Addendum to NJ Safe Routes Strategic Plan Update, 2022

Legislative changes affecting current Safe Routes to School programming and funding

On November 15, 2021, President Biden signed into law the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL). BIL/IIJA includes significant funding for new transportation programs that could dramatically increase access, mobility and safety for all vulnerable road users, especially bicyclists and pedestrians.

With increased funding levels and requirements that states prioritize communities where there has been chronic underinvestment and a lack of participation in transportation decisions, the BIL/IIJA is an historic investment in the nation's core infrastructure priorities. The law aims to make a difference in transportation equity, sustainability, resilience, climate change, safety, and asset condition. It includes significant funding levels and important policy changes to invest in connected streets, sidewalks, and bike lanes, and it specifically directs funds to underserved neighborhoods and communities.

Section 11119 of the IIJA recodifies the Safe Routes to School Program and amends it to extend the program through 12th grade, enabling and encouraging high school students to walk and bike to school safely. Safe Routes to School projects and programs are broadly eligible for most surface transportation funds, however, most states fund Safe Routes to School through the Transportation Alternative Program (TAP). Overall, these reforms will improve safety and accessibility for people walking, bicycling, and using other micromobility modes (scooters, e-scooters, e-bikes) through policy changes to increase program effectiveness and funding authorization to build facilities.

Tips and key points for states agencies for effective work on Safe Routes to School

Consider Congressional intent to continue and expand the Safe Routes to School program in the management of federal transportation funds.	Fund the state Safe Routes Coordinator with TAP administrative funds. **(New eligibility)** Five percent of TAP apportionments may be used to administer the program, including staffing.	Fund Safe Routes to School programs (infrastructure and non-infrastructure) that benefit high schools and high school students. **(New eligibility)**
Use Highway Safety Improvement Program funding (HSIP) as a match for Transportation Alternatives Program projects. **(New eligibility)**	Use Highway Safety Improvement Program funds for Safe Routes to School non-infrastructure and/or infrastructure.	Consider funding Safe Routes to School programs with a variety of funding sources: TAP, HSIP, Congestion Mitigation and Air Quality, and Surface Transportation Block Grant funds – among others.

The TA Set-Aside requirements within the BIL took effect on October 1, 2021, and apply to all funding obligated on or after that date, whether carryover or new. The new _March 30, 2022, Transportation Alternatives Set-Aside Implementation Guidance as Revised by the Infrastructure Investment and Jobs Act_ implementation guidance replaces the May 13, 2016 Transportation Alternatives Set-Aside Implementation Guidance.

For more information on new federal IIJA grants see, _Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Transit, Safety, and Highway Funds (September 9, 2022)_

References and Resources:
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