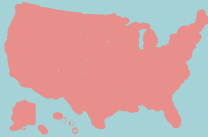


Federal Funding for Safe Routes to School: Evolution Through Three Transportation Bills

2005-2012

A New Program: Stand-Alone SRTS Funding

SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act—A Legacy for Users)



New program provided more than \$1 billion to all states over 7 years



Funding to states for SRTS infrastructure & non-infrastructure grants to local schools and communities



Each state Department of Transportation had state-level SRTS coordinator

2012-2015

Combined Funding for SRTS, Walking, and Biking

MAP-21 (Moving Ahead for Progress in the 21st Century Act)



Infrastructure Projects:

Projects improving streets and routes, such as sidewalks, bike lanes, trails, lane narrowing, crosswalks, and other intersection improvements



Non-Infrastructure Projects:

Education, encouragement, and enforcement programs to support safe walking and bicycling, through efforts such as teaching kids safe walking skills, improving driver behaviors, and activities to get more kids and families walking

Eliminated stand-alone federal funding stream for SRTS



Combined federal SRTS program and other bicycling and walking programs into Transportation Alternatives Program (TAP)

30%
less
funding



Overall 30% reduction in federal funding for SRTS, walking, and bicycling

2015-2020

Continuation of Combined Funding for SRTS, Walking, and Biking

FAST Act (Fixing America's Surface Transportation Act)



The funding is still known as the Transportation Alternatives Program (TAP), although official name changed to "Surface Transportation Program Setaside"

The FAST Act retained most of MAP-21's TAP features, with a few changes, such as making nonprofits eligible for the funding & modestly increasing the total amount of TAP funding per year

Key features of current TAP funding:

- Funding can be used for walking, biking, and SRTS
- No dedicated funding specifically for SRTS
- Funding is less than total for SRTS, walking, and biking when they were separate programs
- All TAP dollars are awarded through a competitive process by the state or regional bodies (metropolitan planning organizations), with local governments, school districts, and nonprofits eligible to apply
- State or funding recipient must provide a match of up to 20% of federal funds
- Funding can be used for Safe Routes to School infrastructure and non-infrastructure projects, including state and local Safe Routes to School coordinators
- States are permitted to transfer up to 50% of these funds to highway uses

