

## Eligible Activities for Safe Routes to School (SRTS) Funding

### Five E's: Engineering, Enforcement, Education, Encouragement, Evaluation

The most effective SRTS programs are multi-disciplinary ones with components often referred to as the "Five E's": Engineering, Enforcement, Education, Encouragement, and Evaluation. Federal guidance encourages local communities and schools to propose programs and projects that address both infrastructure (engineering) and non-infrastructure (education, encouragement, enforcement) needs. Information on eligible law enforcement activities and other types of programming are provided below.

## Eligible Law Enforcement Activities

Law Enforcement Activities are a critical component of a successful SRTS effort. Law enforcement agencies can receive funding for activities (typically non-infrastructure) that they contribute to multi-disciplinary Safe Routes to School programs. To receive federal funding, traffic education and enforcement activities must take place within approximately two miles of a primary or middle school (grades K-8).

The following types of law enforcement activities typically qualify for funding consideration, however funding preferences vary from state to state. Contact your State SRTS Coordinator to be sure. Eligible law enforcement activities\* generally include:

- Costs for law enforcement personnel to carry out SRTS program enforcement activities, such as overtime pay for police officers to conduct speed enforcement, crosswalk enforcement or safety education activities, etc.
- Costs for special equipment needed for enforcement activities, such as mobile speed trailers, fixed speed displays, radar equipment, equipment for photo speed enforcement, traffic cones, temporary or permanent signage, "stop for..." or "yield to pedestrian" signs, etc.
- Officer training that may be needed for speed enforcement, crosswalk yielding enforcement, bicycle safety enforcement, pedestrian safety enforcement, or other enforcement activities to be undertaken in support of SRTS programs at local schools.

- Training and equipment costs for crossing guard programs, including communications and safety equipment. (Note: Ongoing personnel costs for crossing guard programs are **not** an eligible expense.)
- Training for officers to increase their knowledge of bicycle and pedestrian safety issues and/or to ensure effective classroom and on-bike education by officers in schools, recreation centers, or other police agency sponsored programs.
- Development and/or distribution costs of pedestrian and bicycle safety literature as part of a SRTS enforcement activity, or that is distributed by officers to provide education to students, parents, teachers or school administrators.
- Development or procurement of curriculum materials, audio-visual media, posters, demonstration equipment or any materials needed to support a bicycle and/or pedestrian education program provided by law enforcement officers.
- Costs of community outreach and publicity campaigns to encourage safer driving behaviors around schools. (This type of project is typically done on a region-wide basis, rather than just at one school.)

\*This list is meant to be illustrative; other activities not listed here may also be eligible. Consult your state SRTS Coordinator in your State Department of Transportation for details regarding eligibility.

## Other Examples of Infrastructure and Non-Infrastructure Programming and Projects

**Infrastructure projects** include:

- sidewalk construction, crosswalk striping, intersection improvements
- pathway construction
- bicycle racks or other parking equipment
- safety signing
- signal improvements and other types of engineering interventions designed to provide bicycle and or pedestrian access
- engineering improvements to enhance the viability of bicycle and pedestrian routes for children, or enhance safety and security along the routes
- planning and design costs for engineering interventions

**Non-infrastructure activities** include a wide variety of enforcement, education, encouragement, and program evaluation activities design to increase safety and encourage more walking and bicycling to school, such as:

- traffic enforcement in the vicinity of schools
- public awareness campaigns and outreach to press and community leaders
- student education regarding bicycle and pedestrian safety and/or the effects of walking and bicycling on health, energy conservation and environmental protection
- parent and driver education regarding bicycle and pedestrian safety around schools, as well as traffic and environmental issues related to driving children to school
- encouragement programs that may use incentives and organized activities to promote student participation in more biking and walking to school