



Safe Routes to School

Changing the Habits of an Entire Generation of School Children



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2007 Conference
New Partners for Smart Growth





SRTS National Partnership



The Partnership brings together more than 250 diverse nonprofit organizations, government agencies, businesses and professionals to advance the Safe Routes to School national movement.





Our Key Activities

- Grow the national movement
- Promote best practices
- Facilitate communication and networking
- Help ensure success of the SAFETEA-LU SRTS program
- Set goals
- Identify program gaps
- Lobby for additional funding
- Promote policy changes
- Build SRTS State Networks in 10 states





The SRTS Challenge



The federal SRTS program provides a total of \$612 million for five fiscal years (2005 – 2009).

We have limited time to ensure that SRTS programs are successful throughout the U.S.





“No Year Dollars”

The funding flows from the Federal Highway Administration (FHWA) to state Departments of Transportation (DOTs).

Each State DOT runs its own project selection process, but the funds are “no year” dollars, so there is no requirement for state DOTs to implement SRTS programs within a particular time frame.



We don't want to leave money “on the table.”





Requirements for States

The federal SRTS program requires that states:

- Appoint a full-time SRTS Coordinator
- Spend 10–30% each year on non-infrastructure activities and 70–90% on infrastructure activities
- Document their expenditures





State Program Snapshot

- The SRTS program has been in effect since August 2005, but only about \$17 million of the \$612 million available has been programmed.
- Approximately 25 states have released application guidelines for SRTS. In these states we need to ensure that many good applications are submitted, and that the guidelines are refined as needed.
- The other states need to develop application guidelines to make funds available for community projects.





We Need Projects on the Ground in all 50 States



SAFETEA-LU reauthorization hearings will begin in 2008.

We need to ensure that comprehensive and far-reaching state programs are established, making Safe Routes to School a success in all 50 states and the District of Columbia.





SRTS Program Guidance

FHWA has provided guidance to state DOTs for program development that will help you advocate for the best possible state SRTS program.



Here are four key elements:





#1: SRTS Coordinator

Be sure that your state has hired a full-time SRTS Coordinator, using a portion of the infrastructure funding.

As of 2/8/07:

- 46 states have hired coordinators
- 4 states have interim coordinators (AR, DC, NC, and HI)
- 1 state has no one designated to work on SRTS (SD)





#2A: Multi-Disciplinary Coordination

Ask your state to form an Advisory Committee to create long-range plans for SRTS and to develop the application guidelines, program rules, and evaluation structure.





#2B: Public Involvement in Project Selection

Make sure that your state's Advisory Committee will assist with project selection for funded grant applications.





#3: Develop Application Guidelines

Application Guidelines should focus on how infrastructure and non-infrastructure funds will be allocated. There may be separate guidelines.

Some states including Michigan, New Jersey, Vermont and Oregon are requiring SRTS “Plans” for all 5Es before any infrastructure funds will be provided.





#4: Leveraging Additional Federal Funding

These other flexible federal funds can be used for SRTS programs:

- Transportation Enhancements Program*
- Surface Transportation Program
- Congestion Mitigation and Air Quality Program
- Equity Bonus Funds
- Highway Safety Improvement Program
- NHTSA 402 Traffic Safety funds

Note that each state is required to create a Strategic Highway Safety Plan with broad stakeholder involvement for programming the HSIP funds.





Other Policy Initiatives

- **School siting** (only 35% of students live within 2 miles of their schools)
- **Complete Streets** (make sure all new construction and rehab projects include the needs of bikes and peds)
- **Highway Safety Funds** (get involved with the SHSP process)
- **Double Fine Zones** (Washington State, Arizona and others have laws.)





Strategies to Build Success

- Work directly with your DOT.
- Form an Advisory Committee.
- Develop large-scale educational and encouragement programs.
- Create comprehensive pilot programs.
- Nurture SRTS Champions.
- Generate media attention about needs and successes.
- Keep your Congressional members informed.
- Do ribbon cuttings.
- Get good data from programs!





SRTS State Networks

- Funded by the Robert Wood Johnson Foundation
- Being developed for 10 states
- Will bring together bicycle, pedestrian, health, smart growth, youth and other leaders
- Will leverage funds and policy changes for Safe Routes to School
- Future website will have info on all 50 states:
www.saferoutespartnership.org





Safe Routes to School National Partnership

- Visit bikesbelong.org to join. It's free!
- Funding for the SRTS National Partnership has been generously provided by the Bikes Belong Coalition, the Robert Wood Johnson Foundation, and donations from partner affiliates.

