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.
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/

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