



State and Federal Safe Routes to School Program Overview



Photo courtesy of PATH – Peoples Advocacy for Trails Hawaii

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

Updated: August 2019

Sources of Safe Routes to School (SRTS) Funds Managed by DOT

- State SRTS Program Special Fund
 - Consists of SRTS program surcharges on violations
 - Effective September 1, 2012
- Federal funds obtained under SAFETEA-LU
 - \$8 million in SRTS funding
 - Received from 2005 to September 30, 2012



Photo courtesy of Get Fit Kauai

State SRTS Program Special Fund Overview



- Adopted Chapter 19-109, Hawaii Administrative Rules, “Safe Routes to School Program Special Fund”.
- DOT distributes funds from the SRTS Program Special Fund to counties.
 - Half distributed evenly among counties.
 - Half distributed in proportion to the number of public school students in grades K-8 that live within walking distance from school.
- Each county designated a SRTS program coordinator.
- Each county developed a county-level SRTS program that includes a process to identify and implement SRTS projects.

State SRTS Program Special Fund Project Requirements

- Projects must target students in grades K-8.
- Projects must be consistent with SRTS goals.
- Funds can be used by DOT or counties for administrative costs.

SRTS SAFETEA-LU Funds Overview



- Fund qualified projects identified by schools and communities.
- DOT solicits applications through a Call for Applications process.
- 100% federally funded
- **Reimbursable grant** program
Awardees must pay for expenses when they are incurred, and then submit for reimbursement.
- DOT role is as an oversight capacity and pass-through of federal funds only. Awardees are responsible for project implementation.

SRTS SAFETEA-LU Funds Project Requirements

- Who can receive these funds?
 - State, local or regional agencies
 - Non-profit organizations
- Projects must directly support increased safety and convenience for students in grades K-8 to walk and/or bicycle to/from school.
- Funding for established programs are considered a recurring cost and are therefore not eligible.
- Reimbursable expenses must be reasonable and necessary for the project.

SRTS SAFETEA-LU Funds Project Requirements (continued)

- Non-infrastructure projects must be completed within two years from the effective date of a reimbursement agreement.
- Funding for walk or bike to school days, walking school buses, and pedestrian or bike education for the same students is limited to one year.
- **Awardees must have experience managing similar projects, the ability to fulfill State and Federal requirements for the proposed project, and have funds readily available to front.**

SRTS SAFETEA-LU Funds

Inappropriate Uses of SRTS Funds

- Recurring costs such as paying crossing guard salaries or funding established programs
- Planning efforts such as a walk or bike audit or efforts to put together a SRTS plan
- Projects that reorganize pick-up and drop-off primarily for the convenience of drivers rather than to improve child safety and/or walking and bicycling access
- Education programs that are primarily focused on bus safety
- Improvements to bus stops

Remember the Safe Routes to School goals

- Where it's safe, get kids walking and biking
- Where it's *not* safe, make changes



SRTS SAFETEA-LU Funds

Next Steps

- Sixth round of call for applications for **non-infrastructure projects only** is anticipated after SRTS workshops on all islands have been completed. If interested, sign up for e-mail list.
- Approximately \$500,000 is anticipated to be available.
- Interested parties can begin now by contacting all stakeholders and putting together a SRTS plan.

Steps in creating a SRTS program

- Bring together the right people
- Gather information and identify issues
- Find solutions
- Make a plan
- Get the plan funded
- Act on the plan
- Evaluate and make changes if needed



For More Information

- Hawaii DOT Safe Routes to School Website
<http://hidot.hawaii.gov/highways/srts/>
- Contact Information:
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