



**HELLO**  
MY NAME IS

**Marisa Jones**  
*(she/her)*  
Managing Director

# Mobility, health, and local impact priorities in reauthorization

March 23, 2026





# Safe Routes PARTNERSHIP

• Celebrating 20 Years of the  
**Safe Routes Partnership**

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[linktr.ee/SafeRoutesPartnership](https://linktr.ee/SafeRoutesPartnership)



# HOW SAFE ROUTES PARTNERSHIP ADVANCES

## FEDERAL TRANSPORTATION POLICY



Represent the interests of the Safe Routes to School movement on Capitol Hill and agencies



Hold institutional knowledge on how program has worked over past 20 years



Engage with field and conduct/review research to hear what is working, and what could be improved



Maintain and cultivate relationships with members of Congress and agency staff



Draft and advocate for legislation



Track and analyze program spending



Build support for bills

# LOCAL WORK FUELS FEDERAL POLICY



# UPDATES ON PRIORITY PROGRAMS RELATED TO PHYSICAL ACTIVITY

- Safe Routes to School
  - A CDC HI-5 Initiative and evidence-based strategy in The Community Guide
- Transportation Alternatives Program
- Safety Provisions



Photo Credit: Bicycle Coalition of Greater Philadelphia  
<https://bicyclecoalition.org/elkinbikeexplorers/>

**ON SAFE ROUTES TO SCHOOL,**

**OUR KEY ASK:**

**REINSTATE STATEWIDE**

**SAFE ROUTES TO SCHOOL**

**COORDINATORS**



# WHY A SAFE ROUTES TO SCHOOL COORDINATOR BILL?

**Programs without staff don't get implemented**

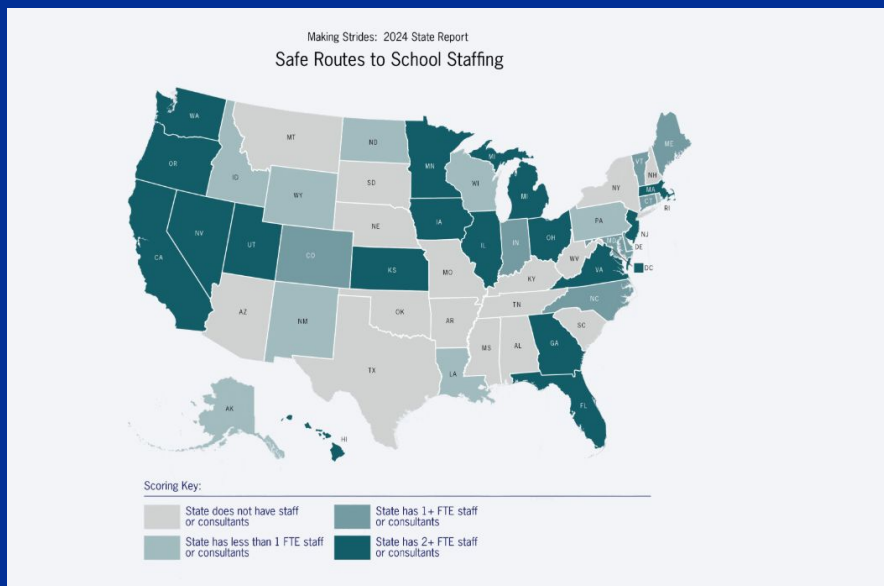
**Every state used to have a statewide Safe Routes to School coordinator, about half still do**

**Safe Routes to School works to:**

- **Reduce traffic injuries & fatalities for people of all ages**
- **Get more kids biking and walking**



# STATES WITH SAFE ROUTES TO SCHOOL COORDINATORS



- **4X** more likely to offer resources that help local programs get started
- **12X** more likely to assist communities in accessing funds and tools
- **5X** more likely to support Safe Routes to School curricula

<https://www.saferoutespartnership.org/resources/2024-state-report-cards>

# WHAT THIS BILL COULD MEAN FOR SAFE ROUTES TO SCHOOL PROGRAMS

- **Champion Within Your DOT**
- **Access to Funding**
- **Program Sustainability**
- **Constituency Building**
- **Renewed Focus on Walking/Bicycling**



# FUNDING FOR YOU FOR WORK YOU

## WANT TO DO

- Teach kids how to ride bikes (and general traffic safety)
- Host events that get more people riding and rolling
- Lead in-school, on-bike education
- Develop educational and promotional materials
- Walk/bike audits, school travel maps, action plans
- 
- Bike and Walk to School Days
- Traffic Gardens, School Streets, Pop-Ups
- Purchase bike fleets and trailers
- Bike/ped counts
- Helmets, reflective gear, giveaway swag



# SAFE ROUTES TO SCHOOL BILLS IN CONGRESS

## HR 3931: The Kids on the Go Act of 2025



Rep. Scholten (D-MI-3) and Rep. Bresnahan (R-PA-8) and in the blue T-shirt: Rep. Scholten's son

- **Structured as an incentive:** states with a Safe Routes to School coordinator receive a reduced local match for Safe Routes to School projects from 20% to 5%
- **Original sponsors:** Rep. Hillary Scholten (D) and Rep. Rob Bresnahan (R)
- **Consponsors include primarily new Congressional champions for Safe Routes to School!**

## S. 1828: Safe Routes Improvement Act



- **Structured as a requirement:** state DOTs are required to have a Safe Routes to School coordinator
- **Original sponsors:** Senator Kevin Cramer (R-ND) and Senator Ed Markey (D-MA)
- **Both cosponsors are longtime Congressional champions for Safe Routes to School**



# ENDORSED BY

## National Organizations

Safe Routes Partnership, League of American Bicyclists, American Heart Association, American Public Health Association, American Society of Landscape Architects, Families for Safe Streets, GreenLatinos, Just Strategy, PeopleForBikes, Safe Kids Worldwide, Trust for Public Land, Vision Zero Network

## State and Local Organizations

Active Transportation Alliance  
Bike Cleveland  
Bike JC  
Bike LA  
Bike Maryland  
Bike Newport  
Bike Oklahoma  
Bike Pittsburgh  
Bike Texas  
Bike Utah  
Bike Walk Central Florida  
Bike Walk Nebraska  
Bike Whidbey  
BikeWalkKC  
Boise Bicycle Project  
Brookhaven Bike Alliance  
Bicycle Alliance of Minnesota  
Circulate San Diego  
CycleSafe Coalition  
Dallas Bicycle Coalition





# Keep America Active



- Let Congress know that constituents want funding for walking, bicycling, and Safe Routes to School and we're paying attention
- Strong representation from every state in the nation shows widespread support

# 1. Maintain the Transportation Alternatives Program

- Money for sidewalks, crosswalks, bike lanes, Safe Routes to school projects and programs, trails, & more
- Uniquely designed to support local priorities
- Money set aside for rural, small towns, mid-sized cities, and major metro areas
- Largest source of formula funding for bike, ped, SRTS



# Transportation Alternatives Program



## TAP Funding Supports:

Sidewalks, crosswalks, and other pedestrian infrastructure  
Bike lanes and other bicycle infrastructure  
Safe Routes to School infrastructure and non-infrastructure  
Recreational trails  
Turnouts, overlooks, and viewing areas,  
Community improvement activities (outdoor advertising, historic transportation facilities, vegetation management, transportation-related archaeological activities)  
Environmental mitigation (stormwater management, wildlife connectivity)  
Converting highways/interstate routes to boulevards

## Who is eligible to apply?

- Local governments
- Regional transportation authorities
- Transit agencies
- State and local parks/public lands agencies
- Schools and school districts
- Tribal governments
- Nonprofits
- Small MPOs
- Other local/regional agencies that administer transportation or trails
- State DOTs may receive funds if requested by local government





## CHANGES TO THE TRANSPORTATION ALTERNATIVES PROGRAM IN THE BIPARTISAN INFRASTRUCTURE LAW



	FAST ACT (2015-2021)	BIPARTISAN INFRASTRUCTURE LAW (2022-2026)	CHANGE	LEGAL CITATION
<b>FUNDING</b>	Fixed dollar amount	TAP is 10% of STBG	Transportation Alternatives Program is now a percentage of the Surface Transportation Block Grant rather than a fixed dollar amount. Moving forward, it will grow in proportion to other surface transportation spending.	23 U.S.C. § 133(h)(1)
	\$835 million - \$850 million annually	\$1.38 billion - \$1.49 billion annually	Funding for Transportation Alternatives increased by 60-70 percent (increases annually from 2022-2026).	23 U.S.C. § 104 (b)(2)
<b>BETTER ACCESS FOR LOCAL GOVERNMENTS &amp; LOCAL CONTROL</b>	States could transfer 50% of TAP funds to other uses before holding a competition	Before transferring funds out of TAP, state must certify that it held a competition, provided technical assistance to applicants, and there were not enough suitable applications	Improved access for local governments by requiring departments of transportation to hold a competition before transferring funds for other uses	23 U.S.C. § 126(b)(2)
	50% state control and 50% suballocated based on population	41% state control; 59% suballocated by population. Additionally, the BIL provides MPOs with obligation authority for projects they select	More money will be suballocated by population	23 U.S.C. § 133(h)(2)(A)
	Suballocated pots for 3 community types: Pop > 200,000 Pop 50,000-200,000 Pop < 50,000	Suballocated pots for 4 community types: Pop > 200,000 Pop 50,000-199,000 Pop 50,000-49,000 Pop < 50,000	Aligns with surface transportation block grant suballocated pots. Breaks suballocated pot of funding for 5k-200k into two buckets for smaller and mid-sized communities.	23 U.S.C. § 133(h)(2)(A)
	Suballocation limited to 50%	States can suballocate up to 100%	Increase local control of project selection and financial management	23 U.S.C. § 133(h)(2)(B)



## CHANGES TO THE TRANSPORTATION ALTERNATIVES PROGRAM IN THE BIPARTISAN INFRASTRUCTURE LAW



	FAST ACT (2015-2021)	BIPARTISAN INFRASTRUCTURE LAW (2022-2026)	CHANGE	LEGAL CITATION
<b>PROJECT AND APPLICANT ELIGIBILITY</b>	Not applicable	Retains current project eligibility; adds in projects that support compliance with vulnerable road user safety assessment	Creates eligibility alignment with new Vulnerable Road User safety assessment required under changes to the Highway Safety Improvement Program	23 U.S.C. § 133(h)(3)
	Not applicable	Gives small MPOs eligibility to compete for funds, makes all nonprofits eligible, state is eligible if a local government requests state's help	Broadens eligible applicants for TAP	23 U.S.C. § 133(h)(4)(A)
<b>EQUITY</b>	Not included	Requires states to define "high need" communities and prioritize them as beneficiaries of TAP funds in project selection	Promotes equitable access to TAP funds	23 U.S.C. § 133(h)(4)(D)
<b>STATE IMPLEMENTATION</b>	Not included	5% of TA set-aside can be used for DOT to provide technical assistance to applicants, staff the program, or contract these services out	States may use some TAP funds to administer program	23 U.S.C. § 133(h)(6)(C)
	All projects must have 20% match; HSIP not eligible for use as match	Non-federal share (aka local match) can be met at project level or across program; Highway Safety Improvement Program (HSIP) funds can be used as local match	Provides flexibility on meeting non-federal share/ local match requirements	23 U.S.C. § 133(h)(7)



**Safe Routes**  
PARTNERSHIP

# 2. Maintain Vulnerable Road User Safety Provisions

tl;dr

- money for “keeping people safe on our roads” needs to include people outside of cars if those are the people being killed on our roads

# 2. Maintain Vulnerable Road User Safety Provisions

- More than 20 percent of people dying on our roadways are non-motorists
- Before IIJA, states were spending < 1% of HSIP funds on VRU projects
- Since IIJA, states with  $\geq 15\%$  roadway fatalities non-motorists must obligate at least 15% HSIP funds on projects that promote VRU safety
- States must complete VRU safety assessments identifying strategies & projects when they update SHSP
- This affects more than 30 states
- Approximately \$350 million annually now spent on VRU projects (nearly \$1B since IIJA)



# 3. Maintain Eligibility for Walking and Bicycling Across Funding Programs

- Projects and activities that support walking, bicycling, and Safe Routes to School are broadly eligible for formula and discretionary programs – let's keep it that way!
- Important that all road types are eligible for federal funding, including local roads

**Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Highway, Transit, and Safety Funds**  
[https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/funding/funding\\_opportunities.pdf](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf) - Updated October 17, 2025  
 This table indicates likely eligibility for pedestrian and bicycle activities and projects under U.S. Department of Transportation surface transportation funding programs. Activities and projects need to meet program eligibility requirements. See notes and basic program requirements below, with links to program information. Project sponsors may integrate the safety, accessibility, and efficiency of walking and bicycling into surface transportation projects.

**Key:** S = Activity likely eligible. Restrictions may apply, see program notes and guidance. -S = Eligible, but not competitive unless part of a larger project.

Activity or Project Type	Federal Highway Administration										Federal Lands				OST Grant		OST Loan		FTA		NHSTA	
	AVT	HT	MA	ST	TR	PR	ST	TA	TS	AS	NS	LA	TR	TS	Sub	SA	TA	TA	TA	TA	TA	
Access enhancements to public transportation (benches, bus pads, lighting, shade)	S	S	S									S	S	S	S	S	S	S	S	S	S	
Americans with Disabilities Act (ADA) Self Evaluation / Transition Plan	S	S										S	S	S								
ADA compliance and updates	S	S										S	S	S	S	S	S	S	S	S	S	
ADA compliance retrofit; removal of accessibility barriers	S	S										S	S	S	S	S	S	S	S	S	S	
Battery exchange kiosk, charging station for electric bicycles and scooters	S	S										S	S	S								
Bicycle plans	S	S										S	S	S								
Bicycle helmets (project or training related)	-S											S	S	S								
Bicycle helmets (safety promotion)	-S											S	S	S								
Bicycle lanes on road	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	
Bicycle parking (see Bicycle Parking Solutions)	S	S										S	S	S	S	S	S	S	S	S	S	
Bicycle racks on transit	S	S										S	S	S								
Bicycle repair stations (air pump, simple tools, electric outlets)	S	S										S	S	S								
Bicycle share (capital and equipment including charging stations and outlets; not operations)	S	S										S	S	S	S	S	S	S	S	S	S	
Bicycle storage or service centers (e.g. at transit hubs) including charging stations and outlets, not operations	S	S										S	S	S	S	S	S	S	S	S	S	
Budget extensions for pedestrians and/or bicyclists	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	
Bus stop enhancements (ADA compliance, benches, lighting, shelters, shade)	S	S										S	S	S	S	S	S	S	S	S	S	
Coordinative positions: Stop local (CMAQ/STIB limited)	-S											S	S	S								
Community Capacity Building (develop organizational skills and processes)	-S											S	S	S								
Countdown for pedestrians, pedestrian refuge islands (new or retrofit)	S	S										S	S	S	S	S	S	S	S	S	S	
Curb ramps	S	S										S	S	S								
Counting equipment	S	S										S	S	S								
Data collection and monitoring for pedestrians and/or bicyclists	S	S										S	S	S	S	S	S	S	S	S	S	
Demonstration projects (temporary pedestrian and bicycle projects, sometimes referred to as quick-build projects)	S	S										S	S	S	S	S	S	S	S	S	S	
Emergency and evacuation routes for pedestrians and/or bicyclists	S	S										S	S	S	S	S	S	S	S	S	S	
Encouragement and education activities related to safe access for bicyclists and pedestrians	-S	-S	S	S	S	S	S	S	S	S	S	S	S	S								
Equipment: specialized equipment for maintaining pedestrian and bicycle facilities (sweepers, mangle/lows)	-S	-S										S	S	S								
Equipment: transit station (pedestrian, bicycle, transit facilities)	-S	S										S	S	S								
Equipment: transit station (pedestrian/bicycle route; transit access); related amenities (benches, lighting, shade, trees, water); usually part of larger project	S	S										S	S	S	S	S	S	S	S	S	S	
Equations (pedestrian/bicyclist walk with pedestrian/bicyclist project)	S	S										S	S	S	S	S	S	S	S	S	S	
Maps (for pedestrian and/or bicyclist) (see Idea Book)	S	S										S	S	S								
Equation/Equation projects, including scootershare (capital and equipment, including vehicles, charging stations/outlets; not operations)	S	S										S	S	S	S	S	S	S	S	S	S	
Fared shoulders for pedestrian and/or bicyclist use	S	S										S	S	S	S	S	S	S	S	S	S	
Federal plans	S	S										S	S	S								
Public education and awareness programs to inform motorists and nonmotorized road users on nonmotorized road user safety	-S											S	S	S								
Public involvement to inform decisionmaking	S	S										S	S	S								

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[https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/funding/funding\\_opportunities.pdf?u=092022](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf?u=092022)



# How can I track what's happening as it happens?

[Safe Routes Partnership Federal Policy Page](#)

[Follow me on LinkedIn](#)

<https://www.linkedin.com/in/marisaciones/>



# What can I do?

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# 1,000+

organizations, businesses and  
elected leaders from all 50  
states are sending a clear  
message to Congress:  
walking and biking is essential

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- Looking for sign-ons from organizations, agencies, local governments, businesses
- Please also send to your members/local partners and ask them to sign on

- No individuals at this time

**SIGN ON**

**IN SUPPORT**

<https://tinyurl.com/KAAsignon>



# Safe Streets and Roads for All (SS4A)



- **Competitive funding opportunity through the USDOT for communities to develop and implement plans to prevent roadway injuries and fatalities**
- **Over 2,000 communities have been awarded**
- **\$1 billion is available for 2026**
- **Will open in the next week!**
- **Planning grants under \$1M – application is 2pg narrative**

# WORKING IN PARTNERSHIP

“Partnership” isn’t just a cute part of our name. It is how we approach achieving our mission.

We help set policy and funding and create resources and tools that you, and agencies and organizations like yours, use to make a difference on the ground.

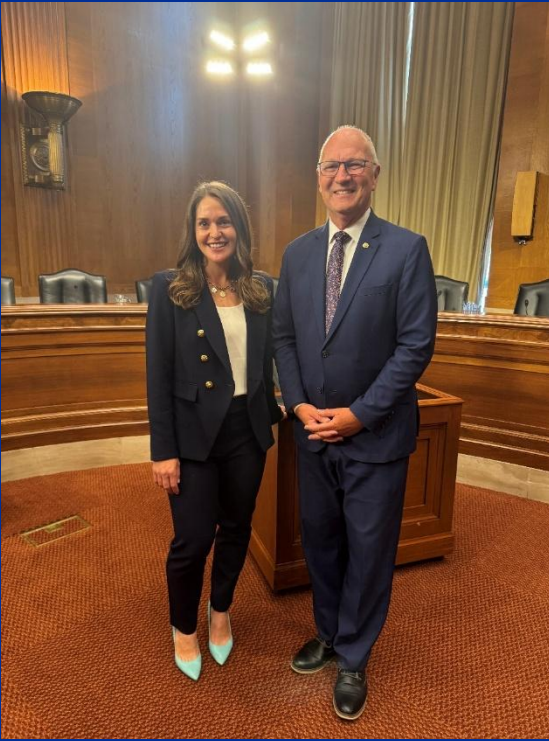


Photo Credit: Bicycle Coalition of Greater Philadelphia  
<https://bicyclecoalition.org/elkinbikeexplorers/>





Safe  
Routes  
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## Call for Proposals

# Safe Routes to School National Conference

October 20-22, 2026

Minneapolis, MN

[saferoutesconference.org](https://saferoutesconference.org)

Submit by April 1

