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SAFE ROUTES TO SCHOOL UNDER MAP-21

October 30, 2013

ADVOCACY ADVANCE | BICYCLE FRIENDLY AMERICA | NATIONAL BIKE SUMMIT
NATIONAL BIKE MONTH | NATIONAL BIKE CHALLENGE | SMART CYCLING | WOMEN BIKE



CHANGES TO SRTS UNDER MAP-21

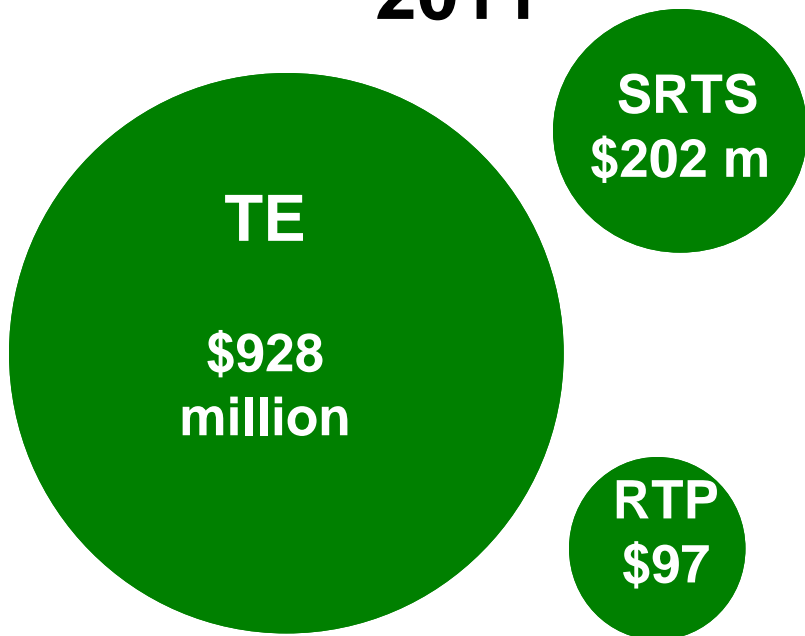
- » SRTS is no longer a stand alone program
- » It is now part of Transportation Alternatives
- » A 20% local match is now required.
- » SRTS Coordinators are no longer required.
- » States have a lot of options for funding levels, staffing and program structure





TRANSPORTATION ALTERNATIVES

SAFETEA LU - FY 2011



Total: \$1.2 Billion

MAP-21



TOTAL: \$808 Million

🚲 Nationally approx. 30% cut

🚲 State cuts range from 18% (GA) to 51% (VT)



FUNDING DISTRIBUTION

State's TA allocation

Minus: Recreational Trails (FY09 level) **unless Governor opts out*

Half of \$: "Population pot"

Distributed by population share

MPOs w/population > 200K

- Receive sub-allocated funds
- Must hold competition to award funds

pop= 5-200k
State run process

Population < 5k
State run process

Half of \$: "Unrestricted pot" *

Distributed by state
through competitive process
Variety of local entities eligible; state
DOT not eligible

**** Transferability:**

- State can transfer all of this pot to other transportation programs
- State can also transfer up to 50% of other funds into TA



STATE SNAPSHOT: SPEND EXISTING MONEY

- **40 states have some Safe Routes to School funds left**
 - Dollars remain available until expended and are 100% federal funding with no required match
- **Most states have plans to use the funds:**
 - 22 have set application deadlines
 - 6 will use in a future application cycle but no date set
 - 9 will supplement existing projects/contracts
 - 2 have not made a decision (AZ, PA)
 - 1 will not use the funds (OK)



STATE SNAPSHOT: FUNDING LEVELS

- Most states are not transferring out their TAP funds
 - 35 states have committed not to transfer funds
 - 11 will transfer at least some of their funds
- 9 states so far are adding money to TAP
 - CA, CO, DE, FL, MN, NJ, OR, WA, WI





STATE SNAPSHOT: PROGRAM STRUCTURE

- States are split on how to implement the program
 - 22 states are combining SRTS with TAP for 1 application
 - 15 will keep SRTS as a standalone program
 - 14 have not yet decided
- About half of states have set a deadline for their first TAP application





STATE SNAPSHOT: RETAIN KEY STAFF

- Most states are retaining their Safe Routes to School staff, at least in part
 - 23 states are keeping their SRTS coordinator at full-time
 - 17 will keep the SRTS coordinator, but add other duties
 - 4 states have not yet decided (AK, AR, CA, ND)
 - 7 states will not retain their SRTS coordinator (IN, KS, MT, NE, OK, TX, WY)





STATE SNAPSHOT: SRTS MATCHING REQUIREMENTS

- Match is generally 80% Federal / 20% state/local dollars;
- 5 states (FL, MA, MI, NJ, OH) will use states funds to meet the 20% match
- 1 (WA) provides some state assistance on the match
- 17 states will require the entire match to be cash
- 22 states will allow at least some in-kind contributions for the match
- 6 states have not yet decided their match policy (AR, CA, LA, MN, UT, WI)





KEY TAKEAWAYS AND ADVICE FOR ADVOCATES

- **SRTS competes with other projects (in most states)**
 - Submit applications for projects with the biggest impact
 - Emphasize the benefits to the community in addition to the school
 - Try to have good data on the safety risks and impacts
 - Work with your local government
- **Hold your state DOT's feet to the fire**
 - Make sure they deliver on promises
 - In states that are transferring out, organize and advocate
 - In states without decisions – keep the pressure on
- **SRTS State of the States report**
<http://www.saferoutespartnership.org/state/stateofstates>



KEY TAKEAWAYS

In large MPO areas- Work with your MPO

- Most MPOs haven't started implementation.
- New best practices guide for MPOs:
<http://www.saferoutespartnership.org/MPO-TAP-apps>
- How MPOs Plan and Fund Bicycling and Walking Investments
[http://www.advocacyadvance.org/site_images/content/MPO_BikePed_Best Practices Report.pdf](http://www.advocacyadvance.org/site_images/content/MPO_BikePed_Best_Practices_Report.pdf)
- Working with MPOs: 5 Best Practices from Advocates
[http://www.advocacyadvance.org/site_images/content/MPO_BikePed_Best Practices Report.pdf](http://www.advocacyadvance.org/site_images/content/MPO_BikePed_Best_Practices_Report.pdf)

Work with the local Bicycle /Pedestrian advocacy organization

- They may have existing relationships with MPOs
- A united front can help push priorities



FOR MORE INFORMATION

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Thank you.

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