

MAG Non-infrastructure SRTS Eligibility

D. ELIGIBLE PROJECT SPONSORS

Under 23 U.S.C. 213(c)(4)(B), the **Eligible Entities** to receive TAP funds are:

- Local governments;
- Regional transportation authorities;
- Transit agencies;
- Natural resource or public land agencies;
- School districts, local education agencies, or schools;
- Tribal governments; and
- Any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than a metropolitan planning organization or a State agency) that the State determines to be eligible, consistent with the goals of subsection (c) of section 213 of title 23.

The MAG TA Non-infrastructure program follows the federal guidance provided above for SRTS projects administered at schools located within the jurisdiction of the entities eligible to receive TAP funds as included in the list above. This would be the entity carrying out the “ground level” work (SRTS project) with the schools. The MAG program requires that applications be submitted by a MAG member agency in partnership with the eligible entity.

E. ELIGIBILITY

For SRTS non-infrastructure projects, traffic education and enforcement activities must take place within approximately two miles of a primary or middle school (grades K - 8). Other eligible non-infrastructure activities do not have a location restriction.

SRTS projects eligible for utilizing MAG Region non-infrastructure funds:

- Priority 1: Costs to engage the services of a consultant (either non-profit or for-profit) to develop SRTS framework studies, including data gathering, analysis, and generation of new or to update walking/biking route maps as part of the implementation strategy of an existing SRTS project.
- Priority 2: Development of program websites to more easily and efficiently promote, track, and report program progress and obtain community feedback. Bulk item ordering; best for a lead agency to order for several local agency programs, such as bike helmets, crossing guard vests, stop paddles, 15 MPH rollout signs, etc. These items will need to comply with federal, state, and local standards.

Existing SRTS programs have used non-infrastructure funds for the following purposes:

- Creation and reproduction of promotional and educational materials.
- Bicycle and pedestrian safety curricula, materials and trainers.

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- Training, including SRTS training workshops that target school- and community-level audiences.
- Modest incentives for SRTS contests and incentives that encourage more walking and bicycling over time.
- Safety and educational tokens that also advertise the program.
- Photocopying, duplicating, and printing costs, including CDs, DVDs, etc.
- Mailing costs.
- Costs for data gathering, analysis, and evaluation reporting at the local project level.
- Pay for substitute teacher if needed to cover for faculty attending SRTS functions during school hours.
- Costs for additional law enforcement or equipment needed for enforcement activities.
- Equipment and training needed for establishing crossing guard programs.
- Stipends for parent or staff coordinators. (The intent is to be able to reimburse volunteers for materials and expenses needed for coordination and efforts. The intent is not to pay volunteers for their time. In some cases, however, a State may permit paying a stipend to a “super volunteer” to coordinate its local program(s). This is an important possibility to keep open for low-income communities. It may be beneficial to set a limit on the maximum value of a stipend, such as \$2000/school year.)
- Costs to employ a SRTS Program Manager, which is a person that runs a SRTS program for an entire city, county, or some other area-wide division that includes numerous schools. (Program Managers may coordinate the efforts of numerous stakeholders and volunteers, manage the process for implementation at the local or regional level, and may be responsible for reporting.)
- Costs to engage the services of a consultant (either non-profit or for-profit) to manage a SRTS program as described in the prior bullet.