

**Federal Funding 201 Webinar**  
**How Safe Routes to School Projects Get Built**  
**An Overview of Obligation and Obligation Authority/Limitations**  
**June 7, 2012**  
**Questions and Answers**

Q: Before grants are awarded to local entities, these projects should be included in the State Transportation Improvement Plan and approved by FHWA?

A: Projects go into FSTIP after award of Safe Routes to School funds to local communities

Q: What are rescissions?

A: Rescissions take place when Congress takes back (rescinds) unspent funds (unobligated balances) from the states. For more on rescissions, click [here](#).

Q: What does FSTIP stand for?

A: Federal State Transportation Improvement Plan

Q: Kidproof Safety has a safety class called "I Wanna Walk" for educating children in safe procedures for walking and biking to school. We are wondering if this fits in the Safe Routes to School programs under education

A: Generally, yes. Traffic Safety programs around bicycling and walking do fit under education, and are eligible for non-infrastructure federal SAFETEA-LU funding. Every state is different. Check your application guidelines to ensure there is a competitive environment -check with your SRTS Coordinator to see if the program is eligible. Safe Routes to School funding is typically eligible for non-infrastructure funding at 10 to 30% of available funding.

Q: We really need help in North Syracuse and Cicero NY, where we barely have sidewalks and really need help (cannot walk to stores unless you walk in the street, etc.).

A: Darren Flusche: Carolyn, I am from Syracuse! Drop me a line [darren@bikeleague.org](mailto:darren@bikeleague.org), and I'll put you in touch with the NYS Bicycle Coalition. And we'll see what we can do.

Q: Can you put the website address back up for the Five Steps to Federal Funding, please?

A: [http://www.saferoutespartnership.org/sites/default/files/pdf/Five\\_Steps\\_to\\_Federal\\_Funding.pdf](http://www.saferoutespartnership.org/sites/default/files/pdf/Five_Steps_to_Federal_Funding.pdf)

Q: Any updates on the Federal Transportation Bill still trying to cut funding to Safe Routes to School?

A: See our website pages on the new transportation act: [saferoutespartnership.org](http://saferoutespartnership.org)

Q: Are there any Safe Routes to School programs for high school aged students?

A: Yes, the funding in CA does go all the way thru high school. At the federal level the funding is not certain with MAP 21.

Q: I would like to know more about the CA Technical Assistance Resource Ctr. How many FTEs are part of it? How is it funded?

A: It is funded through Federal funds; 30% of the funding can go to non-infrastructure programs. The TARC does get funded with those funds. There was a statewide application process in 2007 that funded TARC.

Q: Will a school be eligible for project to buy mobile speed trailer? Or this is only for the city/police dept.

A: That depends on your state's requirements. Check with your state Safe Routes to School coordinator. You can find contact information for every state coordinator on your website: [saferoutespartnership.org](http://saferoutespartnership.org)

Q: Can you confirm that Safe Routes to School funds do not expire? In 2010 it was listed that in NC over 600k was rescinded for that year.

A: It is true that the funds do not expire. However, rescissions could pull that money back. We recommend that the money get spent, since Congress could ask for that \$ back. States tend to give back Safe Routes to School funds in larger proportion than for highway funds. Local communities and DOT should work together to make sure the funding is obligated to avoid rescission.

Q: Hi- we would be interested in technical assistance with the procurement and purchasing process for NI programs. Are there any resources or training currently available? Thank you!

A: Each DOT is putting together local program procedure manuals to address this issue. The policy had been to allow local agencies to establish their own procedures as long as they followed standard regulations at state level. So, talk to your state DOT for more info/guidance.

Q: how do we know how much is allotted to Virginia?

A: See our "[State of the States](#)" page.

Q: Again, in regards to managing the Safe Routes to School local projects there is no direct payment process for the director of the [local] program?

A: If you have a local Safe Routes to School coordinator you want funding for is not eligible; not able to re-up that position for the next grant cycle. Someone locally has to come up with funding before reimbursement of payments happens. There are other ways that local agencies fund permanent bicycling/walking coordinators by writing them into the grant application, but ongoing funding has to be re-upped every year.

Q: Are there typically funding constraints for Universities? The University of Utah has several major safety concerns for students accessing the North Side of our campus, would applying for Safe Routes to School funding be applicable? There are also several University Day Care Facilities and youth programs, would these/should impact possible projects?

A: No. The SAFETEA-LU federal Safe Routes to School funding is limited to K-8 grades.

Q: Please share best practices for directing more attention to rural areas. Most attention is geared toward the urban parts of a city/town. Sidewalks, street lighting, etc. are basically non-existent in these areas.

A: Dawn: there is an ongoing project conducted by the TARC with needs assessment in rural areas. This is an emerging effort. A significant portion of CA is rural as well.

Darren Flusche: Feel free to follow up with Matt Wempe ([Matt@bikeleague.org](mailto:Matt@bikeleague.org)) for more about what he did with rural CO.

For more information [www.saferoutespartnership.org/state/state-resources](http://www.saferoutespartnership.org/state/state-resources).