



SAFE ROUTES TO SCHOOL
SUMMIT 2022



CONNECT — ENGAGE — INNOVATE

ENCORE PRESENTATION

The Guidance is Out! Next Steps for Transportation Alternatives,
Safe Routes to School, Safety, and Climate Programs



MISSION

The mission of the Safe Routes Partnership is to advance safe walking and rolling to and from schools and in everyday life, improving the health and well-being of people of all races, income levels, and abilities, and building healthy, thriving communities for everyone.



SESSION IS BEING RECORDED
PLEASE PARTICIPATE IN THE CHAT
ASK QUESTIONS IN Q&A BOX



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CONNECT — ENGAGE — INNOVATE

NOVEMBER 15-17

Presented By



Marisa Jones

Policy & Partnerships Director
Safe Routes Partnership



Caron Whitaker

Deputy Executive Director
League of American Bicyclists



Thanks to your experience, input, and advocacy, there are countless important changes in the Bipartisan Infrastructure Law to the programs that support walking, bicycling, and Safe Routes to School.

Now, it's up to the states to implement the law.

You can take action to encourage your DOT to implement these programs in a way that maximizes the benefits for people walking and bicycling. Lead or join a sign on letter to state leadership detailing the opportunities within the Bipartisan Infrastructure Law you would like your DOT to take to make walking and wheeling **safe, convenient, connected, and equitable.**



Where can I learn more about federal policy for Safe Routes to School, walking, and bicycling?

- What's in the law? What does it mean?
- What is the legislative history of Safe Routes to School and the Transportation Alternatives Program?
- Where can I keep up with the latest federal policy happenings?
- How is my state doing implementing Transportation Alternatives and Safe Routes to School?
- How can my community/program access funding?
- How are other states innovating and adapting in response to the new law?



What's in the new law?

CHANGES TO THE TRANSPORTATION ALTERNATIVES PROGRAM IN THE BIPARTISAN INFRASTRUCTURE LAW				
	FAST ACT (2015-2021)	BIPARTISAN INFRASTRUCTURE LAW (2022-2026)	CHANGE	LEGAL CITATION
FUNDING	Fixed dollar amount	TAP is 10% of STBG	Transportation Alternatives Program is now a percentage of the Surface Transportation Block Grant rather than a fixed dollar amount. Moving forward, it will grow in proportion to other surface transportation spending.	23 U.S.C. § 133(b)(1)
	\$835 million - \$850 million annually	\$1.38 billion - \$1.49 billion annually	Funding for Transportation Alternatives increased by 60-70 percent (increases annually from 2022-2026).	23 U.S.C. § 104 (b)(2)
BETTER ACCESS FOR LOCAL GOVERNMENTS & LOCAL CONTROL	States could transfer 50% of TAP funds to other uses before holding a competition	Before transferring funds out of TAP, state must certify that it held a competition, provided technical assistance to applicants, and there were not enough suitable applications	Improved access for local governments by requiring departments of transportation to hold a competition before transferring funds to other uses	23 U.S.C. § 126(b)(2)
	50% state control and 50% suballocated based on population	41% state control; 59% suballocated by population. Additionally, the BIL provides MPOs with obligation authority for projects they select	More money will be suballocated by population	23 U.S.C. § 133(h)(2)(A)
	Suballocated pots for 3 community types: Pop > 200,000 Pop 5000-200,000 Pop < 5000	Suballocated pots for 4 community types: Pop > 200,000 Pop 50,000-199,000 Pop 5000- 49,000 Pop < 5000	Aligns with surface transportation block grant suballocated pots. Breaks suballocated pot of funding for 5k-200k into two buckets for smaller and mid-sized communities.	23 U.S.C. § 133(h)(2)(A)
	Suballocation limited to 50%	States can suballocate up to 100%	Increase local control of project selection and financial management	23 U.S.C. § 133(h)(2)(B)



Changes to Transportation Alternatives in Bipartisan Infrastructure Law

Funding

- Funding increased by 60 percent
- Transportation Alternatives Set-Aside now 10 percent of Surface Transportation Block Grant (STBG)
- States may use up to percent of TAP funding for staffing and to offer technical assistance to improve access to TAP and improve efficiency of project delivery
- State may receive TAP funding if invited by local government
- Changes transferability
 - Before transferring funds to other uses, state DOTs will have to certify to FHWA that they held a competition with adequate time for applications, provided technical assistance to applicants, and any remaining unfunded projects are not of a high enough quality to be funded

Key Takeaways

- Note:** Changes to HSIP program may require your state to increase funding on vulnerable road user (VRU) safety. One easy way to do that is to use HSIP as a local match for TAP projects that improve safety
- Resources to Support TAP Implementation are here to help you successfully implement this program
- We track [implementation of the Transportation Alternatives Program on a quarterly basis](#)
- [Bicycle Friendly State Report Cards](#)
- [State Report Cards on Support for Walking, Bicycling, and Active Kids and Communities](#)

Increased State Flexibility

- Increased flexibility for match
 - Average match at the project or program level
 - HSIP can be used as match – if you're a TAP manager – connect w/ HSIP manager
- States can choose to suballocate up to 100 percent of TAP FHWA to set guidance for this
- Requires states to prioritize high need communities but allows states to define high-need
 - Roughly 20 states do this already so it was left vague to not interfere with those states

Contact Us

Marisa Jones
marisa@saferoutespartnership.org

Caron Whitaker
caron@bikeleague.org

Local Control

- Increases suballocated pot to 59 percent
- Aligns suballocation structure with STBG: over 200,000 population, 50,000 to 200,000; 5,000-49,999; and under 5,000 population
- Gives large MPOs obligation authority
- Makes small MPOs and all nonprofits eligible to apply
- Eligible entities may ask the state to apply for a project on their behalf

This bill standardizes reporting requirements for more useful interpretation of data.

[FHWA Funding Table for Transportation Alternatives Program](#)
[FHWA Guidance on Transportation Alternatives](#)



Where can I learn about the legislative history of Safe Routes to School and the Transportation Alternatives Program?



Where can I keep up with the latest federal policy happenings?

Headlines from the Hill (and Beyond!): An End of Fiscal Year Roundup

Submitted on Wed, 10/12/2022 - 12:55 by Marisa Jones

As ever, the end of the federal fiscal year has been busy with hearings, budget debates, and states running competitions for federal funding. To keep you in the loop across a variety of topics, here are a few headlines related to Safe Routes to School, walking, and bicycling at the federal level.

Shailen Bhatt's FHWA Administrator Nomination and Committee Hearing

President Biden nominated Shailen Bhatt as Administrator of the Federal Highway Administration, a position that has not yet been filled during the Biden Administration. Bhatt had a confirmation hearing in mid-September in front of the Senate Environment and Public Works committee. In addition to his work in the private sector, Shailen Bhatt has extensive experience in leadership roles within departments of transportation in Delaware, Kentucky, and Colorado. In each of these states, Bhatt worked to make Safe Routes to School and bicycling and walking safer and more popular. During his opening remarks at his confirmation hearing, [Shailen Bhatt reflected](#) on working to improve connections to schools in rural counties, a nod to his work elevating Safe Routes to School. Safe Routes Partnership was proud to submit a letter of support for his confirmation.

White House Conference and National Strategy on Hunger, Nutrition, and Health

On September 28th, the Biden-Harris Administration hosted The White House Conference on Hunger, Nutrition, and Health and an accompanying [National Strategy on Hunger, Nutrition, and Health](#). Safe Routes Partnership had submitted comments over the summer to ensure that access to food ([Safe Routes to Healthy Food](#)) were part of the equation when considering hunger and nutrition, and our staff was pleased to participate virtually in the conference.

The National Strategy is rich with ideas for improving access to healthy foods, reducing hunger, and improving health. Two strategies our organization is particularly enthusiastic about include encouraging state and local governments to implement Safe Routes to School programs (p. 31) and calling on Congress to provide funding to expand the Centers for Disease Control's State Physical Activity and Nutrition Programs (SPAN) to all fifty states, as it currently only reaches 16 states (p. 28). In partnership with several other active transportation and health organizations, Safe Routes Partnership continues to lobby Congress to expand its investment in the SPAN program.

FY23 Budget

Before the end of the federal fiscal year (September 30, 2022), Congress passed a continuing resolution to maintain

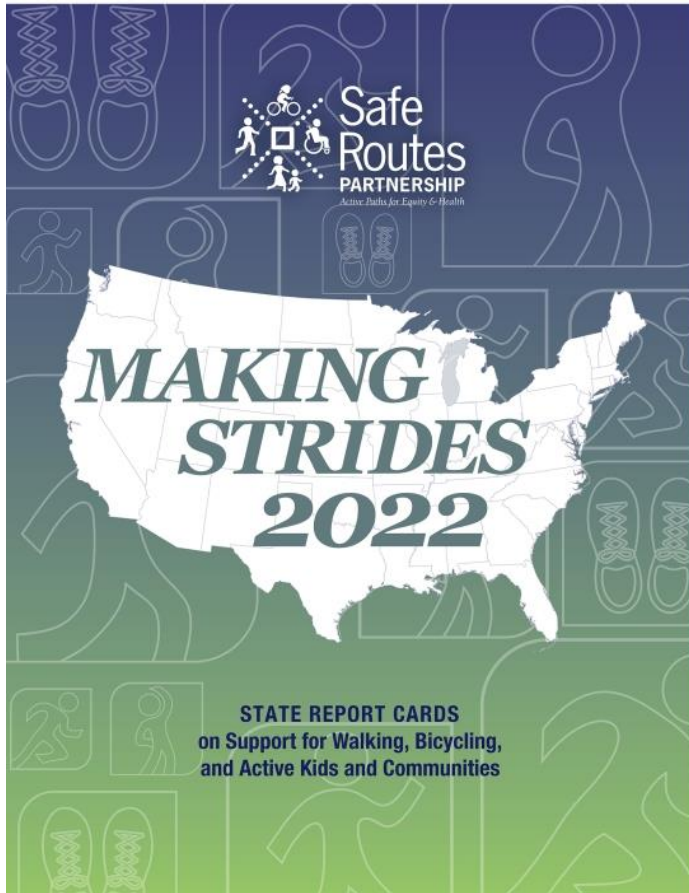
https://saferoutespartnership.org/sites/default/files/federal_funding_infographic_updated_final.pdf

<https://www.saferoutespartnership.org/healthy-communities/policy-change/legislative-history>

<https://www.saferoutespartnership.org/blog>



How is my state doing implementing Transportation Alternatives and Safe Routes to School?



Transportation Alternatives Program - State of the States
September 30, 2022

This chart details each state's progress in obligating funds in the Transportation Alternatives Program (first created in 2013). New TAP funds are made available annually, and the total a state has received is reflected in the Funding Available column.

Obligation is a technical term reflecting the amount the state has expended or contracted to spend on awarded projects. It measures a state's progress in holding funding competitions, selecting projects, and moving forward on implementation of projects.

Transfers are when a state chooses to transfer a portion of TAP (up to 41% is allowed provided that a state has first held a competition, provided technical assistance, and there were not enough suitable projects) to other road projects.

Lapsed funds happen when a state fails to obligate the funding within 4 years and the funds revert back to the federal government. If a state has transferred or let funds lapse, it means less money for Safe Routes to School, biking and walking.

Funds flagged as "Funds Lapsing on 10/1/22" are any TAP funds from FY2019 that were not obligated by 9/30/21, and will lapse and be returned to the federal government, no longer available for TAP grants.

Transportation Alternatives Program

State	TAP FY13 - Present	Bipartisan Infrastructure Law FY22-Present							TAP Historical FY13-FY21			
	Total Funding to state FY13 - present	Funding Available (FY22 - present)	Total Obligated on Projects	Total Obligated on Tech. Asst.	Percent Obligated*	Change from Prior Quarter	Total Transferred by State (FY22 on)	Total Let Lapse by State (FY22 on)	Funds Lapsing on 10/1/22	Funding Available	Percent Obligated	Percent Transferred/Lapsed
ALABAMA	\$ 165,730,550	\$ 28,334,389	\$ 772,419		3%	\$ 2,021,390	\$ -	\$ -	\$ 6,066,079	\$ 129,845,418	74%	5%
ALASKA	\$ 55,051,324	\$ 9,988,968	\$ -		0%	\$ 386,539	\$ -	\$ -	\$ -	\$ 22,862,653	64%	23%
ARIZONA	\$ 164,625,010	\$ 28,245,026	\$ 7,972,419		28%	\$ (89,978)	\$ -	\$ -	\$ 3,986,688	\$ 71,120,184	73%	40%
ARKANSAS	\$ 103,088,691	\$ 17,482,616	\$ 1,412,396		8%	\$ 3,979,135	\$ -	\$ -	\$ -	\$ 58,150,519	86%	26%
CALIFORNIA	\$ 732,513,528	\$ 122,819,434	\$ 61,374,739		50%	\$ 40,309,118	\$ -	\$ -	\$ -	\$ 575,497,206	92%	0%
COLORADO	\$ 112,255,646	\$ 19,220,391	\$ 3,585,910		19%	\$ 1,666,870	\$ -	\$ -	\$ -	\$ 83,250,231	98%	9%
CONNECTICUT	\$ 90,812,016	\$ 15,344,688	\$ 1,958,950		13%	\$ 3,720,518	\$ -	\$ -	\$ -	\$ 38,919,904	94%	41%
DELAWARE	\$ 30,130,965	\$ 5,479,721	\$ 370,453		7%	\$ (281,775)	\$ -	\$ -	\$ -	\$ 24,912,264	97%	0%
DIST. OF COLUMBIA	\$ 25,887,383	\$ 4,752,241	\$ 1,663,000		35%	\$ 2,241,004	\$ -	\$ -	\$ -	\$ 20,876,259	84%	0%
FLORIDA	\$ 522,047,786	\$ 85,119,986	\$ 29,257,949		34%	\$ 8,610,194	\$ -	\$ -	\$ -	\$ 441,007,987	99%	0%
GEORGIA	\$ 339,506,098	\$ 56,744,593	\$ -		0%	\$ 2,254,894	\$ -	\$ -	\$ 9,082,242	\$ 122,514,022	77%	44%
HAWAII	\$ 29,517,722	\$ 5,441,830	\$ -		0%	\$ -	\$ -	\$ -	\$ 1,148,889	\$ 11,006,287	71%	25%
IDAHO	\$ 42,327,635	\$ 7,889,036	\$ 4,225,932	\$ 18,532	54%	\$ 2,239,350	\$ -	\$ -	\$ -	\$ 32,947,111	96%	4%
ILLINOIS	\$ 295,426,371	\$ 49,159,897	\$ 20,300,210		41%	\$ 10,419,147	\$ -	\$ -	\$ -	\$ 226,320,936	91%	7%
INDIANA	\$ 233,256,954	\$ 39,567,511	\$ 10,025,564		25%	\$ 3,631,509	\$ -	\$ -	\$ -	\$ 195,074,479	97%	0%
IOWA	\$ 98,114,344	\$ 16,953,360	\$ 1,029,000		6%	\$ 382,147	\$ -	\$ -	\$ 29,343	\$ 44,038,891	76%	38%
KANSAS	\$ 99,940,200	\$ 17,045,090	\$ 2,560,119		15%	\$ 2,984,098	\$ -	\$ -	\$ -	\$ 79,750,603	89%	3%
KENTUCKY	\$ 126,283,581	\$ 21,643,657	\$ 2,217,748		10%	\$ 1,050,624	\$ -	\$ -	\$ -	\$ 71,134,110	86%	27%
LOUISIANA	\$ 113,470,478	\$ 19,424,664	\$ 4,040,954		21%	\$ 1,372,273	\$ -	\$ -	\$ 3,174,964	\$ 68,278,047	71%	23%
MAINE	\$ 21,954,346	\$ 4,468,581	\$ 726,295		16%	\$ 218,729	\$ -	\$ -	\$ 672,801	\$ 17,698,555	94%	0%
MARYLAND	\$ 118,977,110	\$ 20,266,302	\$ 1,522,445		8%	\$ (93,993)	\$ -	\$ -	\$ 4,607,761	\$ 59,867,965	71%	17%
MASSACHUSETTS	\$ 114,380,568	\$ 19,186,925	\$ 7,148,025		37%	\$ (69,493)	\$ -	\$ -	\$ -	\$ 93,398,681	97%	2%

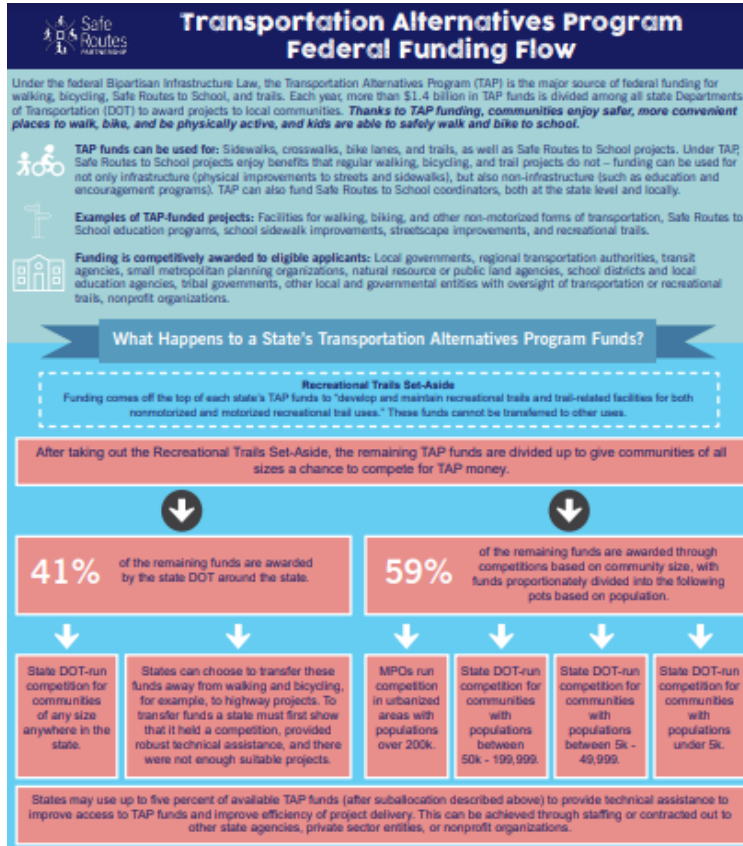
<https://saferoutespartnership.org/resources/report/making-strides-2022-state-report-cards>

<https://saferoutespartnership.org/blog/brand-new-our-state-states-quarterly-transportation-alternatives-program-implementation>

<https://saferoutespartnership.org/healthy-communities/policy-change/state-implementation>



How do I access Transportation Alternatives Program funding?



Idaho has funding for sidewalks, bikeways, trails, Safe Routes to School, and more through the Transportation Alternatives Program (TAP)! This year, Idaho has \$7,233,149 available to award to community-identified projects.

What kind of projects are eligible for Transportation Alternatives funding?

The most popular are bicycling and walking projects including sidewalks, crosswalks, bike lanes, Safe Routes to School projects (both construction and programming), and recreational trails. About 95 percent of dollars go to these types of projects.

Other eligible projects are: inventory and removal of outdoor advertising; historic preservation; vegetation management; archaeological activities; turnouts, overlooks and viewing areas; environmental mitigation; and streetscape improvements related to other TAP projects.

What about Recreational Trails?

A small amount of Transportation Alternatives goes to the Recreational Trails Program to build paved and unpaved trails for biking, walking, and rolling as well as motorized recreational usage such as ATVs and snowmobiles. The Recreational Trails Program is often run out of the state's natural resources department rather than through the department of transportation.

Who can apply?

I'm interested. How can I access Transportation Alternatives Program funds?

- If your community is within a large metropolitan area, one with a population of over 200,000, the metropolitan planning organizations (MPOs) run a competitive process for these funds. Keep an eye on your MPO's website for TAP competition dates. See below for a table referencing how much money each of the MPOs in your state have available for Transportation Alternatives. Keep in mind that in some states, communities in urbanized areas can also apply for the pot of money controlled by the state DOT, giving two chances to apply.
- For communities in other areas of the state, the State DOT runs a competitive process. The state DOT runs both a general competition where communities of all sizes can apply and must set aside funds for different size communities. Those set asides make sure small communities can have a fair shot. To see the "buckets" of funding communities can apply for, and to see how funding flows from the federal government to



How are other states innovating and adapting in response to the new law?



Defining and Prioritizing High-Need Communities in the Transportation Alternatives Program

The Bipartisan Infrastructure Law made many positive changes to the Transportation Alternatives Program (TAP), including a new requirement that states define high-need communities and prioritize them in TAP project selection.¹ Before the change in federal law in 2021, 24 states screened projects through a lens of need when awarding TAP funding. All of these states provide a strong foundation of examples that other states can learn from as they implement this new provision or expand their existing commitments. See the Table at the end of the fact sheet for details from the 24 states currently screening projects through a lens of "high-need". Use this factsheet to see how states currently define high-need communities as part of their TAP application process and the variety of opportunities states can use to prioritize and support them.



Making Shines: 2022 State Report Special Consideration and Matching Funds for High Need Communities



What is the Transportation Alternatives Program?

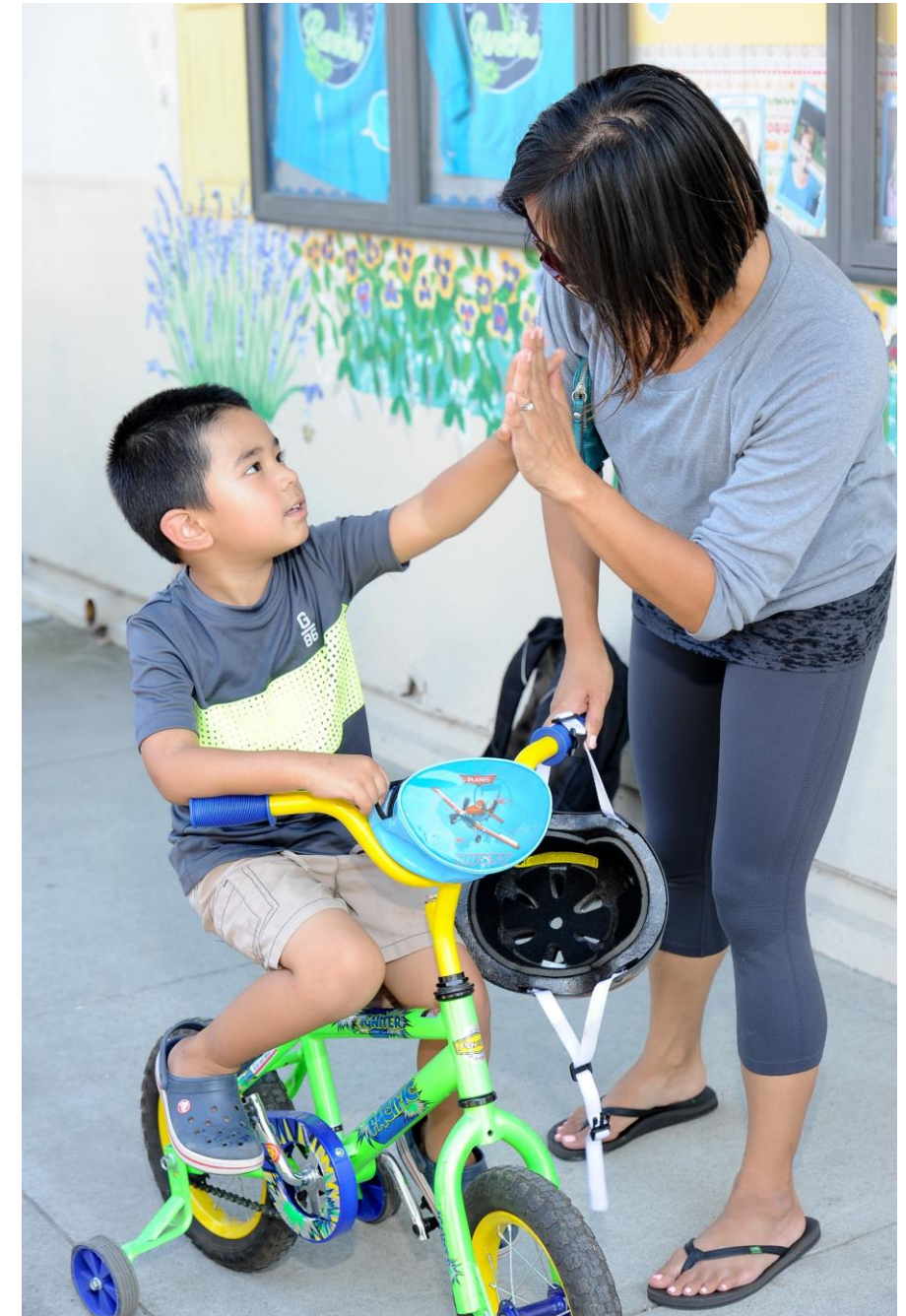
The Transportation Alternatives Program (TAP) is the main source of federal funding for walking, bicycling, and Safe Routes to School. Every state receives funding that it awards through a competitive process to local communities. Learn more: <https://saferoutespartnership.org/healthy-communities/policy-change/federal/BII-background-resources>





We need your help!

- How is your state adapting to the new law?
 - How are you using technical assistance funds?
 - How are you defining “high-need” communities within TAP?
- Is your state encountering barriers to implementing any provisions of TAP?
- If you are with a state DOT – are you trying to use HSIP as match for TAP?
 - Let us know if you’re having success or running into trouble!
- Are you a Safe Routes to School program that has been part of a discretionary grant application (SS4A, RAISE, Reconnecting Communities, Thriving Communities)?





Coming up next!



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NEW

**What's Next for Safe Routes to School?
Sustaining the Movement and Building the Future**