



ACT 244 Presentation

OVERVIEW

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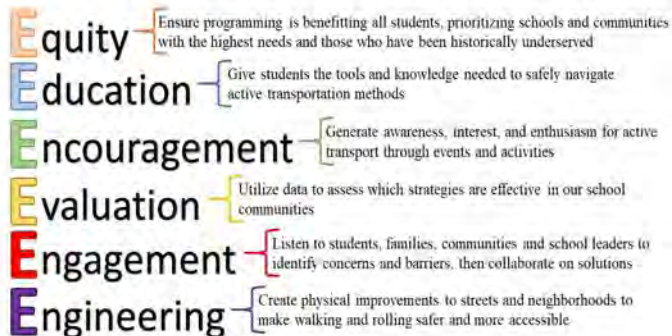
04 Case Study Review

What is Safe Routes To School?

Movement that aims to make it safer and easier for students to walk, bike, or roll to school

- Programs built around the 6 E's
- Infrastructure and non-infrastructure

6 Es of Safe Routes to School



<https://www.pps.net/saferoutes>



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

<https://saferoutespartnership.org>

Purpose and Benefits

Three Primary Purposes:

1. Enable and encourage children, including those with disabilities, to walk/bike to school
2. Make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age
3. Facilitate planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

Benefits

- Increased physical activity
- Traffic safety education
- Reduced dependency on motor vehicles
- Reduced Emissions



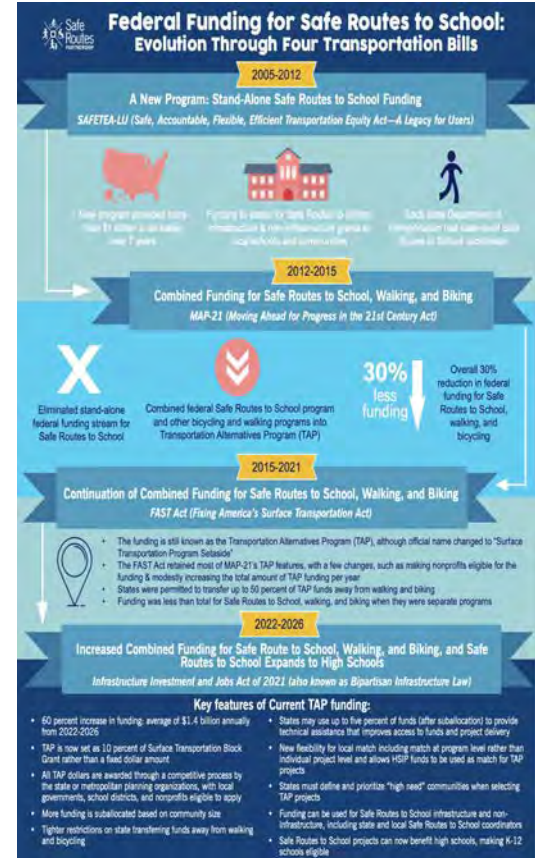
<https://saferoutespartnership.org/legislative-history>

National History of SRTS

- Began as movement in **1990s**
- Congress approved funding of SRTS programs nationwide in **2005** through stand-alone SRTS funding (SAFETEA-LU)
 - From **2005-2012**, more than \$1 billion in federal funding provided for infrastructure and non-infrastructure projects in all states
- Congress passed MAP-21 in **2012**
 - Combined SRTS with other bicycling & walking programs eligible for TAP funding
 - Increased funding competition, resulting in 30% reduction in federal funding for SRTS

National History Continued

- In **2015**, Congress passed Five-year transportation bill (FAST Act)
 - TAP renamed to STP Setaside
 - Minimal changes made to MAP-21's TAP features
- **Bipartisan Infrastructure Law (2022-2026)** passed by Congress in **2021**
 - Increased funding by 60% (average of \$1.4 billion annually)



From: <https://saferoutespartnership.org>

SRTS History in Hawai'i

- **From 2005-2012**, \$8 million in federal funding for SRTS received
 - Only \$1,241,846 obligated by FHWA by 2011
 - One round of non-infrastructure and no infrastructure awards released from 2005-2011
- **June 2009**: HB 983 signed into law as Act 100
 - Focused on DOT administration of SRTS funds
- **November 2009**: People's Advocacy for Trails Hawai'i and partners developed statewide SRTS Toolkit
 - Equipped with information and resources to assist in creating SRTS programs
 - Never finalized/published and hasn't been updated since original version

SRTS in Hawai'i Continued

- **July 2012:** HB 2626 (SRTS Bill/Specialty Fund) signed into law
 - **\$10** surcharge added to all moving/traffic violations
 - **\$25** surcharge added to speeding violations that occur in school zone
 - Surcharges deposited into SRTS specialty fund accessible by all counties
- **From 2014-2020:** \$4.5 million in specialty funds distributed across state
- **2021:** SRTS specialty fund allocation responsibilities transferred from HDOT to Legislature
 - Resulted in halt of funds distribution since 2020
- **2020:** Hawai'i State Safe Routes to School Working Group convened by HDOH for first meeting
 - State, county, and community partner attendees
- **2023:** Act 244 signed into law

SRTS in Hawai'i Continued

In May of 2023, the legislature passed [HB 600](#), a comprehensive bill meant to improve Safe Routes to School (SRTS) efforts in Hawai'i. Governor Josh Green signed the bill into law on July 6, 2023, as [Act 244 \(2023\)](#).

- Allocates \$20 million to Safe Routes to School (SRTS) programs and projects.
 - a. \$10 million per year for two years. 2023-2024 fiscal year, no money was budgeted or obligated for DOT SRTS.
 - b. 2024-2025, \$10 million was budgeted by DOT for SRTS. Needs to be obligated by Dec. 2024. Rush to get projects/programs obligated so \$ can be spent before FYE 2025 (June 30, 2025).
- Requires the appointment of task force that will guide implementation of SRTS programs and projects.
- Directs HDOT to hire a SRTS Coordinator who will be responsible for implementing the SRTS programs and projects.



SRTS Case Studies

Colorado SRTS Key Takeaways

1. CSRTS streamlined grant application process with ample resources and updated information available on [webpage](#)
2. CDOT Transportation Commission passed resolution in 2015 to continue SRTS program funding by committing \$2 million for infrastructure and \$0.5 million for non-infrastructure projects annually
3. Focus on raising awareness of program effectiveness through updated web presence and sample resources



Image Courtesy of [Colorado SRTS](#)



Photo Courtesy of [Colorado SRTS Programs: 2020 Report](#)

Oregon SRTS Key Takeaways

1. ODOT takes holistic approach to SRTS program: SRTS Education Program and SRTS Construction Program
 - a. **Education:** completely federally funded (FHWA)
 - i. \$2 million for 2025-26 to allocated to education grants
 - b. **Construction:** State funds from HB 2017 Keep Oregon Moving Act
 - i. \$15 million annually to allocate towards infrastructure
2. Very in depth and streamlined review process for grant application selection, including project eligibilities and scoring matrix approved by Advisory Committee



Photo Courtesy of ODOT 2021 Strategic Needs Assessment

Minnesota SRTS Key Takeaways



Photo Courtesy of Minnesota DOT

1. Program evaluation and performance measures is key focus of MnSRTS program
 - a. Strategic Plan has list of performance measures, data collection methods, and level of evaluation (state/local)
 - b. [Evaluation User Guide](#) available as aid for partners through MnSRTS Resource Center
2. Centralizing equity in the Strategic Plan and grant application process
 - a. Actions addressing equity indicated with star throughout Plan
 - b. STEPP tool developed to support equitable grant scoring

Additional Resources

Colorado Resources:

[Colorado Safe Routes to School 2024 Strategic Plan](#)

[CSRTS Fact Sheet](#)

[Colorado 2020 Statewide Program Assessment Report](#)

[CSRTS FY 2025 Grant Application Guidelines and Instructions](#)

Oregon Resources:

[ODOT SRTS Strategic Needs Assessment](#)

[ODOT SRTS 2023 Program Report](#)

[ODOT SRTS Toolkits Webpage](#)

[ODOT SRTS Embracing Equity Webpage](#)

Minnesota Resources:

[Student Transportation Equity for Priority Populations Tool](#)

[MnSRTS Resource Center](#)

The background of the slide is a teal color. On the right side, there is a faded, semi-transparent image of a tropical beach scene. It shows a palm tree in the foreground, a body of water in the middle ground, and a small boat on the water. The overall tone is light and serene.

Mahalo!
Any Questions?

References

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