This chart details each state's progress in obligating funds in the Transportation Alternatives Program, which was first created in 2013. New funds are made available annually through TAP and the total a state has received is reflected in the **Funding Available** column.

**Transfers** are when a state chooses to transfer a portion of TAP (up to 50% is allowed) to other road projects. **Lapsed** funds happen when a state fails to obligate the funding within 4 years and the funds revert back to the federal government. If a state has transferred or let funds lapse, it means less money for Safe Routes, biking and walking.

**Obligation** is a technical term reflecting the amount the state has expended or contracted to spend on awarded projects. It measures a state's progress in holding funding competitions, selecting projects, and moving forward on implementation of projects.

Funds flagged as "**Funds At Risk of Lapsing on 10/1/19**" are any TAP funds from FY2016 that must obligated by 9/30/19 or they will lapse and be returned to the federal government, no longer available for TAP grants.

<table>
<thead>
<tr>
<th>State</th>
<th>Funding Available (FY13-19)</th>
<th>Total Transferred by State</th>
<th>Total Let Lapse by State</th>
<th>Increase in Transfers/ Lapses from Prior Quarter</th>
<th>% Funds Transferred/ Lapsed</th>
<th>Total Obligated</th>
<th>Percent Obligated</th>
<th>Change from Prior Quarter</th>
<th>Funds At Risk of Lapsing on 10/1/19</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALABAMA</td>
<td>$106,937,486</td>
<td>$5,000,000</td>
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<td>54%</td>
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<td>44%</td>
<td>$168,787</td>
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<td>$46,818</td>
<td>$11,722,036</td>
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<tr>
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<td>40%</td>
<td>$1,397,744</td>
<td>$7,622,644</td>
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<td>69%</td>
<td>$3,814,972</td>
<td>$762,644</td>
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<tr>
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<td>73%</td>
<td>$1,741,119</td>
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<tr>
<td>CONNECTICUT</td>
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<td>41%</td>
<td>45%</td>
<td>$1,128,760</td>
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<td>90%</td>
<td>$1,307,611</td>
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<tr>
<td>DIST. OF COLUMBIA</td>
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<td>51%</td>
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<td>FLORIDA</td>
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<td>89%</td>
<td>$22,002,520</td>
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<tr>
<td>GEORGIA</td>
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<td>$3,556,459</td>
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<td>51%</td>
<td>$8,550,934</td>
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<tr>
<td>HAWAII</td>
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<td>$39,598</td>
<td>4%</td>
<td>45%</td>
<td>$120,000</td>
<td>$2,304,416</td>
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<tr>
<td>IDAHO</td>
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<td>$1,851,029</td>
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<td>82%</td>
<td>$1,262,392</td>
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<tr>
<td>ILLINOIS</td>
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<td>54%</td>
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<tr>
<td>INDIANA</td>
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<td>$0</td>
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<td>84%</td>
<td>$2,606,006</td>
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<td>72%</td>
<td>$2,970,678</td>
<td>$0</td>
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<tr>
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<td>68%</td>
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<td>KENTUCKY</td>
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<td>$4,506,378</td>
<td>42%</td>
<td>47%</td>
<td>$1,972,665</td>
<td>$942,004</td>
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<td>67%</td>
<td>$2,042,034</td>
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<td>MAINE</td>
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<td>$407,326</td>
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<td>74%</td>
<td>$69,194</td>
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## Transportation Alternatives Program

<table>
<thead>
<tr>
<th>State</th>
<th>Funding Available (FY13-19)</th>
<th>Total Transferred by State</th>
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<th>Percent Obligated</th>
<th>Change from Prior Quarter</th>
<th>Funds At Risk of Lapsing on 10/1/19</th>
</tr>
</thead>
<tbody>
<tr>
<td>MICHIGAN</td>
<td>$ 165,658,067</td>
<td>$ -</td>
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<td>0%</td>
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<td>MINNESOTA</td>
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<td>$ 80,205,729</td>
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<td>MISSISSIPPI</td>
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<td>16%</td>
<td>$ 23,788,191</td>
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<td>($364,672)</td>
<td>$5,110,302</td>
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<tr>
<td>MISSOURI</td>
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<td>$ 54,275,126</td>
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<td>$ 46,154,749</td>
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<td>MONTANA</td>
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<td>$ 20,015,170</td>
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<td>$866,954</td>
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<tr>
<td>NEBRASKA</td>
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<td>$ 3,911,313</td>
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<td>$2,636,492</td>
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<td>$ 53,878,256</td>
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<td>$7,870,223</td>
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<tr>
<td>NEW MEXICO</td>
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<td>$124,701</td>
<td>$770,530</td>
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<tr>
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<td>$ 58,455,369</td>
<td>51%</td>
<td>$7,311,701</td>
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<tr>
<td>NORTH DAKOTA</td>
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<td>$912,399</td>
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<tr>
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<td>81%</td>
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<tr>
<td>OKLAHOMA</td>
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<tr>
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<td>$ -</td>
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<td>$ 10,057,416</td>
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<td>$7,222,360</td>
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<td>$ 6,512,203</td>
<td>49%</td>
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<td>$450,180</td>
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<td>2%</td>
<td>$ 68,072,236</td>
<td>49%</td>
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<td>$8,527,901</td>
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<td>$ 50,022,116</td>
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<tr>
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<td><strong>$ 5,179,368,928</strong></td>
<td><strong>$ 919,128,330</strong></td>
<td><strong>$ 28,117,487</strong></td>
<td><strong>$ 55,273,164</strong></td>
<td><strong>18%</strong></td>
<td><strong>$ 2,612,246,450</strong></td>
<td><strong>62%</strong></td>
<td><strong>$139,523,107</strong></td>
<td><strong>$102,113,608</strong></td>
</tr>
</tbody>
</table>

All figures provided by the Federal Highway Administration. For TAP, Funding Available excludes the Recreational Trails setaside and total obligated includes TAP obligations and interagency transfers for TAP projects.