



Appendix F

Funds for SR2S

FEDERAL FUNDING SOURCES

MAP-21: Safe Routes to School

On July 6, 2012, President Barack Obama signed into law the federal transportation bill known as the *Moving Ahead for Progress in the 21st Century Act* (MAP-21). This legislation authorized federal transportation programs and funding levels for fiscal years 2013 through 2014. MAP-21 differs from the previous Act (SAFETEA-LU) in that SR2S and a few other programs are combined under what's known as the Transportation Alternatives Program (TAP).

As a result of this legislation, states can now choose whether to fund the SR2S program to help with infrastructure improvements (e.g. new sidewalks and traffic calming projects) and noninfrastructure activities to encourage and enable students to walk and bicycle to school. Michigan has made the clear choice to continue to support the SR2S program proportional to the other programs within TAP.

Full program guidance for the federal Safe Routes to School Program is available on the FHWA website at http://www.fhwa.dot.gov/environment/safe_routes_to_school. However, listed below are some of the key elements of the legislation and portions of the guidance issued by FHWA or the Michigan Department of Transportation.

Statutory Purposes

The statutory purposes of the federal Safe Routes to School program are:

- To enable and encourage all children to walk and bike to school.
- To make bicycling and walking to school safer and more appealing alternative modes of transportation.
- To develop projects and encourage activities that will improve student health and safety while reducing traffic, fuel consumption, and air pollution in the vicinity of schools.

Eligible Projects and Programs

Listed below are examples of infrastructure and noninfrastructure projects and programs that are eligible for federal Safe Routes to School funding:

- 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
- 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

Additional actions may be eligible if they fit within the constraints identified in the legislation and can be shown to contribute to the achievement of program purposes and desired outcomes. For questions regarding the eligibility of projects not included on the above list, contact the Safe Routes to School office at (800) 434-8642.

Other Program Parameters

- The federal Safe Routes to School program is for elementary and middle school students in grades K-8. A school must have at least one grade in the K-8 range in order to apply for funding.
- Eligible recipients include state, local and regional agencies, including nonprofit organizations.
- Funding is 80 percent federal; a 20 percent local match is required.
- Infrastructure projects must be constructed within a 2-mile radius of the school.
- Costs associated with preliminary engineering (design), construction engineering (including, but not limited to, inspection, staking, and material testing), project administration, and permitting are not eligible for reimbursement and are the financial obligation of the applicant.

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Funding Prerequisite

As a prerequisite for funding eligibility, schools must complete a school-based planning process culminating in the creation of a Safe Routes to School Action Plan.

This process—described previously in the SR2S Handbook—involves:

- 1) Forming a multidisciplinary team of local stakeholders (SR2S Team module);
- 2) Collecting baseline data on parent and student behaviors and attitudes towards walking and bicycling (Behaviors and Attitudes module);
- 3) Conducting environmental audits of the school grounds and the surrounding neighborhoods/areas (Safe Routes module);
- 4) Completing a SR2S Action Plan that addresses the issues identified through the survey process or through the environmental audits (Making Change module).

Funding Application

The Safe Routes to School funding application and additional guidance is available online at www.saferoutesmichigan.org or by calling the Safe Routes to School office at (800) 434-8642.

Transportation Alternatives Program (TAP)

"Facilities for pedestrians and bicycles, including traffic calming and other safety improvements", "safe routes for non-drivers", and the "conversion and use of abandoned railway corridors for trails," are explicitly listed among the eligible activities under this category of funding. The Michigan Department of Transportation and regional Metropolitan Planning Organizations (MPOs) are responsible for administering the funds.

Anyone can sponsor a project, but they must apply through an eligible applicant. Eligible applicants include all governmental entities that receive fuel tax revenues. These include city and village road agencies, all county road commissions, public transit agencies, the Michigan Department of Transportation, and the Michigan Department of Natural Resources for qualifying rail/trail projects.

Applications are accepted year-round and the projects require a 20% match. The average match in Michigan has been more than 30%.

For further information contact:

Office of Economic Development and Enhancement
Michigan Department of Transportation
425 W. Ottawa Street, PO Box 30050
Lansing, MI 48909
Phone: (517) 335-3040
www.michigan.gov/tea

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The CMAQ program was created to reduce congestion on local streets and improve air quality. Funds are available to urban communities designated as "non-attainment" areas for air quality, meaning the air is more polluted than federal standards allow. Pedestrian and bicycle projects are eligible projects for CMAQ funding.

For further information contact:

MDOT Bureau of Transportation Planning
Phone: (517) 241-0171
www.fhwa.dot.gov/environment/air_quality/cmaq

Recreational Trails Program

The Recreational Trails Program is administered by the Michigan Department of Natural Resources and funds are used to renovate or develop recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. Local units of government-sponsored projects can be considered for funding if they contribute to DNR program goals and they are located on DNR land. Applications must be developed as a joint application with a DNR division/bureau.

For further information contact:

www.michigan.gov/dnr

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MICHIGAN FUNDING SOURCES

Section 10k of Public Act 51 of 1951

As amended, Michigan's transportation law (MCLA 247.660k) reserves 1% of state transportation funds for nonmotorized transportation. However, any improvement in a road, street, or highway, which facilitates nonmotorized transportation by the paving of unpaved road surfaces and shoulders, widening of lanes, or any other appropriate measure is considered a qualified nonmotorized facility for the purposes of this section.

For further information contact:

Nonmotorized Coordinator
Bureau of Transportation Planning
Michigan Department of Transportation
425 W. Ottawa, PO Box 30050
Lansing, MI 48909

Michigan Land and Water Conservation Fund

This is a federal program administered by the Department of Natural Resources (DNR). In 2013, the focus of the program was on meeting the priorities of the 2013-2017 State Comprehensive Outdoor Recreation Plan (SCORP), specifically trails, community recreation, green technology, coordination and communication and universal access. Acquisition of land is not eligible for LWCF funding. The minimum grant amount is \$30,000 and the maximum grant amount is \$100,000. The match must be exactly 50%.

For further information contact:

www.michigan.gov/dnr

Michigan Natural Resource Trust Fund

The objective of the Trust Fund is to provide grants to local units of government and to the state for acquisition and development of lands and facilities for outdoor recreation or the protection of Michigan's significant natural resources. Applications are evaluated on established criteria such as resource protection, water access, and community recreation. At least a 25% match on either acquisition or development projects is required from local applicants. Recommendations are made by the Michigan Natural Resources Trust Fund Board (members are appointed by the Governor) to the State Legislature for final approval.

For further information contact:

www.michigan.gov/dnr

Recreation Passport Grant

PA 32 of 2010 created the Local Public Recreation Facilities Fund to be used for the development of public recreation facilities for local units of government. Money for this fund is derived from the sale of the Recreation Passport for state park entrance. The first \$12,730,000.00 will be distributed to replace lost revenue from the elimination of the motor vehicle permit and boating access site permits, as well as to pay for administration by the Secretary of State. Ten percent of remaining revenue will be used to fund the Recreation Passport local grant program. The grant program may only be used for local park development projects including trailways. Applications must be developed as a joint application with a DNR division/bureau. The minimum grant amount is \$7,500 and the maximum grant amount is \$45,000. At least a 25% local match is required.

For further information contact:

www.michigan.gov/dnr

LOCAL FUNDING SOURCES

Transportation Improvements Program (TIP) and Capital Improvements Program (CIP)

Nonmotorized improvements, especially those located within road rights-of-ways, are most likely to be funded as incidental parts of larger transportation projects, and thus should qualify for the same transportation funds as the rest of the roadway construction or improvement project.

Parks and Recreation Budgets

Trailway funding can come from the budgets of willing agencies, which may include local and county parks and recreation departments or the MDNR Parks and Recreation Division.

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Downtown Development Authorities

Downtown Development Authorities are formed to promote and fund investment in downtown areas. Districts are defined that qualify for TIF (Tax Increment Financing) and other special funding formulas.

Local businesses both benefit from and contribute to these authorities. The public infrastructure improvements that are part of downtown revitalization often include pedestrian facilities and amenities. Bicycle facilities, including bicycle parking and bikeway implementation could also be accomplished within these infrastructure improvements.

Millages, Bonds and Assessments

Local, county, or state millages and bond issues may be passed by voters or governing bodies. A number of Michigan communities—for example, Ann Arbor, Rochester Hills, Grosse Ile, Novi, and West Bloomfield Township—have millages for park operations, maintenance, development, and land acquisition. This can be one of the most effective approaches for funding a greenway or local trailway system initiative.

Utility Leases

Public greenway/trailway corridors can obtain lease revenue from compatible uses, such as buried pipelines or communication lines. There can be one-time payments for acquisition or development or annual payments for operation and maintenance.

PRIVATE FUNDING SOURCES

DALMAC Fund

Established in 1975 to promote bicycling in Michigan, the DALMAC Fund is administered by the Tri-County Bicycle Association and supported by proceeds from the DALMAC (Dick Allen Lansing to Mackinaw) bicycle tour. The Fund has supported safety and education programs, bicycle trail development, statewide bicycle organizations and route mapping projects.

For further information contact:

<http://www.biketcba.org/dfund.php>

Kresge Foundation

The Kresge Foundation is a private, national foundation that works to expand opportunities in America's cities through grantmaking and investing in arts and culture, education, environment, health, human services and community development efforts in Detroit. Their "Healthy Environments" grant supports efforts to re-examine aspects of the built environment that create barriers to physical activity and affect air and water quality and public safety. Government entities are eligible to apply.

For further information contact:

<http://kresge.org/>

PeopleForBikes Community Grants

This program provides funding for projects that leverage federal funding and build momentum for bicycling. These projects include bike paths and rail trails, as well as large-scale bicycle advocacy initiatives. The program is funded by partners in the bicycle industry, and accepts requests for funding of up to \$10,000. They don't require a specific percentage match, but do look at leverage and funding partnerships carefully. They won't consider grant requests in which their funding would amount to 50% or more of the project budget.

For further information contact:

<http://www.peopleforbikes.org/pages/community-grants>

Recreational Equipment Incorporated (REI) Environmental Grants

Nonprofit organizations are eligible for funding but must be nominated by an REI employee. REI's charitable giving focuses support on projects that protect outdoor places for recreation and help increase participation in outdoor activities. Grants are primarily organized in two areas, conservation grants and outdoor recreation grants.

For further information contact:

<http://www.rei.com/stewardship/community/non-profit-partnerships-and-grants.html>

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Land Trusts

National, state, regional, county, and local private land trusts (or conservancies) can purchase land for resale to public agencies, buy options to protect land temporarily, receive land donations, put together land deals, and provide technical assistance. As private entities, land trusts can often act more quickly than public agencies.

Southeast Michigan GreenWays Initiative

The GreenWays Initiative will help connect the communities of southeastern Michigan through the creation of a connected green infrastructure, including biking and hiking paths, conservation corridors and habitats among and between communities. The GreenWays Initiative was developed to create opportunities for collaboration and shared environmental awareness and appreciation by the residents of Wayne, Oakland, Macomb, Washtenaw, Livingston, Monroe and Saint Clair Counties. A five-year program of the Community Foundation for Southeastern Michigan, the GreenWays Initiative is a comprehensive effort that will expand and enhance the region's natural landscape. Two types of grants are available: GreenWays Predevelopment Grants for predevelopment activities and GreenWays Land Grants for the physical construction of greenways and trails.

For further information contact:

GreenWays Initiative
Community Foundation for Southeastern Michigan
Phone: (313) 961-6675

Businesses

Local businesses are frequent partners in the promotion of nonmotorized transportation and trail projects. Public-spirited companies provide meeting rooms, provide small grants, donate copying or printing services on company equipment, or free or reduced-fee use of the company's special services. Local firms also sometimes promote bicycling and walking to work by hosting seminars and providing bicycle parking and other incentives.

Friends Groups and Other Organizations

The long-term success of many trail projects and nonmotorized initiatives has been due to "friends" groups and advocacy organizations that follow a project through from inception to implementation. Friends groups can also provide a number of services including, physical labor as through "Adopt-a-Trail" maintenance or construction activities, fundraising, user education, promotion, and surveillance of the facility. Civic groups and school groups can play an important role in supports of nonmotorized projects through advocacy, promotion, and hosting events. Local organizations often best understand local needs.

Community and Other Foundations

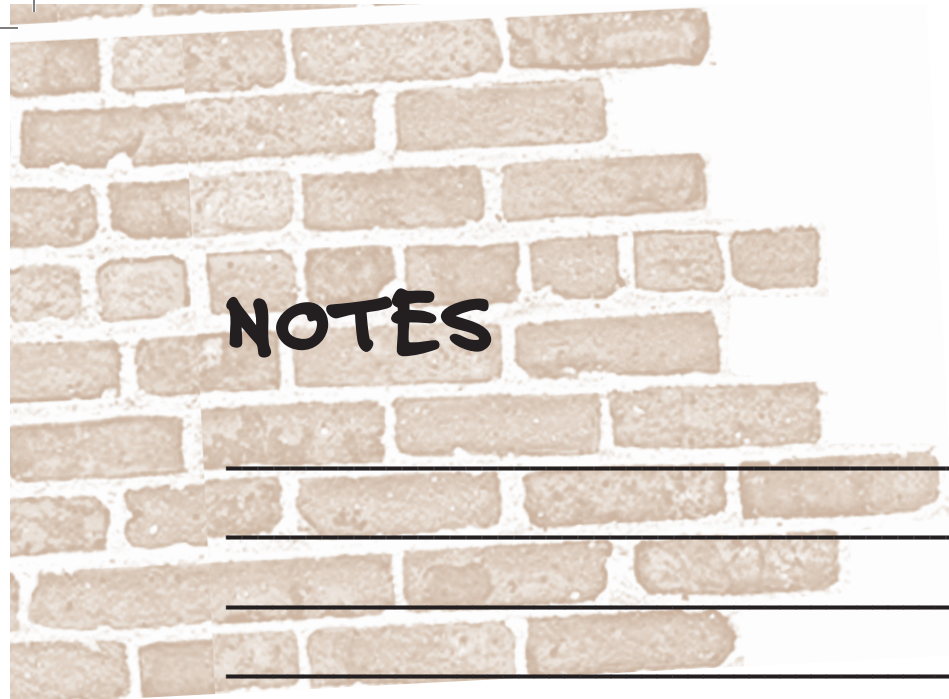
Private foundations are non-governmental, nonprofit organizations managed by trustees and directors, and established to maintain or aid charitable, educational, religious, or other activities serving the public good, primarily by making grants to other nonprofit organizations. The overwhelming majority of foundation grants are awarded to nonprofit organizations that qualify for "public charity" status under Section 501(c)(3) of the Internal Revenue Code.

The following directories might identify sources of funding to support the efforts of organizations wishing to promote nonmotorized transportation and trail projects.

Directories of Foundation Funding Sources

Michigan Foundation Directory. Prepared by Council of Michigan Foundations and Michigan League for Human Services. Available the Council of Michigan Foundations, (616) 842-7080.
www.michiganfoundations.org

The Foundation Directory, & The Foundation Directory Part 2. Prepared by the Foundation Center. Available from the Foundation Center, (212) 620-4230.
www.foundationcenter.org



NOTES

This image shows a blank sheet of white paper with horizontal blue ruling lines. In the top-left corner, there is a decorative graphic element consisting of several overlapping brown rectangular shapes that look like stone or brickwork. The rest of the page is empty except for the lines.

Appendix G

Good Health and Physical Education

The Need: Quality Physical Education in our K-12 Schools

Quality physical education programs do much more than merely keep students active. While physical activity (PA) is a behavior that is important to a healthy lifestyle, physical education (PE) is a curricular area that promotes development of the knowledge, skills, fitness levels, competence and confidence needed to lead physically active, and therefore healthful lives, now and in the future.

Many chronic health problems experienced by today's adults and young people are due to physical inactivity. There is a strong correlation between skilled performance of fundamental motor skills—a basic tenet of physical education—and participation in physical activity. People who are not skilled in fundamental motor skills tend to avoid physical activity. People who are capable of performing the basic skills necessary for participation in physical activities are more likely to enjoy participating in those activities, and thus will be more motivated to participate. The Exemplary Physical Education Curriculum (EPEC) was designed to give students not only the knowledge and skills they need to be active for life, but the feelings of competence and confidence necessary to enjoy physical activities.

The Exemplary Physical Education Curriculum is an important public health and school reform initiative that allows physical educators to participate as full partners in their schools and districts by delivering a quality physical education program that includes sound instruction and assessment to ensure that students are learning. EPEC is working to shift the emphasis of physical education away from merely keeping students busy, happy, and good toward instruction and assessment based on clearly defined objectives. As a result of a defined direction and clear objectives, students are more likely to learn, develop competencies and confidence, and be prepared for a physically active life.

The emphasis of EPEC is on learning, yet it is easy to use for the teacher and fun for students. In addition, EPEC is the only physical education curriculum to receive the Achievement in Prevention Research and Research Translation in Chronic Disease Award from the Centers for Disease Control (CDC).



The multiple components and subcomponents of EPEC interrelate to form a highly effective educational delivery system. The EPEC curriculum is delineated in a minute matrix (i.e. what is taught, where it is taught, and how long it is taught at each grade level) and scope and sequence matrices (i.e. the specific details of what is taught in each lesson). The Teaching/Learning Progressions (TLPs) provide detailed descriptions of each of the developmentally appropriate, sequential learning steps of an objective. The assessment rubrics condense each TLP step into the essential assessment criteria. These criteria and cue words/phrases are used in the instructional segments as the basis for the explanation and demonstration. Accompanying posters are constructed from the assessment rubrics so students know exactly what is expected of them. Reinforcing activities add fun ideas to bolster learning on each TLP step.

The program objectives in EPEC are based on the ideals of what students should know and be able to do once they graduate from a physical education program as defined by the National Association for Sport and Physical Education in a document titled *Moving into the Future: National Standards for Physical Education* (NASPE, 2004). This makes EPEC a true standards-based curriculum and not merely a compilation of activities.

For more information about EPEC, visit www.michiganfitness.org/epec.

Appendix H

Help for SR2S in the Community

The Michigan Safe Routes to School Network is a group of agencies, non-profit organizations and universities working to strengthen Michigan's SR2S program at both the state and local levels. Many of the SR2S Network partners listed below have community-level contacts that can provide local SR2S teams with the specialized expertise needed to complete a SR2S Action Plan. For more information, call (800) 434-8642 or visit the Safe Routes to School website at www.saferoutesmichigan.org.

MICHIGAN SAFE ROUTES TO SCHOOL NETWORK

Michigan Department of Transportation

Murray Van Wagoner Building
425 W. Ottawa Street
P.O. Box 30050
Lansing, MI 48909
Phone: (517) 373-2090
Website: www.michigan.gov/mdot

**Governor's Council on Physical Fitness,
Health and Sports/Michigan Fitness Foundation**

P.O. Box 27187
Lansing, MI 48909
Phone: 1-800-434-8642
Website: www.michiganfitness.org

League of Michigan Bicyclists

416 S. Cedar Street, Suite A
Lansing, MI 48912
Phone: (517) 334-9100
Website: www.lmb.org

Michigan Association of Planning

219 South Main Street, Suite 300
Ann Arbor, MI 48104
Phone: (734) 913-2000
Website: www.planningmi.org

**Michigan State University Department of
Community, Agriculture, Recreation and
Resource Studies**

131 Natural Resources Building
East Lansing, MI 48824
Phone: (517) 353-5190
Website: www.carrs.msu.edu

**Michigan State University School of Planning,
Design, and Construction**

552 W. Circle Drive
East Lansing, MI 48824
Phone: (517) 432-0704
Website: www.landpolicy.msu.edu

Michigan Trails and Greenways Alliance

P.O. Box 27187
Lansing, MI 48909
Phone: (517) 485-6022
Website: www.michigantrails.org

Programs to Educate All Cyclists

32 N. Washington, Suite 1
Ypsilanti, MI 48197
Phone: (734) 484-2758
Website: www.bikeprogram.org

Wayne State University—Center for Urban Studies

656 W. Kirby, 3040 F/AB
Detroit, MI 48202
Phone: (313) 577-6564
Website: <http://www.cus.wayne.edu/>

**Wayne State University—Transportation Research
Group**

College of Engineering
5050 Anthony Wayne Drive, 0504 EDC
Detroit, MI 48202
Phone: (313) 577-9154
Website: www.eng.wayne.edu



Appendix I

International SR2S Heritage

Did you know that when you start a Safe Routes to School program at your school, you're joining a program with a rich international heritage? From Europe to Australia to Canada, schools and communities around the globe have worked together to make walking and biking to school safe and fun.

EUROPE AND CANADA

By the mid-1970s, Denmark was cited as having the worst child pedestrian accident rate in Europe. This prompted the city of Odense to begin a pilot program in hopes of reducing children's traffic fatalities. Community members, teachers, politicians and civil servants joined together to identify specific road dangers around each of the city's 45 schools.

The team developed maps of each school and the surrounding area, and examined the routes children took to and from school. They then marked the areas that were considered dangerous. Parents and children also participated in surveys to help determine their travel habits.

Based on the studies, proposals to improve the traffic environment for children were worked out. These proposals called for the creation of a network of traffic-free pedestrian and bicycle paths, reduced speeds along certain roads, and several traffic calming measures. Within 10 years, child pedestrian and cyclist casualties fell by more than 80%. Based on the success of the Odense pilot study, Denmark established a national Safe Routes to School program.

In Great Britain, a group called Sustrans initiated 10 Safe Routes to Schools pilot projects in 1995. Two years into the initiative, bike use tripled, child pedestrian casualties fell by 70% and cycling casualties by 28%.

Here are a few international sites to visit if you are interested in reading about how other countries are working to provide safe walking and biking routes to school.

Sustrans (U.K.)
www.sustrans.org

Feet First (New Zealand)
www.feetfirst.govt.nz

Green Communities Canada (Canada)
www.saferoutestoschool.ca

Living Streets (U.K.)
www.walktoschool.org.uk

Iwalk Mexico (Mexico)
www.caminaralaescuela.net

The Pedestrian Bicycle Information Center maintains the website for International Walk to School Month at www.iwalktoschool.org.

Appendix J

Join the National SR2S Family

Enabling and encouraging children to walk and bike along safe routes as a mode of transportation or as a way to increase physical activity is a goal shared by many national organizations such as the ones listed below. Visit www.saferoutesmichigan.org for links to these and related websites.

GOVERNMENT AGENCIES

Centers for Disease Control and Prevention
www.cdc.gov

Federal Highway Administration
www.fhwa.dot.gov

National Highway Transportation Safety Administration (NHTSA)
www.nhtsa.dot.gov

United States Department of Transportation
www.dot.gov

ORGANIZATIONS

National Center for Safe Routes to School
www.saferoutesinfo.org

Safe Routes to School National Partnership
www.saferoutestoschool.org

Active Living By Design
www.activelivingbydesign.org

Alliance for Bicycling and Walking
www.peoplepoweredmovement.org

America Walks
www.americawalks.org

American Association of State Highway and Transportation Officials
www.transportation.org

American Council of the Blind–Pedestrian Safety
<http://acb.org/node/611>

American Planning Association
www.planning.org

American Public Works Association
www.apwa.net

American Society of Landscape Architects
www.asla.org

American Traffic Safety Services Association
www.atssa.com

Association of Pedestrian and Bicycle Professionals
www.apbp.org

Bicycle Helmet Safety Institute
www.helmets.org

People for Bikes
www.peopleforbikes.org

Institute of Transportation Engineers
www.ite.org

Institute for Transportation Research and Education
www.itre.ncsu.edu

Keep Kids Alive Drive 25®
www.keepkidsalivedrive25.org

League of American Bicyclists
www.bikeleague.org

National Center for Bicycling and Walking
www.bikewalk.org

National Safe Kids Campaign
www.safekids.org

National Transportation Enhancements Clearinghouse (archived website)
www.enhancements.org

Partnership for a Walkable America
www.walkableamerica.org

Pedestrian and Bicycle Information Center
www.pedbikeinfo.org

Rails-to-Trails Conservancy
www.railtrails.org

Robert Wood Johnson Foundation
www.rwjf.org

Transportation Research Board
www.trb.org

Walkable and Livable Communities Institute
www.walklive.org