

2022 ANNUAL REPORT



**Safe
Routes**
PARTNERSHIP
Active Paths for Equity & Health

Message from Senior Staff

In reflecting on our work in 2022, two words come to mind: continuity and impact. We are incredibly proud of the successes of our partners, advocates, allies, and team to advance policy, increase funding, and nurture programs that support safe, convenient, equitable walking and wheeling.

This year, we built on our legacy of work, releasing the fourth iteration of our Making Strides: State Report Cards on Support for Walking, Bicycling, and Active Kids and Communities and an updated version of California's Active Transportation Program: A Step-By-Step Guide to the Application Process. We gathered nearly 500 members of the Safe Routes to School community at our 2022 Safe Routes to School Virtual Summit, grew attendance and engagement in our Colorado Safe Routes to School and Walk, Ride, and Roll webinar series, and maintained our commitment to a collaborative, cohesive staff culture through our first in-person all-staff meeting since the covid-19 pandemic.

We worked to grow our impact by developing capacity-building tools and trainings to support access to new federal transportation funds, nurturing new partnerships focused on tangible actions to reduce racialized enforcement of traffic laws, and shifting our Safe Routes to Parks focus “upstream” to promote state-level action to improve local park access.

As an organization, we are committed to maintaining continuity in supporting the Safe Routes to School movement and deepening our impact to promote equitable active transportation, especially in communities made most vulnerable by historical and contemporary funding decisions. We thank you for your continued support and partnership over the years, and we look forward to growing our impact together into the future.



Advancing Policy and Advocacy



Federal Policy

In 2022, Safe Routes Partnership's federal policy work marched forward in two spheres: supporting the implementation of the Bipartisan Infrastructure Law (BIL) and the annual budget appropriations process. To support the implementation of the BIL, Safe Routes Partnership worked to build the capacity of Safe Routes to School and active transportation champions to understand what was in the law and to encourage their states to take action. We hosted and presented dozens of webinars and trainings and partnered with champions in nearly every state to send letters to their state departments of transportation requesting that state DOTs implement the law with full support for safe, equitable walking, bicycling, and Safe Routes to School.

As part of the annual budget appropriations process, we continued convening and working with a coalition of health partners advocating for increased funding for the Centers for Disease Control and Prevention's state physical activity and nutrition (SPAN) and Active People Healthy Nation programs. These priorities were included as recommendations in the report from The White House Conference on Hunger, Health, and Nutrition that was held in late September 2022, and these budget increase requests were included in President Biden's FY2024 budget.

We remain committed to working in partnership with other organizations, partners, and people all across the country to advocate for federal policies that make walking, bicycling, and Safe Routes to School safer, more convenient, and more equitable.

Do You Want Activity-Friendly Routes to Everyday Destinations?
New Jersey has funding for that!

New Jersey has funding for sidewalks, bikeways, trails, Safe Routes to School, and more through the Transportation Alternatives Program (TAP)! This year, New Jersey has \$28,718,018 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?

Local governments, school systems, natural resources departments, transit agencies, and non-profit organizations (usually for programmatic uses like Safe Routes to School programs and bikeshare management), Tribal governments and other local governments with authority over transportation or recreational trails.

NEW! Small metropolitan planning organizations that serve communities with a population of 200,000 or less, and states, when invited by a local government to do a joint application, may also 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 local projects, view this [flow chart](#). See below for the dates of your state's next competition (if known).

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State-Specific TAP Competition Sheets

To build the capacity of local champions for walking, bicycling, and Safe Routes to School to understand the primary source of federal funding for active transportation, we developed state-by-state fact sheets on the Transportation Alternatives Program in partnership with the League of American Bicyclists. These fact sheets provide detailed information on how much funding each state has available for the Transportation Alternatives Program, contact information for the state program lead, and when known, dates of competition info. Our aim with these fact sheets is to provide answers to commonly asked questions about the program to build the capacity and confidence of interested parties to apply for these funds.

Transportation Alternatives Program Federal Funding Flow

Under the federal Bipartisan Infrastructure Law, the Transportation Alternatives Program (TAP) is the major source of federal funding for walking, bicycling, Safe Routes to School, and trails. Each year, more than \$1.4 billion in TAP funds is divided among all state Departments of Transportation (DOT) to award projects to local communities. **Thanks to TAP funding, communities enjoy safer, more convenient places to walk, bike, and be physically active, and kids are able to safely walk and bike to school.**

TAP funds can be used for: Sidewalks, crosswalks, bike lanes, and trails, as well as Safe Routes to School projects. Under TAP, Safe Routes to School projects enjoy benefits that regular walking, bicycling, and trail projects do not – funding can be used for not only infrastructure (physical improvements to streets and sidewalks), but also non-infrastructure (such as education and encouragement programs). TAP can also fund Safe Routes to School coordinators, both at the state level and locally.

Examples of TAP-funded projects: Facilities for walking, biking, and other non-motorized forms of transportation, Safe Routes to School education programs, school sidewalk improvements, streetscape improvements, and recreational trails.

Funding is competitively awarded to eligible applicants: Local governments, regional transportation authorities, transit agencies, small metropolitan planning organizations, natural resource or public land agencies, school districts and local education agencies, tribal governments, other local and governmental entities with oversight of transportation or recreational trails, nonprofit organizations.

What Happens to a State's Transportation Alternatives Program Funds?

Recreational Trails Set-Aside

Funding comes off the top of each state's TAP funds to "develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses." These funds cannot be transferred to other uses.

After taking out the Recreational Trails Set-Aside, the remaining TAP funds are divided up to give communities of all sizes a chance to compete for TAP money.

41% of the remaining funds are awarded by the state DOT around the state.

59% of the remaining funds are awarded through competitions based on community size, with funds proportionately divided into the following pots based on population.

State DOT-run competition for communities of any size anywhere in the state.

States can choose to transfer these funds away from walking and bicycling, for example, to highway projects. To transfer funds a state must first show that it held a competition, provided robust technical assistance, and there were not enough suitable projects.

MPOs run competition in urbanized areas with populations over 200k.

State DOT-run competition for communities with populations between 50k - 199,999.

State DOT-run competition for communities with populations between 5k - 49,999.

State DOT-run competition for communities with populations under 5k.

States may use up to five percent of available TAP funds (after suballocation described above) to provide technical assistance to improve access to TAP funds and improve efficiency of project delivery. This can be achieved through staffing or contracted out to other state agencies, private sector entities, or nonprofit organizations.

- State must consider project location and impact in high-need areas as defined by the State, such as low-income, transit dependent, rural, or other areas and prioritize projects that will benefit high-need areas. Projects must be awarded through a competitive process.
- Most TAP projects require a 20 percent match from the applicant, though in certain states, the match is lower. The Bipartisan Infrastructure Law created new flexibilities for the local match requirement, including that the match can be averaged across the program rather than at the project level, and HSIP funds can be used as the match for TAP projects.
- State DOTs can run one competition for all their TAP money, as long as they make sure that the right percent of funds are awarded based on community size.
- State DOTs and MPOs can run one big competition for all TAP projects, or they can choose to have a separate Safe Routes to School competition.

Ways that state DOTs and MPOs can support Safe Routes to School:

- Use TAP funds to hire a full-time statewide Safe Routes to School coordinator, either within DOT, another state agency, or contracted with an outside organization.
- Set-aside a percentage or dollar amount of the TAP funds specifically for Safe Routes to School competition.
- Prioritize Safe Routes to School projects and programs in TAP application scoring.
- Award both Safe Routes to School infrastructure projects and non-infrastructure programs with TAP funds.
- Prioritize funding for Safe Routes to School projects and programs in communities with significant concentrations of people with low-income, communities of color, and communities with high bicycle and pedestrian injury and fatality rates.
- Host pre-application workshops to build capacity of communities to develop successful applications.
- If state funds are available, waive matching requirement for low-income communities.
- Use HSIP as match for Safe Routes to School projects.

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Federal Funding Infographic

To support local champions and everyday advocates to understand how federal transportation funding flows to local communities for projects that improve walking and bicycling, we developed a visual depiction of the process. We also updated a visual depiction of the history of federal funding for Safe Routes to School. Federal policy requires us to understand the history of where we've been in order to chart new paths forward, so this infographic aims to succinctly summarize the history of federal funding for Safe Routes to School over the past two decades. We recognize that people learn differently, and many of our existing tools on the topic are text heavy or presentation-focused. In developing these infographics, we aimed to reach visual learners.



State Policy

States play an important role in ensuring active transportation and Safe Routes to School are prioritized in funding investments and in implementing projects on the ground. Our Making Strides state report cards provide a snapshot of how supportive each state is of walking, bicycling, and physical activity for children and adults. These report cards, which are published every two years, are used by state policymakers, state agencies, and community champions to understand the current policies and decisions and work towards improving state support.

In California, our policy manager works in coalition with partners to advance healthy, equitable transportation options at the state level, where the decisions made and resources allocated define what is possible for the rural, suburban, and urban communities across the state. In 2022 and continuing into 2023, we worked with partners to engage Caltrans on the update of the State Highway System Management Plan, to adopt the Safe Systems Approach, to dedicate funding for climate resiliency projects, and incorporate the recently adopted Equity Index in prioritization of projects.



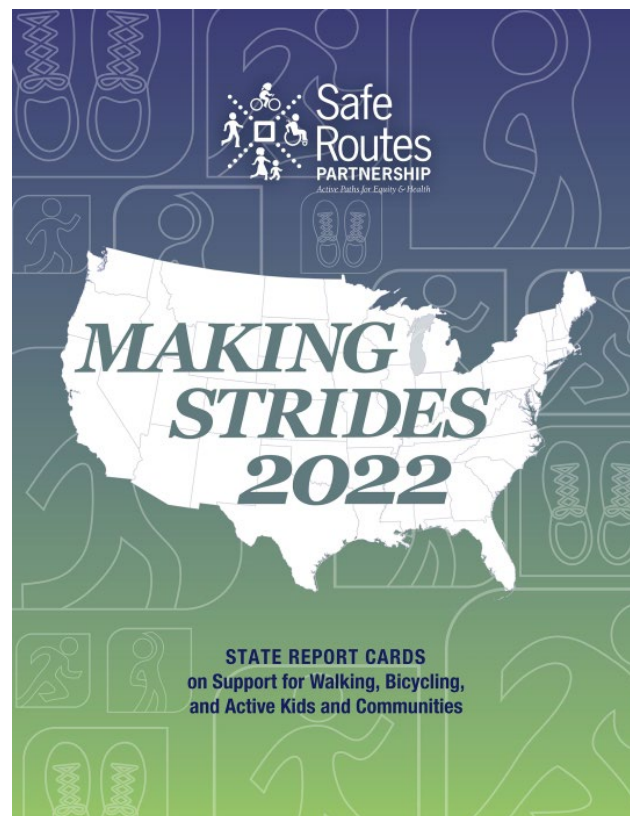
California Active Transportation Program

The Active Transportation Program (ATP) is California's largest funding program for walking, bicycling, and Safe Routes to School. We have been engaged in ensuring the program continues to support communities, and in particular communities with historical disinvestment and disparities, in implementing infrastructure projects and non-infrastructure programs. For Cycle 6 of the ATP in 2022, an infusion of funds from the federal Bipartisan Infrastructure Law (BIL) brought the baseline of ATP funds from the \$444 million per cycle that existed since 2017 to slightly over \$650 million. Then, the state budget surplus allowed for a one-time infusion of \$1 billion in additional funds.

Each cycle we support communities to apply by providing in-depth technical assistance. Even with the additional funds, the ATP remains highly competitive. Our ATP Technical Assistance this year was extremely successful: all three agencies we coached through the process are slated to receive funding in Cycle 6. The Calaveras Council of Governments received a score of 92 out of 100 points for the Pope Street application and received funding through the ATP statewide competition. The Hayward Area Recreation and Park District's San Lorenzo Creekway project and the City of San Pablo and Contra Costa County Department of Public Health's Broadway-El Portal Safe Routes project received funding through their metropolitan planning organization's portion of the ATP.

California's Active Transportation Program: A Step-By-Step Guide to the Application Process

Coinciding with Cycle 6 of the ATP in 2022, Safe Routes Partnership updated its guide to the application process. This guide helps California communities understand the process of applying to the ATP, with our recommendations for how to plan for, draft, and submit an application. The guide strives to make the application process more approachable, effective, and beneficial in advancing a local community's goals around walking, bicycling, and Safe Routes to School.

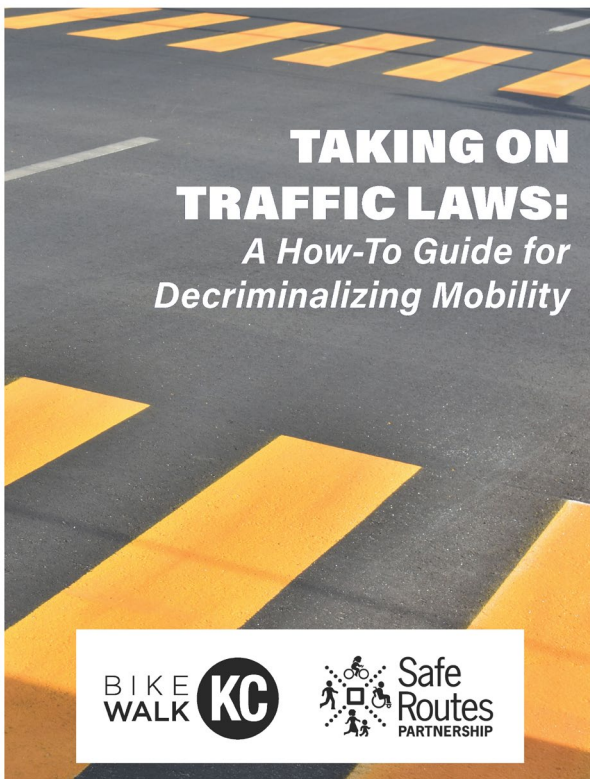


Making Strides: 2022 State Report Cards on Support for Walking, Bicycling, and Active Kids and Communities

This report includes the fourth edition of state report cards produced by the Safe Routes Partnership, providing an at-a-glance snapshot of how states are doing in their support of walking, bicycling, rolling, and active kids and communities. Used in conjunction with the state report cards developed in 2016, 2018, and 2020, they allow us to see where progress has been made, where each state is doing well, and where there continue to be opportunities for improvement. The report cards primarily look at state policy, focusing on four key areas: Complete Streets and Active Transportation Policy and Planning, Federal and State Active Transportation Funding, Safe Routes to School Funding and Supportive Practices, and Active Neighborhoods and Schools.

Voices IEE: Repealing Traffic Laws that Lead to Racialized Enforcement Working Group

The Safe Routes Partnership received funding from Voices for Healthy Kids to lead a working group on repealing laws that lead to racialized traffic enforcement. The Partnership coordinated this working group alongside the advocacy team at BikeWalkKC. The working group consisted of 15 individuals from across the country working in transportation or adjacent fields. The group met each month starting in October 2022 with meetings continuing into 2023. Meeting topics included legal considerations for repealing traffic laws, data collection, media advocacy, and effective messaging for policy campaigns. Working group members learned how different jurisdictions address racialized enforcement and shared resources to use in their local decriminalization efforts.



Taking on Traffic Laws: A How-To Guide for Decriminalizing Mobility

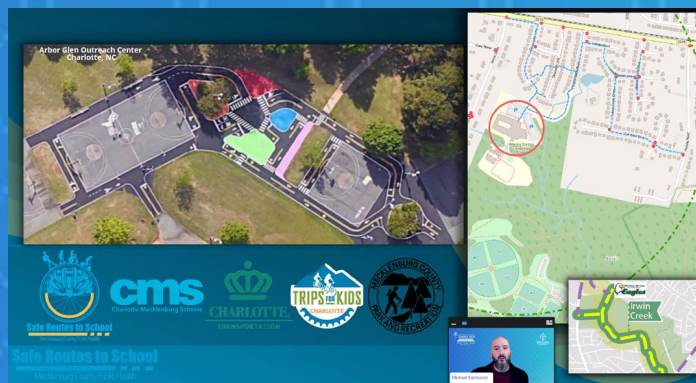
BikeWalkKC and Safe Routes Partnership created this resource to help advocates repeal and modify traffic laws related to walking and bicycling that fail to meet their intended safety goals and instead lead to racialized enforcement of people walking and bicycling. This guide shares a detailed account of BikeWalkKC's process to repeal and modify three laws in Kansas City, Missouri, analyzes successful campaign tactics and reflects on opportunities for improvement, and charts a course for advocates to pursue similar legislation in their communities.

Supporting Safe Routes to School



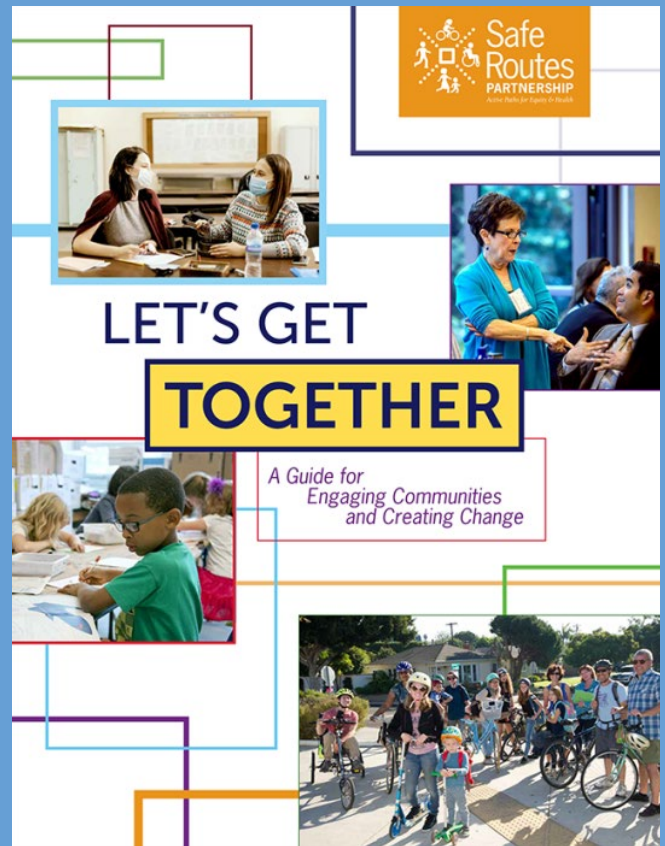
Safe Routes to School Summit

The Safe Routes to School Summit 2022, held November 15-17, was a three-day virtual summit that brought together over 400 active transportation professionals, community advocates, parent volunteers, and school champions to Connect, Engage, & Innovate for Safe Routes to School programs. Featured keynote speakers and guests included Associate Administrator for Highway Policy and External Affairs for the Federal Highway Administration and Safe Routes Partnership alum, Keith Benjamin; Thrivance Group CEO and Safe Routes Partnership board member, Dr. Destiny Deguzman; United States Congressman Anthony Brown; and civil rights icon, Ruby Bridges.



Let's Get Together: A Guide for Engaging Communities and Creating Change

This resource is for individuals, organizations, and government agencies working on equity and engagement in Safe Routes to School and beyond. The guide offers tips and strategies for engaging communities as you work together to make meaningful change. We've developed an engagement framework centering community members at the heart of the process. The guide walks through each step of the engagement framework in detail. We begin by reflecting on how one's role as a community partner impacts community members. Then we discuss how users can build their understanding of the community by conducting community research. Next, we explore how to leverage partnerships. We round out the guide with creative ideas for engagement activities and strategies for sustaining community engagement long-term. Each section links to additional resources and a series of guiding questions to help users improve their practice. It features specific tips around engaging communities in Safe Routes to School.



Colorado Safe Routes to School Webinar Series

The Safe Routes Partnership hosted an eight-webinar series to support Colorado Safe Routes to School programs. The series was funded by the Colorado Department of Transportation (CDOT). Webinar topics covered community engagement, marketing and promotion, environmental justice, innovation, evaluation, and rural programming. The series also featured strategies from the Colorado community guide, [Working Together to Make Meaningful Change](#), published by Safe Routes Partnership in January 2022. This guide provides tips and strategies for engaging diverse communities in a variety of programs including Safe Routes to School. Each webinar linked back a step in the community engagement framework and examples of equitable engagement in action. Webinar attendance ranged from 50 – 100 participants including Safe Routes practitioners, local agency staff, and community partners.



Active Transportation in Porterville Unified School District

The Safe Routes Partnership provided technical assistance and training for the Climate Action Pathways for Schools' pilot Energy and Sustainability Program in the Porterville Unified School District (California). The program had three goals: reduce energy costs, reduce the school district's greenhouse gas emissions by 80 percent over ten years, and hire, train, and employ student interns who develop technical, professional, and leadership skills. Over 40 percent of Porterville students live within walking distance of a school, but many are driven because of safety concerns and a car-oriented culture. Improving routes to school will allow more students to walk or bike and reduce vehicle-related impacts. We provided the CAPS staff and student interns with training on walk audits, assisted with developing their walk audit tool and process, reviewed surveys and other community engagement materials, helped identify stakeholders and partners, and conducted a policy scan. The pilot exceeded its initial goals, and each year, new student interns continue the work.



Walk, Ride, & Roll Webinar Series

Aimed at increasing awareness and skills to improve safety around schools for Safe Routes to School programs, the Safe Routes Partnership kicked off the Walk, Ride, and Roll Series with support from General Motors Foundation. The Back to Basics: An Introduction to Safe Routes to School webinar served as a way for newcomers to learn about the benefits of Safe Routes to School, the 6 E's framework, ideas for initial education, and encouragement activities. The three-part webinar series and publications, which continued through 2023, explored promising practices for Safe Routes to School programs in different school environments and safety considerations.





Creating Active Communities

Safe Routes to Parks

The Safe Routes to Parks program continued working to improve the safety and security of active travel to parks by providing technical assistance and resources for communities to create routes that are safe, convenient, and equitable. Building upon the success of the Safe Routes to Parks Activating Communities program, Safe Routes Partnership was excited to support the new Safe Routes to Parks Accelerator and pilot state-level strategies to support local park access and refine tools and best practices for other states to apply.



Actionable Public Health Strategies to Boost Community Well-Being with Safe Routes to Parks

Communities are healthier when people can use and access parks and green spaces. Exploring the research findings from the Community Preventive Services Task Force (CPSTF) that point to a measurable increase in physical activity when parks, greenways, and trails are coupled with at least one of these strategies: community engagement, structured programming, public awareness, and access enhancements, this resource provides actionable strategies and inspiring examples for public health agencies to take an active role in their community's Safe Routes to Parks efforts.



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About This Resource and Why Now

In a systematic review, the Community Preventive Services Task Force found that when parks, greenways, and trails are paired with at least one other intervention – community engagement, structured programs, public awareness, and/or access enhancements – people use parks more, having a significant impact on increased rates of physical activity, boosting the health benefits that come from being active in the outdoors and in nature.¹ This factsheet outlines what public health uniquely brings to the table in supporting these evidence-based interventions and how to incorporate these park access strategies into existing public health programs to maximize their impact.

WHAT IS SAFE ROUTES TO PARKS?

Safe Routes to Parks is a movement to make access to great parks by walking, bicycling, and taking public transportation safer, more convenient, and more equitable for people, especially in low-income communities and communities of color, where less investment has gone into the routes to and the facilities in parks. To learn more, visit [Safe Routes to Parks](#).

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Finding and Funding Great Projects: How State Funding Programs Can Prioritize Projects Backed by Strong Public Support

States manage significant funding that can support Safe Routes to Parks. As stewards of public funds, states have a responsibility to prioritize strong projects that reflect the needs and desires of the community they will affect. This factsheet lays out how states can use grant guides and project selection criteria to prioritize projects backed by meaningful community engagement.



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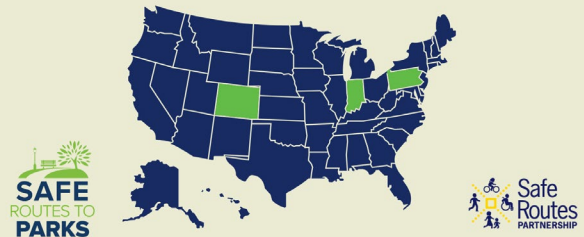
PUBLIC SUPPORT: What Does It Mean, and Why Does It Matter?

Maybe you've heard stories of bike lanes being uninstalled after community backlash, or – on a happier note – construction of park improvements in a community that self-organized to advocate for their interests. The first is something to avoid, and the latter is something to celebrate. A key difference between them is public support. In this factsheet,

“public support,” means that the community has participated in shaping a project to meet their particular needs and, as a result, is bought into the process and final result. Projects that are backed with demonstrated local support and have an engaged group of stakeholders can be more successful at fulfilling community needs for the long term and can be ready to implement once they are funded rather than getting delayed by community pushback.

In the best-case scenario, public agencies invest in projects identified and elevated by members of the community – the taxpayers whose money is used to fund projects, and the intended beneficiaries determine the projects. What paths can state agencies create to facilitate hearing from and investing in community-identified priorities?

2023 SAFE ROUTES TO PARKS ACCELERATOR TEAMS



Safe Routes to Parks Accelerator

The Safe Routes to Parks accelerator is a technical assistance program designed to help teams of staff from states' departments of transportation, health, and natural resources collaborate to improve safe, convenient, and equitable walking and biking routes to parks and open spaces. Over 12 months, Safe Routes Partnership will provide consulting services customized to support each state team. Some objectives that the teams will work on include:

- Build lasting, productive working relationships between state agencies to support safe access to everyday destinations
- Identify mechanisms to reflect local priorities in state plans and programs
- Craft messaging that works best to frame Safe Routes to Parks to potential partners and decision-makers
- Maximize the opportunities of existing state funding and staff capacity to support park access and identify opportunities and models for expanding on those existing resources

In this first cohort, we have teams participating from three states: Colorado, Indiana, and Pennsylvania.

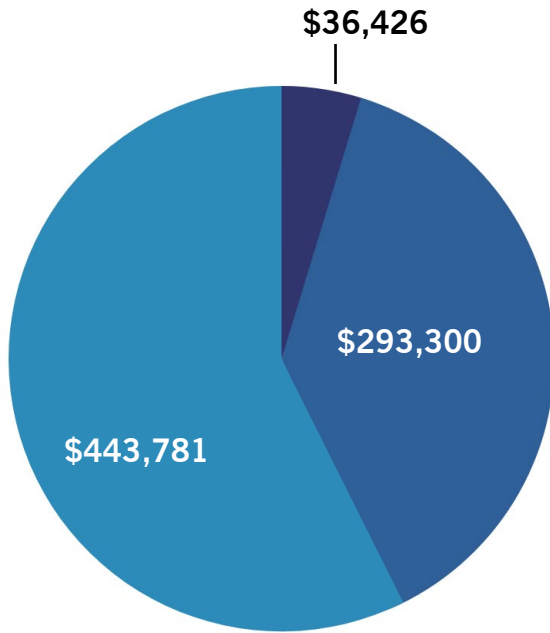
Safe Routes Muscoy Air Quality

The Safe Routes Muscoy Air Quality (SRMAQ) project was built upon multiple years of engagement with students and families in the Muscoy community in unincorporated San Bernardino County, California. The project aimed to increase community knowledge of air quality topics, inform community needs assessments related to Safe Routes to School, and provide education and training to support community advocacy around environmental justice and air quality issues. Muscoy community members had not been active in Safe Routes to School activities in recent years due to the pandemic and the absence of a funded program since their work advocating for sidewalks in 2018 and 2019. Safe Routes Partnership returned to Muscoy in 2022 to connect the traffic safety advocacy work in previous years to an expanded approach—focused on deep listening first due to the hiatus—that included environmental and mobility justice.

SRMAQ provided multiple training opportunities for both students and parents on air quality, climate justice, and community advocacy. Through the after-school climate justice workshop for students, the two parent advocacy trainings, memory framing sessions, and focus groups, the participants were exposed to a wide variety of tools, techniques, and information that will help them be even more engaged in local and regional air quality issues. The project used a multigenerational approach to involve parents/caregivers and children in similar activities for continuity and to strengthen their shared foundations for environmental and mobility justice.



2022 Financial Statements



Income

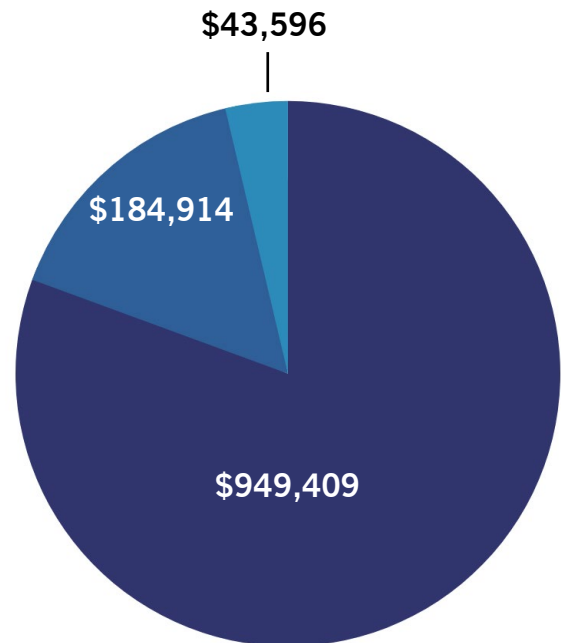
- Individual Support - (5%)
- Foundations & Corporate - (38%)
- Fee for Service Income - (57%)

Total Income - \$773,507

Expenses

- Program (81%)
- General & Administration (16%)
- Fundraising (4%)

Total Expenses - \$1,177,919



Note: The Safe Routes Partnership often receives multi-year grants, where some of the revenue is booked in a different year than when expenditures are made. The Safe Routes Partnership had \$621,624 in income booked in prior years released from restrictions in 2022. We also have \$998,673 in 2022 (or prior year) income that is restricted for use in 2022 or after.



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