



Navigating MAP-21:

The Safe Routes to School Edition

Safe Routes to School National Partnership



Safe Routes to School National Partnership



**SAFE ROUTES
to School**
NATIONAL PARTNERSHIP



- Founded in 2005
- Over 500 organizations, agencies and schools
- Works to advance policies that support Safe Routes to School at national, state and local levels
- Provides best practices, technical assistance, policy change, and builds leadership

saferoutespartnership.org



Robert Ping
Technical Assistance Director



- ✦ Technical Assistance – CPPW, TARC, National Learning Network
- ✦ State Network Project - Policy Change in 20 States
- ✦ Congressional SRTS Task Force
- ✦ Was Portland SRTS Program Manager
- ✦ Provided Oregon SRTS Technical Assistance
- ✦ Led Bicycle Safety Education – Oregon/CA Bay Area
- ✦ Over 20 years: Policy, Bicycle Advocacy, Earn-a-Bike, Youth Mentoring, Youth Education, Environmental Advocacy
- ✦ Various committees: School Siting, Diversity, Childhood Obesity, National Physical Plan, Bicycle Education Network, Portland SRTS



**SAFE ROUTES
to School**
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Housekeeping

- If you called in, your phone line is muted
- If you are connected via your web browser, turn on your computer speakers
- Enter questions in the Questions Tab on the webinar Control Panel.
- In one week, check for a recording and slides: saferoutespartnership.org/resourcecenter/National-Partnership-Webinars
- If you need technical help with this GoToWebinar Tool, please email kathy@saferoutespartnership.org

Twitter: [#saferoutesnow](https://twitter.com/saferoutesnow)

Facebook: <https://www.facebook.com/SRTS.National.Partnership>





Margo Pedroso
Deputy Director



- Manages government relations, grassroots lobbying, policy research and analysis to advance the SRTS national movement,
- Assists the with partner outreach, fundraising, and strategic planning.
- Conducted public policy and advocacy for MENTOR/ National Mentoring Partnership.
- Held positions with the federal Institute of Museum and Library Services and the U.S. House of Representatives Committee on Education and the Workforce, focused on government relations and education policy.
- Over twelve years of experience handling appropriations and policy issues, focusing particularly on priorities that will improve the lives of children.





Fully Fund

1. Rec Trails: good for SRTS
2. Find Ways to Maintain Existing Levels
3. SRTS Program was Already Small
4. SRTS is Very (Most?) Popular Program
5. There is lots of new competition
6. Decisions are being made NOW!!



Fully Staff



- ❗ Coordinators are Critical to Move Funds to Communities
- ❗ SRTS Program Staff Needed at Regional and Local Levels
- ❗ Diverse Advisory Committees Help DOT's Achieve Goals
- ❗ Coalitions Help DOT's Achieve and Keep Moving Forward
- ❗ DOT staff needed at Regional and Local/District Level



Fully Implement

- Keep existing SRTS processes
- Keep existing TE processes
- No delays in existing processes
- Prioritize SRTS in MAP-21



Fully Spend

- 🚶 Applications: Hold grant competitions
- 🚶 Announce: Award funds without delay
- 🚶 Obligate: Get Projects Approved
- 🚶 Build: Spend Obligated Funds

**Safe Routes to School Federal Program - State of the States
As of June 30, 2012**

This chart details each state's progress on implementing the federal Safe Routes to School program. All dollar figures cited are as of June 30, 2012.

- State SRTS Coordinators are required within each State DOT. State Coordinators administer the program and provide leadership to SRTS.
- State Advisory Committee, which are not required by law, often help craft the application process, promote the program to communities, and review grant applications to ensure a responsible and effective use of the federal funds.
- Announced columns measure the amount of funding each state has announced for local grants and statewide spending—not including administrative exp These are the funds that will ultimately help local communities create safer routes to school.
- Obligated columns reflect the amount that the state has expended or contracted to expend on Safe Routes to School, including local grants, statewide spending, and administrative expenses. Obligation is important as it demonstrates what level of funding has been or will soon be spent to date to build infrastructure projects, support non-infrastructure activities, and implement the program.

State	SRTS State Coordinator in Place?	Advisory Committee	Funding Available (FY05-June FY12)*	Total announced**	Percent Announced	Change in amount announced since prior quarter	Total obligated*	Percent Obligated	Change in amount obligated since prior quarter
ALABAMA	Yes	Yes	\$16,670,322	\$17,455,510	105%	\$3,169,270	\$11,931,677	72%	\$1,623,981
ALASKA	Yes	No	\$8,244,835	\$2,669,717	32%	\$0	\$4,990,000	61%	\$0
ARIZONA	Yes	Yes	\$21,170,450	\$17,045,000	81%	\$4,566,000	\$5,969,671	28%	\$134,731
ARKANSAS	Yes	Yes	\$10,606,687	\$6,774,235	64%	\$0	\$6,298,227	59%	\$408,228
CALIFORNIA	Yes	Yes	\$131,884,721	\$157,514,967	119%	\$0	\$70,197,091	53%	\$9,948,266
COLORADO	Yes	Yes	\$16,257,738	\$12,492,533	77%	\$0	\$7,681,250	47%	\$131,481
CONNECTICUT	Yes	Yes	\$12,651,712	\$8,867,324	70%	\$3,100,000	\$4,872,499	39%	\$20,000
DELAWARE	Yes	Yes	\$7,911,928	\$3,425,857	43%	\$202,190	\$5,000,621	63%	\$20,000
DISTRICT OF COLUMBIA	Yes	Yes	\$7,907,105	\$4,010,209	51%	\$0	\$4,767,599	60%	\$375,099
FLORIDA	Yes	No	\$55,969,413	\$86,361,408	154%	\$0	\$47,717,199	85%	\$3,192,935
GEORGIA	Yes	Yes	\$32,797,400	\$20,359,080	62%	\$300,000	\$13,996,647	43%	\$3,607,212
HAWAII	Yes	No	\$7,889,266	\$922,580	12%	\$0	\$2,046,624	26%	\$0
IDAHO	Interim	Yes	\$7,800,280	\$5,125,770	66%	\$0	\$5,047,222	65%	\$218,628
ILLINOIS	Interim	Yes	\$45,246,741	\$43,832,069	97%	\$0	\$12,623,284	28%	\$1,080,460
INDIANA	Yes	Yes	\$22,510,957	\$18,633,885	83%	\$0	\$7,980,480	35%	\$2,511,919
IOWA	Yes	Yes	\$11,024,293	\$9,925,661	90%	\$0	\$7,560,438	69%	\$540,422
KANSAS	Yes	Yes	\$10,646,971	\$8,611,074	81%	\$0	\$6,328,896	59%	\$1,399,843
KENTUCKY	Yes	Yes	\$14,516,345	\$11,057,692	76%	\$0	\$5,802,773	40%	\$96,263
LOUISIANA	Yes	Yes	\$16,393,667	\$13,750,361	84%	\$2,790,100	\$8,417,937	51%	\$1,556,205
MAINE	Interim	Yes	\$7,953,221	\$5,568,594	70%	\$0	\$3,320,222	42%	\$135,424
MARYLAND	Yes	Yes	\$19,176,672	\$16,972,302	89%	\$0	\$14,219,214	74%	\$0
MASSACHUSETTS	Yes	Yes	\$20,953,677	\$8,186,297	39%	\$1,669,277	\$11,697,753	56%	\$0
MICHIGAN	Yes	Yes	\$35,518,282	\$28,383,131	80%	\$1,088,406	\$24,585,962	69%	\$2,913,814

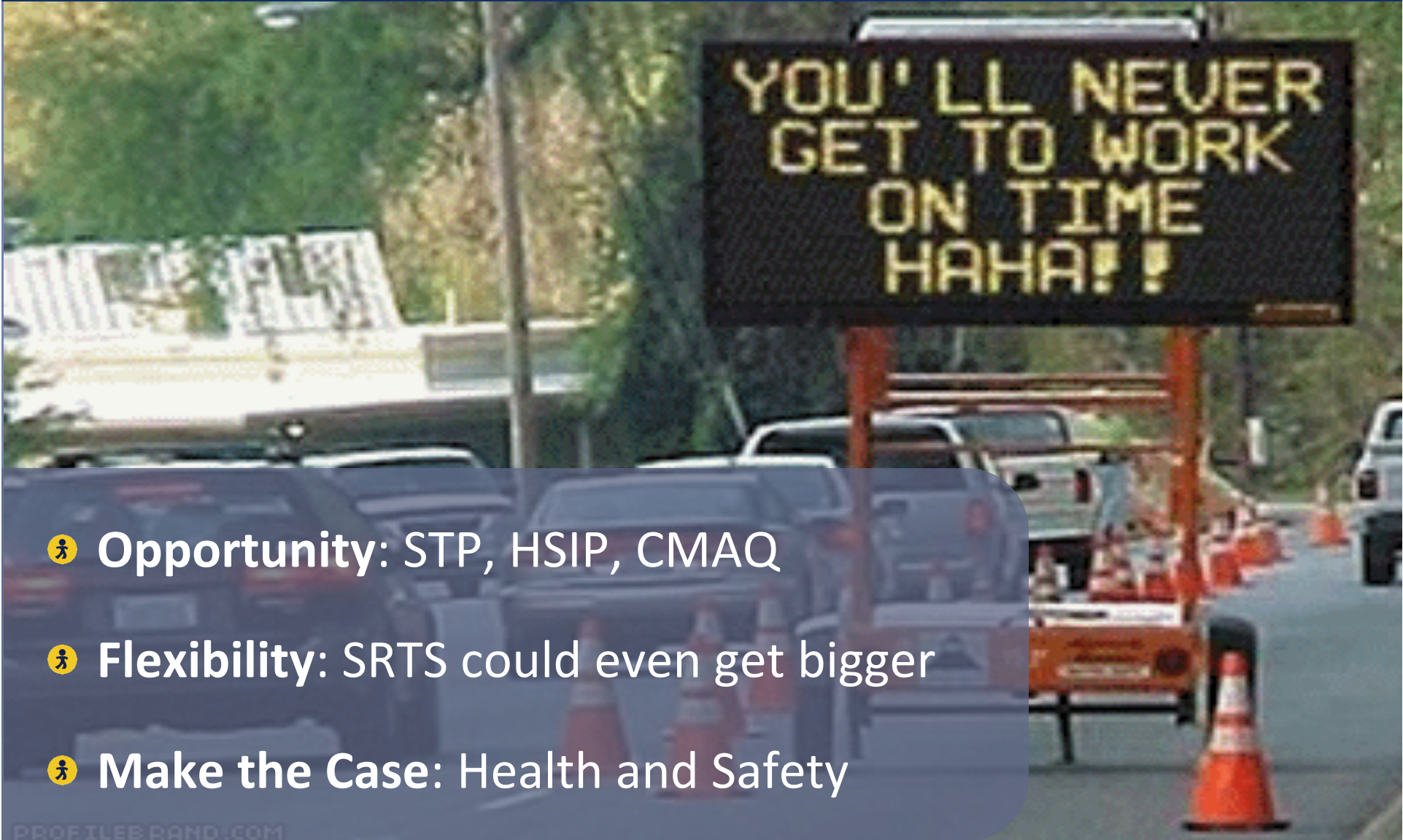


Find It At: saferoutespartnership.org/state/federal_funding_for_states

State	SRTS State Coordinator in Place?	Advisory Committee	Funding Available (FY05-June FY12)*	Total announced***	Percent Announced	Change in amount announced since prior quarter	Total obligated*	Percent Obligated	Change in amount obligated since prior quarter
MINNESOTA	Yes	Yes	\$17,894,551	\$11,783,342	66%	(\$3,423,328)	\$8,568,265	48%	\$1,513,178
MISSISSIPPI	Yes	Yes	\$11,801,851	\$10,289,160	87%	\$944,500	\$4,612,295	39%	\$379,590
MISSOURI	Yes	Yes	\$20,223,838	\$17,830,549	88%	\$0	\$9,893,845	49%	\$563,644
MONTANA	Yes	Yes	\$7,922,833	\$5,953,379	75%	\$0	\$5,498,987	69%	\$800,163
NEBRASKA	Yes	Yes	\$7,918,373	\$5,249,704	66%	\$0	\$3,540,135	45%	(\$9,154)
NEVADA	Yes	Yes	\$10,043,643	\$2,209,127	22%	\$0	\$5,507,183	55%	\$23,000
NEW HAMPSHIRE	Yes	Yes	\$7,774,071	\$5,227,898	67%	\$0	\$2,429,877	31%	\$169,337
NEW JERSEY	Yes	Yes	\$30,111,678	\$15,195,900	50%	\$0	\$10,725,241	36%	\$129,814
NEW MEXICO	Yes	Yes	\$8,258,873	\$3,710,787	45%	\$0	\$2,936,894	36%	\$0
NEW YORK	Yes	No	\$60,636,304	\$27,956,276	46%	\$0	\$21,398,124	35%	\$276,538
NORTH CAROLINA	Yes	No	\$29,517,555	\$10,205,335	35%	\$0	\$7,627,683	26%	\$261,516
NORTH DAKOTA	Yes	Yes	\$7,841,349	\$6,744,540	86%	\$0	\$4,913,300	63%	\$227,948
OHIO	Yes	Yes	\$38,886,732	\$49,300,000	127%	\$15,380,000	\$13,120,362	34%	\$1,176,487
OKLAHOMA	Yes	Yes	\$13,190,793	\$6,454,970	49%	\$0	\$6,289,865	48%	\$203,565
OREGON	Yes	Yes	\$12,558,905	\$12,653,513	101%	\$0	\$8,833,078	70%	\$878,493
PENNSYLVANIA	Yes	Yes	\$39,685,626	\$21,079,402	53%	\$0	\$10,118,053	25%	\$2,661,335
RHODE ISLAND	Yes	Yes	\$7,963,435	\$4,650,000	58%	\$0	\$2,792,020	35%	\$15,942
SOUTH CAROLINA	Yes	Yes	\$14,938,375	\$5,152,000	34%	\$0	\$7,341,318	49%	\$122,400
SOUTH DAKOTA	Interim	Yes	\$7,901,792	\$4,254,615	54%	\$937,000	\$3,054,177	39%	\$842,976
TENNESSEE	Yes	Yes	\$20,459,482	\$10,980,530	54%	\$0	\$6,327,367	31%	\$78,741
TEXAS	Yes	Yes	\$86,514,565	\$79,901,883	92%	\$0	\$43,132,157	50%	\$4,889,129
UTAH	Yes	Yes	\$11,099,004	\$11,042,274	99%	\$349,982	\$9,941,294	90%	\$1,080,674
VERMONT	Yes	Yes	\$8,127,507	\$5,465,338	67%	\$0	\$4,459,338	55%	\$29,346
VIRGINIA	Yes	Yes	\$25,450,197	\$18,077,842	71%	\$0	\$17,007,565	67%	\$1,630,172
WASHINGTON	Yes	Yes	\$21,634,334	\$21,133,086	98%	\$0	\$14,499,260	67%	\$3,650,770
WEST VIRGINIA	Yes	Yes	\$7,857,295	\$6,769,087	86%	\$0	\$5,594,594	71%	\$131,390
WISCONSIN	Yes	Yes	\$18,809,629	\$13,617,768	72%	\$0	\$11,269,328	60%	\$157,031
WYOMING	Yes	Yes	\$7,774,153	\$7,688,095	99%	\$83,000	\$6,483,049	83%	\$272,138
TOTAL ***			\$1,104,499,426	\$841,206,351	76%	\$31,156,397	\$550,967,940	50%	\$52,071,071



Fully Maximize



YOU' LL NEVER
GET TO WORK
ON TIME
HAHA!!

- 🚶 Opportunity: STP, HSIP, CMAQ
- 🚶 Flexibility: SRTS could even get bigger
- 🚶 Make the Case: Health and Safety



Surface Transportation Program (STP)

The Surface Transportation Program (STP) provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, **pedestrian and bicycle infrastructure**, and transit capital projects, including intercity bus terminals.





STP: Details

- Eligibility includes TA and Rec Trails
- 50% is allocated to regions based on population
- Used mostly for major roads (exceptions include TA and Rec Trails)

<http://www.fhwa.dot.gov/map21/stp.cfm>





Highway Safety Improvement Program (HSIP)

MAP-21 continues the Highway Safety Improvement Program (HSIP) to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to **improving highway safety on all public roads** that focuses on performance.





HSIP: Details

- Funding is planned through State Strategic Highway Safety Plan (SHSP)
- SHSP includes public input
- Data driven with safety goals and evaluation
- Plans will be updated in 2013/2014

“A highway safety improvement project is any strategy, activity or project on a public road that is consistent with the data-driven State Strategic Highway Safety Plan (SHSP) and corrects or improves a hazardous road location or feature or addresses a highway safety problem.”

<http://www.fhwa.dot.gov/map21/hsip.cfm>





Congestion Mitigation and Air Quality (CMAQ)

The CMAQ program is continued in MAP-21 to provide a flexible funding source to State and local governments for **transportation projects and programs to help meet the requirements of the Clean Air Act**. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).





CMAQ: Details

- Based on pollution levels
- Second biggest bike/ped pot after TE
- Some states fund through their MPO's
- Projects are listed in TIP/STIP
- **Eligibility includes:** “Projects that shift traffic demand to nonpeak hours or other transportation modes, increase vehicle occupancy rates, or otherwise reduce demand.”

<http://www.fhwa.dot.gov/map21/cmaq.cfm>

http://www.bikeleague.org/resources/reports/pdfs/lab_cmaq.pdf





DOT's: What We Are Learning

- ❶ Some state may push funding decisions to local coalitions/committees
- ❷ Some may maintain current status, others may combine all into one competition
- ❸ Some SRTS coordinators are not getting any information about the future
- ❹ Some states are waiting for FHWA guidance
- ❺ Some DOT staff feel there will be even more spent on bike/ped/SRTS
- ❻ Regional governments may follow state lead/processes





Advocates: What You Can Do Overall

- 🚶 **Act Now!!**
- 🚶 Build coalition; join forces with general bike/ped advocates
- 🚶 Check in with your state campaign leader and SRTS lead
- 🚶 Gather intel on state, regional local decisions, timeline
- 🚶 Develop or join campaign
- 🚶 Send letter to decision makers with statements/asks
- 🚶 Ask for meeting to gather info and make statements





Advocates: What You Can Do – State

- ① Talk to SRTS, TE and Bike/Ped coordinators and others, especially upper mgmt.
- ① Learn about STP, CMAQ, HSIP funding, decision makers and application criteria
- ① Talk to statewide bike/ped and health advocates
- ① Figure out mechanisms that will protect or even increase SRTS funding
- ① Conduct outreach to other SRTS advocates to get info out to them, join campaign





Advocates: What You Can Do - Regional

- ① Find out who the relevant staff are
- ① Build relations with them
- ① Find out existing (or new) processes and decisions
- ① Meet with coalition members to discuss
- ① Devise campaign actions, develop talking points
- ① Set up meetings with decision makers
- ① Get partners into public meetings





Advocates: What You Can Do - Local

- Talk to local bike/ped and health advocates
- Learn about new STP, CMAQ, HSIP funding, decision makers and application criteria and how to apply
- Set up site visits and promotional events
- Keep your state campaign lead informed about your progress and needs
- Learn about new SRTS (TA) criteria and funding realities from your state campaign lead





Thank You! It Is Now Time For Questions.

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Closing Notes

- As soon as this webinar is over, we will be emailing you a survey and appreciate your time in providing us feedback about today's session

- You can obtain a recording and slides online in one week at:

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