	\$ -	\$ -	\$ -	\$ 38
	PSE	\$ 75	1					\$ 77	\$ -	\$ -	\$ -	\$ -	\$ 77
	ROWSup	\$ 7	1					\$ 8	\$ -	\$ -	\$ -	\$ -	\$ 8
	ROWCap	\$ 75		1				\$ -	\$ 82	\$ -	\$ -	\$ -	\$ 82
	CONSup	\$ 37		1				\$ -	\$ 41	\$ -	\$ -	\$ -	\$ 41
	CON	\$745		1				\$ -	\$ 822	\$ -	\$ -	\$ -	\$ 822
	Total	\$976						\$ 123	\$ 945	\$ -	\$ -	\$ -	\$ 1,068
	Support Annual Escalation	3%											
	Capitai Annual Escalation	5%											

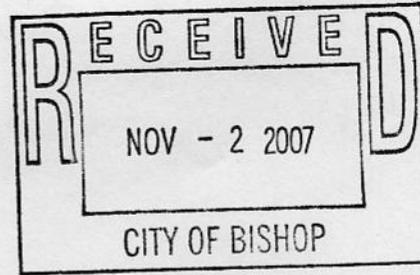


Inyo County Office of Education

George Lozito, Superintendent of Schools

COUNTY BOARD

*Mary Kemp
Chris Langley
Alden Nash
Harry Petersen
Erma Wright*



October 30, 2007

David Grah
Director of Public Works
City of Bishop California
P.O. Box 1236
Bishop, CA 93515

Dear Mr. Grah:

As Inyo County Superintendent of Schools, I am concerned about the safety of all Inyo County students while traveling to and from school and particularly in the congested areas around the Bishop schools. I support the City of Bishop projects to provide sidewalks and improve shoulders on Grove Street and Fowler Street.

I understand these projects were developed collaboratively by a number of organizations concerned with student's safety and that these projects will construct and improve sidewalks and shoulders so there are continuous safe paths for students on these streets. With these improvements in place, an added benefit could be for more students to walk and bike to school.

I strongly support the Safe Routes to Schools application being submitted on behalf of the City of Bishop and the Bishop schools.

Sincerely,

George Lozito, Inyo County
Superintendent of Schools

**BISHOP UNION ELEMENTARY SCHOOL
DISTRICT
PTA**

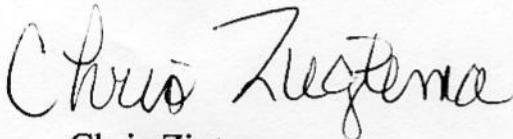
October 31, 2007

Tom Hallenbeck
Director of Caltrans District 9
500 South Main Street
Bishop, CA 93514

Dear Mr. Hallenbeck:

Bishop Union Elementary School PTA is in full support of the City of Bishop projects to provide sidewalks and improve shoulders on major routes to Bishop Schools. The Grove Street and Fowler Street sidewalk projects were developed by a number of organizations in our community that are concerned about the safety of our children walking to and from school. These projects will improve sidewalks and shoulders so there is a safe route for the children on the streets. At this time vehicles have to back across where our children walk. With these projects, this will reduce a potential hazard. These projects will improve the safety for our entire community.

Sincerely,



Chris Zigtema
PTA President

President: Chris Zigtema
Vice President: Alix Ellis
Treasurer: Gayle Ellison

OFFICE OF THE SUPERINTENDENT
Bishop Joint Union High School District

301 North Fowler Street
Bishop, California 93514
(760) 872-3680
(760) 872-6016 (Fax)

October 30, 2007

Tom Hallenbeck, Director District 9
California Department of Transportation
500 S Main Street
Bishop, CA 93514

Dear Mr. Hallenbeck:

Thank you for the opportunity to support the City of Bishop for the proposed Safe Routes to Schools Projects.

The proposed project, which includes adding or improving sidewalks on Grove Street, Academy Street, Fowler Street and Home Street, will add a measure of safety to our students walking or biking to and from school each day and to and from school sponsored sports and activities. The students must now walk on the street and are often in the path of traffic for the portion of the street not currently provided with sidewalks. The traffic on these streets includes both cars and school bus transportation. In addition to our own students, local youth agencies such as the Youth Football League and AYSO continue to use our facilities and grounds to hold meetings and practices throughout the year. This amount of foot traffic on these streets makes the construction and improvement of sidewalks and shoulders even more important.

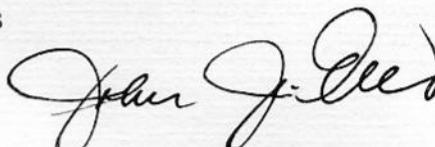
The Board of Trustees of the Bishop Joint Union High School wholeheartedly supports this new Safe Routes to School proposal.

Sincerely,

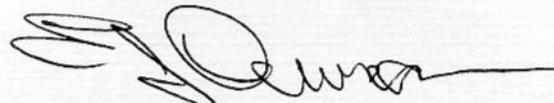
Bishop Joint Union High School District Board of Trustees



Dr. Asao Kamei, President



John Ellis, Vice President

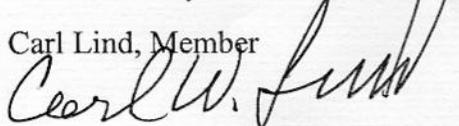


Dr. Joseph Duncan, Member

Lynne Greer, Clerk



Dr. Carl Lind, Member





BISHOP UNION ELEMENTARY SCHOOL DISTRICT

800 West Elm Street
Bishop, CA 93514
760.872.1060 Fax: 760.872.1063
www.buesd.k12.ca.us

October 30, 2007

Tom Hallenbeck
Director of Caltrans District 9
500 South Main Street
Bishop, CA 93514

Dear Mr. Hallenbeck,

The Bishop Union Elementary School District Board of Trustees strongly supports the City of Bishop projects to provide sidewalks and improve shoulders on key routes to our schools. The Grove Street Sidewalks and Fowler Street sidewalk projects were developed collaboratively by a number of organizations concerned about the safety of students traveling to and from school. We believe that there is a great need to complete these projects as we have a large number of students who use these routes to school.

These projects will construct and improve sidewalks and shoulders so there are continuous safe paths for students on these streets. Currently, unsafe conditions exist as traffic is quite congested on our city streets before and after the school day. Our students need safe sidewalks to travel on so that they are not entering the street where a potential accident could occur. The completion of these projects will eliminate or reduce most potential hazards. In addition to our desire to improve student safety, we note the benefits these safe paths will have to both the students and to the Bishop community. By completing these sidewalks more students will walk and bike to school reducing some of the traffic congestion.

We would like to express our gratitude for the work that has already taken place, specifically the new sidewalks on Home Street and we hope that you will consider the completion of these new projects. Thank you again for your consideration of the Grove and Fowler Street sidewalk improvement projects.

Sincerely,

Taema Weiss
Dr. Taema Weiss
Board President

Superintendent
Barry Simpson
bsimpson@buesd.k12.ca.us

Board of Trustees
Kathy Zack Dr. Eric Richman
Linda Arnold Dr. Curt Schweizer
Dr. Taema Weiss

**Inyo County Children &
Families Commission**
1351 Rocking W Drive
Bishop, California 93514
760/872-0925
Fax 760/872-2769
Email jarahhs@qnet.com



November 7, 2007

David Grah, Director of Public Works
City of Bishop
P.O Box 1236
Bishop, CA 93514

Commissioners

Jeff Griffiths, Chair
*Organization for
prevention or early
intervention for
families at risk*

Susan Cash, Vice Chair
Supervisor, 2nd District

Jean Dickinson, MA
*Director
Health & Human Services*

Karen Harrison
*Organization with goal of
promoting, nurturing and
early childhood
development*

Charlotte Helvie, M.D.
*Pediatric Association
Representative*

Denelle Carrington
*Fiscal Services
Health & Human Services*

Andrea Tordoff, B.A.
Parent Representative

Dear Mr. Grah:

Please accept this letter in support of two proposed safe routes to school projects in Bishop. Also, please copy and distribute this letter as needed.

First 5 Inyo County supports our community's children and families, and one of our key strategic focus areas includes keeping children healthy and safe in their environments. To that end, the Commission fully supports two City of Bishop projects to provide sidewalks and improve shoulders on Grove and Fowler Streets. These streets are key routes for not only the elementary school children, but also for our middle school and high school students as well. Currently, with the lack of sidewalks and room for bike travel, these busy streets are challenging to navigate and are potentially dangerous for both drivers and our school children. These two projects will construct an improve sidewalks and shoulders so that children will have continuous safe paths to school utilizing these streets.

Thank you for the opportunity to lend support of this necessary project. If you have any questions, please call me at (760) 872-0925.

Sincerely,

A handwritten signature in black ink that reads "Jara Halfen". The signature is written in a cursive, flowing style.

Jara Halfen, Director
First 5 Inyo County



BISHOP UNION ELEMENTARY SCHOOL DISTRICT

800 West Elm Street
Bishop, CA 93514
760.872.1060 Fax: 760.872.1063
www.buesd.k12.ca.us

October 30, 2007

Tom Hallenbeck
Director of Caltrans District 9
500 South Main Street
Bishop, CA 93514

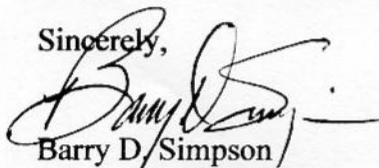
Dear Mr. Hallenbeck,

The Bishop Union Elementary School District strongly supports the City of Bishop projects to provide sidewalks and improve shoulders on key routes to our schools. The Grove Street Sidewalks and Fowler Street sidewalk projects were developed collaboratively by a number of organizations concerned about the safety of students traveling to and from school. We believe that there is a great need to complete these projects as we have a large number of students who use these routes to school.

These projects will construct and improve sidewalks and shoulders so there are continuous safe paths for students on these streets. Currently, unsafe conditions exist as traffic is quite congested on our city streets before and after the school day. Our students need safe sidewalks to travel on so that they are not entering the street where a potential accident could occur. The completion of these projects will eliminate or reduce most potential hazards. In addition to our desire to improve student safety, we note the benefits these safe paths will have to both the students and to the Bishop community. By completing these sidewalks more students will walk and bike to school reducing some of the traffic congestion.

We would like to express our gratitude for the work that has already taken place, specifically the new sidewalks on Home Street and we hope that you will consider the completion of these new projects. Thank you again for your consideration of the Grove and Fowler Street sidewalk improvement projects.

Sincerely,



Barry D. Simpson
Superintendent

Superintendent
Barry Simpson
bsimpson@buesd.k12.ca.us

Board of Trustees
Kathy Zack Dr. Eric Richman
Linda Arnold Dr. Curt Schweizer
Dr. Taema Weiss

CAPITOL OFFICE
STATE CAPITOL
SACRAMENTO, CA 95814
TEL (916) 651-4018
FAX (916) 322-3304

DISTRICT OFFICE
5001 CALIFORNIA AVE., ROOM 105
BAKERSFIELD, CA 93309
TEL (661) 323-0443
FAX (661) 323-0446

Senate California Legislature



COMMITTEES:

RULES
VICE CHAIR

PUBLIC EMPLOYMENT
AND RETIREMENT
VICE CHAIR

APPROPRIATIONS

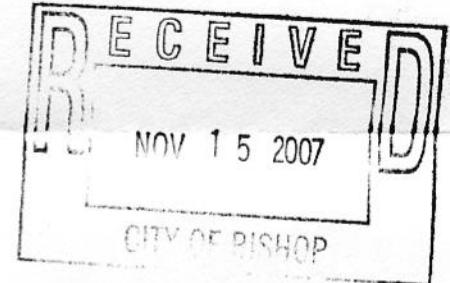
TRANSPORTATION & HOUSING

SENATE SELECT COMMITTEE ON
DEFENSE & AEROSPACE INDUSTRY
CHAIR

SENATOR
ROY ASHBURN
EIGHTEENTH SENATE DISTRICT

November 16, 2007

Mr. Dave Grah, Public Works Director
City of Bishop
Post Office Box 1236
Bishop, CA 93515



Dear Director Grah:

I wholeheartedly support the City of Bishop in their application for Safe Routes to School Program (SRTS) funding.

These funds would greatly enhance the safety and well being of Grove Street Sidewalk and Fowler Street Sidewalk projects within the City of Bishop.

The projects will add and improve sidewalks on Grove Street from Home Street to Main Street and on Fowler Street from Line Street to the north end of Fowler Street. Shoulders and other improvements benefiting student, pedestrian and bike travel will be included.

The funds will construct and improve sidewalks and shoulders so there are continuous safe paths for students on the above mentioned streets. Where parked cars now must back across where students walk will be corrected as part of these projects to eliminate or reduce this potential hazard.

This project is consistent with the program outcomes of the Safer Routes to School Program and SRTS receives strong support by Bishop Police, local schools, and local elected officials.

Again, I wholeheartedly support the City of Bishop's application for SRTS funding. Please do not hesitate to contact me if you have any further questions.

Best regards,

A handwritten signature in black ink that reads "Roy Ashburn".

Roy Ashburn

Office of the
SHERIFF
INYO COUNTY, CA



WILLIAM R. LUTZE
Sheriff

JOHN N. EROPKIN
Undersheriff

"A Professional Service Agency"

October 30, 2007

David Grah, SRTS Project Applicant
City of Bishop
P.O. Box 1236
Bishop, CA 93514

Dear David:

The Inyo County Sheriff's Department is concerned about the traffic safety of students that attend Pine Street Elementary School, Elm Street Elementary School, Home Street Middle School and the Bishop High School. We are encouraged that the City of Bishop is applying for grant funding to improve two problem areas on key routes to these Bishop Schools. The Grove Street Sidewalks and Fowler Street sidewalk projects were developed collaboratively by a number of organizations concerned about the safety of students traveling to and from school. These projects will construct and improve sidewalks and shoulders so there are continuous safe paths for students on these streets. In addition to our desire to improve student safety, we believe automobile congestion can be decreased as more students will walk and bike to school with safer routes.

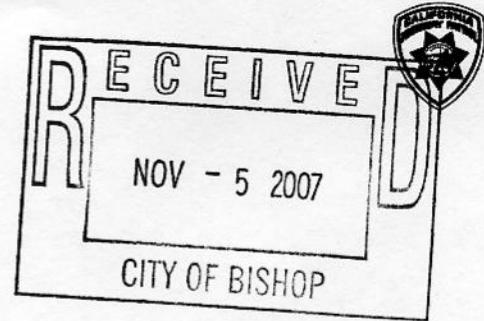
Our department supports this project and supports Safe Routes to School funding for it. We look forward to this enhancement to safety for our children and our community.

Sincerely,


William R. Lutze
Sheriff

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

469 SOUTH MAIN STREET
BISHOP, CA 93514
760-872-5960
(800) 735-2929 (TT/TDD)
(800) 735-2922 (Voice)



November 1, 2007

File No.: 825.11868

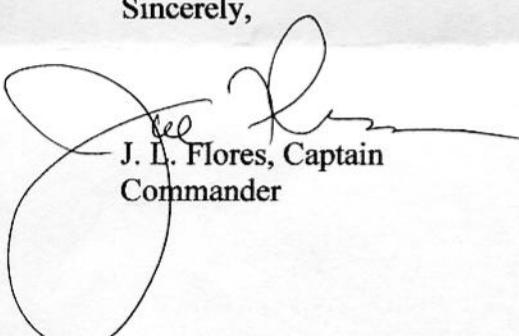
David Grah, SRTS Project Applicant
City of Bishop
P.O. Box 1236
Bishop, CA 93514

Dear Mr. Grah:

The California Highway Patrol, Bishop Area Office, is concerned about the traffic safety of students that attend Pine Street Elementary School, Elm Street Elementary School, Home Street Middle School and the Bishop High School. We are encouraged that the City of Bishop is applying for grant funding to improve two problem areas on key routes to these Bishop Schools. The Grove Street Sidewalks and Fowler Street sidewalk projects were developed collaboratively by a number of organizations concerned about the safety of students traveling to and from school. These projects will construct and improve sidewalks and shoulders so there are continuous safe paths for students on these streets. In addition to our desire to improve student safety, we believe automobile congestion can be decreased as more students will walk and bike to school with safer routes.

Our Department supports this project and supports Safe Routes to School funding for it. We look forward to this enhancement to safety for our children and our community.

Sincerely,



J. L. Flores, Captain
Commander



CITY OF BISHOP

377 West Line Street - Bishop, California 93514

P. O. Box 1236 - Bishop, California 93515

City Hall (760) 873-5863 - Fax (760) 873-4873

October 30, 2007

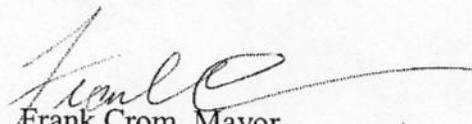
California Department of Transportation
District 9
500 South Main Street
Bishop, CA 93514

SUPPORT: SAFE ROUTES TO SCHOOL PROJECTS

As Mayor of the City of Bishop I am in strong support of the City's two proposed Safe Routes to Schools projects: Grove Street Sidewalks from Home to Main and Fowler Street Sidewalks from Line to the north end of Fowler.

These streets are major pedestrian corridors for elementary and high school students walking to and from school. Currently there are several locations on these streets that are potential hazards due to the lack of sidewalks and curbing, especially for smaller pedestrians, and a continuous path would help eliminate or reduce that situation. These streets have heavy vehicle traffic and the sidewalks will provide students a safer location to walk.

Sincerely,


Frank Crom, Mayor
City of Bishop



Joe Peci
Chief of Police

BISHOP POLICE DEPARTMENT
Serving the community since 1903

October 30, 2007

David Grah, SRTS Project Applicant
City of Bishop
P.O. Box 1236
Bishop, CA 93514

Dear David:

The Bishop Police Department is concerned about the traffic safety of students that attend Pine Street Elementary School, Elm Street Elementary School, Home Street Middle School and the Bishop High School. We are encouraged that the City of Bishop is applying for grant funding to improve two problem areas on key routes to these Bishop Schools. The Grove Street Sidewalks and Fowler Street sidewalk projects were developed collaboratively by a number of organizations concerned about the safety of students traveling to and from school. These projects will construct and improve sidewalks and shoulders so there are continuous safe paths for students on these streets. In addition to our desire to improve student safety, we believe automobile congestion can be decreased as more students will walk and bike to school with safer routes.

Our department supports this project and supports Safe Routes to School funding for it. We look forward to this enhancement to safety for our children and our community.

Sincerely,

Joe Peci
Chief of Police

JP/slt