

Program Overview



Overview

- The Transportation Alternatives Program (TAP) is a competitive grant program that uses federal transportation funds designated by Congress for specific activities that enhance the intermodal transportation system and provide safe alternative transportation options.
- TAP was created by the Moving Ahead for Progress in the 21st Century Act (MAP-21), signed into law in July 2012.
- Approximately \$23 million is available annually. Of this, approximately \$16.5 million is available through a competitive grant process administered by the Michigan Department of Transportation (MDOT) Office of Economic Development (OED). \$6.5 million is available through a competitive grant process administered by metropolitan planning organizations (MPOs) in urban areas with populations greater than 200,000.

Eligible Activities

MAP-21 specifies the following activities as eligible for TAP funding:

- Facilities for pedestrians and bicyclists, including traffic calming and other safety improvements
- Safe routes for non-drivers
- Conversion and use of abandoned railroad corridors for trails
- Turnouts, overlooks and viewing areas
- Historic preservation and rehabilitation of historic transportation facilities
- Inventory, control, or removal of outdoor advertising
- Vegetation management practices in transportation rights of way
- Archaeological activities
- Environmental mitigation activities
- Boulevards in the right of way of former interstates or other divided highways

Program Requirements

- Eligible applicants include county road commissions, cities, villages, regional transportation authorities, transit agencies, state and federal natural resource or public land agencies, and tribal governments. MDOT may partner with a local agency to apply for funding and implement the project. Other organizations such as townships or trail groups, may work with an eligible agency to apply.
- TAP funding requires matching funds of at least 20 percent of the eligible project cost. Additional consideration is given to projects whose match exceeds the minimum required.

How to Apply

Applications are accepted year-round.

Go online at www.michigan.gov/tap for the online application and instructions.

It is highly recommended that you contact a grant coordinator at 517-335-1069 to discuss the proposed project before filling out a grant application.

Grant coordinators are available to assist you by providing more information on the program, guidance on competitive projects, and how to best develop a competitive application.

Safe Routes to School

Michigan Overview



PROGRAM DESCRIPTION

Safe Routes to School is a worldwide movement—and a federal program—to make it safe, convenient and fun for children to bicycle and walk to school. When routes are safe, walking or biking to and from school are easy ways for children to get the regular physical activity they need for good health. Safe Routes to School initiatives also help ease traffic jams, reduce air pollution, unite neighborhoods, and contribute to students' readiness to learn in school.

The federal Safe Routes to School program was enacted in August 2005. As a result, every state now has access to federal funds to help communities implement infrastructure improvements and noninfrastructure activities to encourage and enable students to safely walk and bike to school.

Michigan's Safe Routes to School (SR2S) program is administered by the Office of Economic Development (OED) of the Michigan Department of Transportation (MDOT) with administrative, training and logistical support from the Michigan Fitness Foundation/Governor's Council on Physical Fitness, Health and Sports. The Michigan Fitness Foundation also serves as the grant administrator for all Safe Routes to School noninfrastructure grants.

PROGRAM PURPOSES AND ELIGIBLE ACTIVITIES

The federal legislation specifies the following purposes for the program:

- To enable and encourage children in **grades K-8**, including those with disabilities, to walk and bike to school.
- To make bicycling and walking to school a safer and more appealing alternative, thereby encouraging a healthy and active lifestyle from an early age.
- To facilitate the 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.

These funds can support both infrastructure and noninfrastructure projects. The statute identifies project types for each category as follows:

Infrastructure Projects

- Sidewalks
- Traffic calming and speed reduction
- Pedestrian and bicycle crossing improvements
- On-street and off-street bicycle facilities
- Off-street pedestrian facilities
- Traffic diversion improvements in the vicinity of schools

Noninfrastructure Projects

- Activities to encourage walking and bicycling to school
- Public awareness campaign, community outreach
- Traffic enforcement operations in the vicinity of schools
- Traffic education
- Student training sessions (bicycle and pedestrian safety)
- Funding for training volunteers and managers of Safe Routes to School programs

Infrastructure projects must be within a two-mile radius of the school and must be implemented by a city, village or county road commission. Noninfrastructure projects may be implemented by schools, local agencies or nonprofit organizations.

SR2S PLANNING PROCESS

As a prerequisite for funding eligibility, schools must complete a school-based planning process culminating in the creation of a comprehensive SR2S Action Plan. This process is described and facilitated in Michigan's SR2S Handbook. Schools that are interested in applying for federal Safe Routes to School funding are expected to:

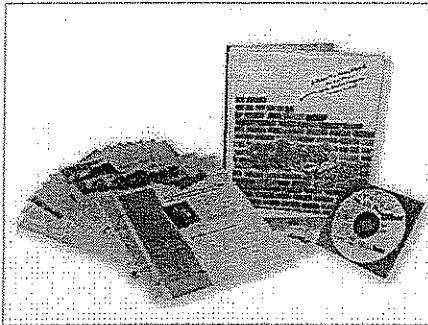
1. **Register their school** with the Michigan Fitness Foundation.
2. **Designate a SR2S coordinator.** The coordinator is encouraged to participate in a free SR2S training session.
3. **Establish a SR2S team.** The members of the team will vary from school to school, but often include: a school administrator, teacher(s), student leader(s), parent(s), a local law enforcement official/officer, and a representative from the local road authority.
4. **Assess attitudes and behaviors related to walking and biking to school.** Schools will survey parents and students to assess their behavior, beliefs and attitudes regarding walking and biking to school.
5. **Assess the safety of walking and/or biking routes.** School teams will assess the physical environment around the school and along routes traveled by students in order to identify barriers to safe walking and biking.
6. **Develop a SR2S Action Plan.** The SR2S team will review findings from the walking audit and information collected through student and parent surveys to develop recommendations to encourage and enable students to walk to school on safe routes. The Action Plan will address education, encouragement, enforcement and/or engineering needs.

Safe Routes to School Michigan Overview, cont.



TECHNICAL ASSISTANCE AND OTHER SUPPORT

All schools registered in Michigan's SR2S program will receive the following at no charge from the Michigan Fitness Foundation and its network partners:

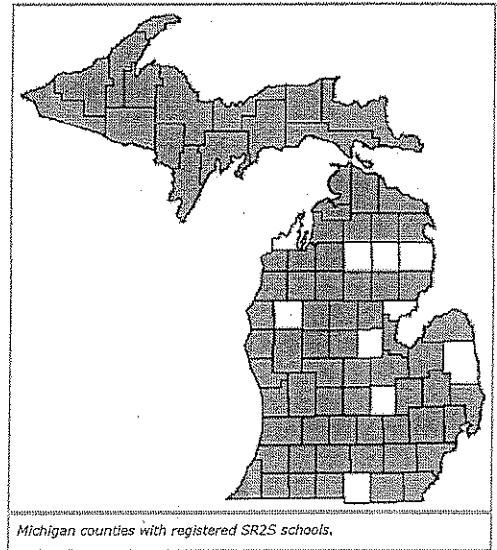


Michigan's Safe Routes to School Handbook. Photo courtesy of Michigan Fitness Foundation

- **A SR2S Handbook.** The SR2S Handbook is a user-friendly guide for starting and maintaining a SR2S program. The Handbook contains many time-saving extras, including templates for creating flyers, invitations, press releases and more. The Handbook also includes a 14-minute DVD overview of the SR2S pilot program.
- **Training.** SR2S team leaders, principals, local officials and other stakeholders are encouraged to participate in SR2S trainings. Training sessions are offered periodically throughout the year to help school teams develop effective, sustainable programs.
- **Walk to School Day Kits.** Schools that register for Walk to School Day—a one day event—will receive stickers for all walkers, a certificate from the Governor, and more.
- **Assistance with survey data analysis.** Michigan State University is leading the evaluation component of Michigan's SR2S program and will assist schools with data collection, analysis and reporting.
- **Ongoing technical assistance.** Telephone, e-mail, and on-site assistance is available from the Michigan Fitness Foundation.

MICHIGAN PROGRAM HIGHLIGHTS 2005-2012

- In 2003, leaders from the departments of Transportation, Community Health, and Education joined together to provide resources for the state's SR2S pilot program. One outcome of the pilot program was the **2005 publication of the Michigan SR2S Handbook and the launch of Michigan's statewide program.**
- In 2007, **The Michigan Department of Transportation received the first James L. Oberstar Award** from The National Center for Safe Routes to School for the exemplary establishment of Michigan's Safe Routes to School Program.
- **Over 470 schools in 73 counties have registered for the SR2S program,** including public schools, charter schools, and private schools. The total enrollment for these schools exceeds 200,000 students.
- **Over 220 schools registered for Walk to School Day in 2012.** Walk to School Day is a one-day event that often serves as a kick-off for SR2S programs.
- To date, **140 Michigan schools have been awarded federal Safe Routes to School funds totaling \$23 million** to implement safety improvements and education programs aimed at encouraging healthy lifestyles and improving opportunities for students to walk and bike safely between home and school.
- **The SR2S State Network was established** to achieve permanent and sustainable outcomes for as many Michigan schools as possible through the institutionalization of SR2S in the mission, policies, programs and practices of its network organizations.
- In 2010, the SR2S program released a white paper, **Effectively Planning and Implementing Safe Routes to School for Students with Disabilities.**
- In 2010, the SR2S program awarded grants to three schools to develop model programs that address the challenges children with disabilities may face while participating in SR2S programs.
- In 2011, the SR2S program awarded mini-grants of up to \$5,000 to 14 schools to pilot walking school bus programs.



CONTACT INFORMATION



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Safe Routes to School is a federal program administered by the Michigan Department of Transportation's Office of Economic Development



Competitiveness and Eligibility Details

Safe Routes to School (SRTS) Activities

- Safe Routes to School activities that:
 - Are reflective of the action plan, including the underlying survey data and walking/biking assessments from parents and students.
 - Support appropriately prioritized outcomes from the SRTS school-based action planning process. Note: completion of an action plan, preliminary discussion with the regional SRTS grant coordinator, and involvement of the appropriate agency (the city, village, or county road commission(s) that controls the roadway(s) under consideration) are all requirements to apply for SRTS funding.
 - Show a balanced approach between infrastructure and non-infrastructure activities to educate and encourage nonmotorized transportation to and from school.
 - Demonstrate a strong user base who will utilize the infrastructure.
- For more information on SRTS, go online at www.saferoutesmichigan.org.

What other factors make a project competitive for SRTS funding?

Financial factors:

- Realistic expectations and cost
- Local match (minimum requirement = 20%) is available & committed
- Non-participating work is determined to be a benefit to the SRTS project

Public input:

- Project identified as a result of a community's stakeholder involvement process
- Project receiving a high level of public input from multiple partners
- Project utilized a process to notify those directly impacted by the project (e.g. homeowners impacted by new sidewalk construction), and feedback was taken into consideration

Coordinated efforts:

- Projects supporting a community's Complete Streets policy, or is part of a statewide initiative such as placemaking or statewide, or regional, trail connectivity
- Paired with other infrastructure work
- Part of an economic development or community improvement initiative

Constructability:

- Project design will utilize industry design standards and can obtain all necessary permits, required right of way, and approvals

Maintenance factors:

- A maintenance plan that includes tasks, schedule, cost, source of maintenance funding, and responsible parties has been developed
- Timely implementation and maintenance on previous federal aid funded transportation projects

What items are ineligible for SRTS funding?

Eligible costs are those costs determined by federal guidance and by MDOT to be consistent with achieving the intention of eligible categories set forth in the federal law. To enable limited SRTS funds to support more projects, some project development costs are considered ineligible by MDOT, but may meet federal eligibility. MDOT usually considers the following required project item costs to be ineligible for funding:

- Construction engineering
- Construction extras and cost overruns
- Design engineering
- Property acquisition (construction access, rights of way, etc.)
- Environmental clearance and mitigation
- Permit costs
- Project administration
- Professional services (e.g. consultants)

Ineligible infrastructure and infrastructure related items include the following:

- Costs for required traffic signal warrant studies
- Equipment for infrastructure maintenance, such as snow removal
- Improvements to pick-up and drop-off areas that do not primarily benefit children walking and bicycling to school
- Landscaping
- Raised crosswalks
- Supplanting or replacing any existing funding
- Items not in compliance with State and Federal engineering and design standards
- Sidewalks or other pathways on school property that do not connect directly with community sidewalk systems (e.g. connecting schools on a campus)
- Sidewalks or other pathways with the primary purpose of connecting the school with recreational facilities, athletic facilities, or commercial areas
- Stand-alone curb ramps, which should be done with other funds to meet ADA requirements
- Improvements to routes to bus stops

Ineligible noninfrastructure programs, equipment and activities include the following:

- Abandoned building demolition
- Adult or student raffle items to reward meeting attendance
- Anti-bullying curriculum
- At-school walking clubs
- Bicycles and bicycle locks
- Candy, soda, junk food, or unhealthy fast foods
- Computers, laptops, iPads/tablets, iPods/MP3 players, smart boards, or other electronic equipment
- Crossing guard salaries
- Full meals
- Gang violence prevention programs
- Gift cards
- Graffiti removal or general neighborhood clean-up or beautification programs
- Handbooks and manuals (they're available free from the Michigan Fitness Foundation)
- Headphones/earbuds
- In-school physical education activities
- Newsletters and flyers with information that can be obtained from the Michigan Fitness Foundation
- Nutrition education activities
- Powered snow removal equipment
- Salaries or stipends for positions currently funded from another source
- Salaries or stipends for multi-year positions
- Security cameras
- Speed trailers
- Stray animal removal and vaccination programs
- Video production

For many projects, these ineligible costs may be characterized as non-participating costs. Non-participating costs must be funded through other sources even when the items are required to complete the project.

*** Important Note:** Visit www.saferoutesmichigan.org/contact to identify the SRTS Grant Coordinator for your region. For more information, please visit www.saferoutesmichigan.org.

*** Important Note:** These competitiveness and eligibility details only pertain to SRTS projects funded directly by MDOT.

Schools Currently Registered for Safe Routes to School in Genesee County (sorted by school district)

Shading indicates that the school has also administered parent and student surveys, a key planning step

School District	School Name	Address	City	Grades	Enrollment
Beecher	Tucker Elementary School	G-5159 Summit Street	Flint	K-6	359
Beecher	Beecher Middle School Academy	6255 Neff Road	Mt. Morris	7-8	200
Beecher	Darley Elementary School	6236 Neff Road	Mt. Morris	K-6	426
Clio	Garter Middle School	300 Upland Drive	Clio	5-8	1070
Clio	Garner Elementary School	G-10271 Clio Road	Clio	K-4	445
Clio	George A. Lacure Elementary	12167 Lewis Road	Clio	K-4	402
Flint	Durant-Tuurn-Mott Elementary School	1518 W. Third Avenue	Flint	K-5	445
Flint	Washington Elementary School	1400 N. Vernon Ave.	Flint	K-6	425
Flushing	Flushing Middle School	8100 Carpenter Road	Flushing	7-8	707
Genesee	Haas Elementary School	7347 N. Genesee Rd.	Genesee	K-6	372
Genesee	Genesee Junior/Senior High School	7347 N. Genesee Rd.	Genesee	7-12	353
Grand Blanc	Anderson Elementary School	5290 Leroy Street	Grand Blanc	K-2	405
Grand Blanc	Cook Elementary School	4433 E. Cook Road	Grand Blanc	K-2	413
Grand Blanc	East Middle School	6100 East Perry Road	Grand Blanc	6-8	1093
Grand Blanc	Indian Hill Elementary School	11240 Woodbridge	Grand Blanc	K-5	485
Grand Blanc	Mason Elementary School	4455 E. Cook Road	Grand Blanc	3-5	458
Grand Blanc	McGrath Elementary School	5288 Todd Street	Grand Blanc	3-5	395
Linden	Central Elementary School	7199 Silver Lake Rd.	Linden	K-5	341
Linden	Linden Middle School	15425 Loddell Rd.	Linden	6-8	736
Mt. Morris	Montague Elementary School	344 Morris St.	Mt. Morris	2-5	280
Mt. Morris	Moore Elementary School	1201 Wisner St.	Mt. Morris	2-5	286
Mt. Morris	Mt. Morris Junior High School	12356 Walter St.	Mt. Morris	6-8	479
Mt. Morris	Pinehurst Elementary School	1013 Pinehurst St.	Mt. Morris	K-1	310

Total: 23 schools are currently registered in Genesee County (out of 474 schools registered statewide)

NOTE: Registering the school is the first step of the SRTS planning process but it does not necessarily mean the school has an active program. Highlighted schools have also administered parent and student surveys, which is a better indicator of participation.

Safe Routes to School Funding Awards in Genesee County, 2008-2012 (listed in chronological order, oldest to most recent)

Year	Applicant School	School District	\$ Approved (infra)	\$ Approved (non-infra)	\$ Approved (total)
2008	Grand Blanc East Middle School	Grand Blanc Public Schools	\$63,675	\$6,400	\$70,075
2008	Williams Elementary School	Flint Public Schools	\$363,990	\$5,135	\$369,125
2010	Durant Tuuri Mott Elementary School	Flint Community Schools	\$0	\$15,000	\$15,000
2011	Washington Elementary School	Flint Community Schools	\$323,330	\$7,692	\$331,022
2012	Durant Tuuri Mott Elementary School	Flint Community Schools	\$524,000	\$7,571	\$531,571
			\$1,274,995	\$41,798	\$1,316,793

1. Go to <http://saferoutesmichigan.org/srts-funding-award-history> for detailed information about the work funded at each school.
2. \$ *Approved (infra)* is the amount of funding awarded for infrastructure improvements (typically sidewalks, improved crosswalks, and updated signs, signals, and pavement markings).
3. \$ *Approved (non-infra)* is the amount of funding awarded for noninfrastructure programs (at-school programs to educate students about pedestrian, bicycle, and personal safety and programs to encourage more walking and biking to school).

Additional Notes:

- The \$15,000 award for Durant Tuuri Mott Elementary School in 2010 was a mini-grant to develop programs to make SRTS more relevant for students with disabilities.
- The \$1.3 million awarded in Genesee County represents 5.7% of the total amount awarded statewide since the start of the program.