



THE STATE OF STATE FUNDING

2022 - 2023



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In 2021, the Safe Routes Partnership published a first of its kind analysis of state funding dedicated to support walking, Safe Routes to School, and other projects to promote community environments that support physical activity across the country: [Investing in Health, Safety, and Mobility: A Report on State Funding for Walking, Bicycling, and Safe Routes to School](#). This fact sheet provides up-to-date, in-depth details on how states have been funding walking, biking, and Safe Routes to School programming and infrastructure since that time. It includes updated data through the end of 2023 with funding amounts, sources, and examples from successful programs.

This report is for public health practitioners seeking funding sources for building sidewalks, crosswalks, and other supportive street features (also known as “infrastructure”) and programs that help people be more physically active. It may also be beneficial for champions who support walking and biking, and staff from departments of transportation (DOT) to identify emerging strategies for transportation funding in their state.

Boost Your State Report Card Score

The data included in this factsheet can help you improve your state’s score on Safe Routes Partnership’s [State Report Cards on Support for Walking, Bicycling, and Active Kids and Communities](#). Learn more about the indicators discussed in this factsheet in the section “State Funding for Active Transportation” (totaling 25 points out of 200 total).

What is Active Transportation?

ACTIVE TRANSPORTATION

Active Transportation is any means of getting around that is powered by human energy, usually involving walking or biking, but also may include other non-motorized forms of transportation, such as the use of wheelchairs, roller skates, and skateboards. People who take public transportation typically use active modes to make their first and last mile connections, thereby gaining the benefits of increased physical activity and social interactions during their trip.

For the purpose of this report, active transportation refers to the human-powered portion of a trip and does not include public transportation itself.

SAFE ROUTES TO SCHOOL

Safe Routes to School is an initiative to make it safe, convenient, and fun for children to walk and bicycle to and from school. The goal is to get more children walking and biking to school, improve kids’ safety, and increase health and physical activity. Safe Routes to School programs are one of the most effective and practical methods available for improving children’s health, the safety of our communities, and the sustainability of our transportation system.



Why State Funding Matters

For decades, states and the federal government have invested in building roadway infrastructure to connect cars and drivers to the places they need and want to go. Similar investment in infrastructure for non-automobile modes like walking, biking, and transit have not been similarly prioritized.¹ This may leave people without personal vehicles with fewer convenient options for getting around. In recent decades, public health and transportation experts have highlighted the need to re-engineer physical activity back into our lives through strategies that make healthy behaviors such as walking to school or a grocery store easy and convenient.² To do so involves considerable investments. For example, a project with a 0.25-mile sidewalk, curb replacement, drainage, curb ramp updates, and tree plantings can cost about one million dollars.³

State funding is especially important because federal funding, such as Transportation Alternatives Program funding, typically covers only 80 percent of a project's cost. State

funding can help communities meet that local match requirement. State funding is also more flexible than federal funding because it does not have the same requirements for permitting, materials sourcing, and reporting. Finally, state funding, because it is limited to a single state, can more closely reflect state-specific priorities.

Federal funding is important for infrastructure investments, and state governments often provide significant funding to meet their residents' needs. For example, nationally, only about half (59 percent) of project applications to TAP are funded, leaving \$3.71 billion in unfunded projects for 2023 alone.⁴ Additionally, in 2023, the federal government contributed 31 percent of funding to build transportation and water infrastructure while state and local governments contributed the other 69 percent.⁵ States can raise their own revenue to pay for the infrastructure and programming to support transportation options that can improve health and safety.

Investments in Active Transportation Can Pay Off

Every \$1 invested in Safe Routes to School yields a \$4.40 return in safety and health benefits.⁶

The good news is that investments in walking, biking, and Safe Routes to School can pay off. For example, not only is Safe Routes to School an evidence-based approach to reduce traffic injuries and fatalities, a systematic review of economic analyses shows that Safe Routes to School is cost-effective within two years.

What is TAP? (Transportation Alternatives Program)

TAP is the largest federal funding source specifically dedicated to walking, bicycling, and Safe Routes to School projects.

Who receives TAP funds? States receive TAP funds annually and administer a competitive grant process to eligible applicants. Eligible applicants include: Local governments, school districts, regional planning agencies, tribal governments, nonprofits, and others involved in transportation or trails.

What does TAP fund? Sidewalks, crosswalks, bike lanes, trails, lighting, Safe Routes to School programming, and more.

How much funding is available? Over \$1.5 billion nationally each year; average project award is \$450,000.

Is a non-federal match required? Yes—TAP projects typically require a 20% local match, although some exceptions apply



The Funding Landscape

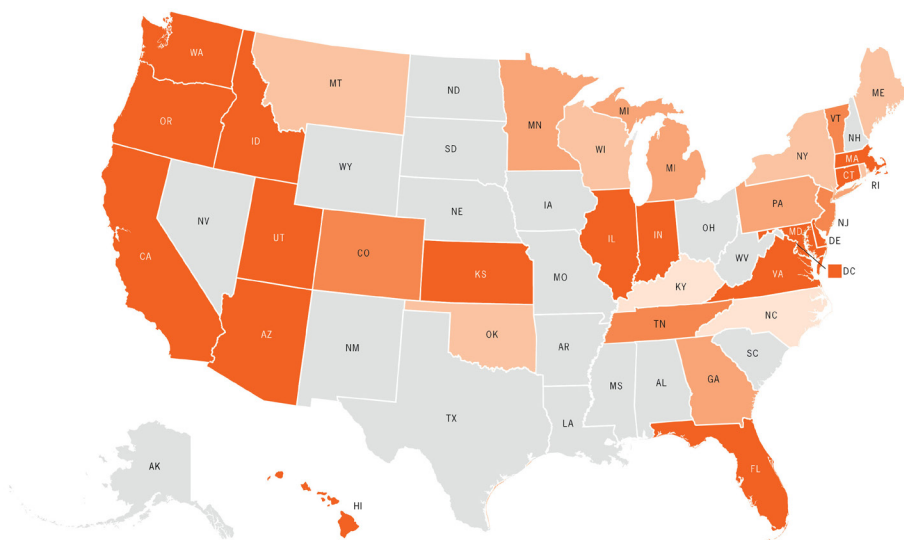
Between January 1, 2022 and December 31, 2023, state contributions for active transportation surpassed one billion dollars! The two-year average of total annual state funding totaled \$1.9 billion for active transportation and Safe Routes to School. That is a major increase from when we first published this report in 2020, when the average was \$430,389,116. It is also more than the amount of federal funding annually apportioned to states through the Transportation Alternatives Program—the largest source of federal formula funding for walking, biking, and Safe Routes to School—during the same period (\$1.398 billion).

State Highlights

Here are some highlights covering how 50 states plus the District of Columbia used their state funding from the beginning of 2022 through 2023:

- 33 states funded walking, biking, and Safe Routes to School out of their own revenue sources, which is an increase of three states since 2020.
- The average state funding spent by those 33 states on walking and biking (excluding Safe Routes to School) during this period was \$60,994,001. The amounts per state ranged from \$25,000 to \$667.2 million.
- Twelve states used state funding to support Safe Routes to School infrastructure and programs, school zone/school-aged specific bicycle and pedestrian infrastructure, and/or education. That is an increase of two states since 2020. These states allocate an average of \$3.773 million annually. The amounts ranged from \$156,000 to \$13 million.

Making Strides: 2024 State Report Cards State Active Transportation Funding



Scoring Key:

Amount of state funding for active transportation

Does not dedicate state funding for active transportation	\$0.10 to \$1.00 per capita	\$2.01 to \$3.00 per capita
Less than \$0.10 per capita	\$1.01 to \$2.00 per capita	More than \$3 per capita

What States are Funding

There are many ways to support walking, biking, and Safe Routes to School statewide. Consider the following examples as inspiration for what can happen when states put their money to work for local health and safety priorities.

Leveraging state dollars to access more federal funding in Arizona, Kansas, and Georgia

With the influx of federal funding from the Bipartisan Infrastructure law, states took advantage of their state funding to help local communities access federal money.

In Arizona, the state legislature set aside \$50 million for the [Arizona State Match Advantage for Rural Transportation \(SMART\) Program](#) which help smaller counties, cities, and towns covers costs associated with

developing designs and engineering plans, developing and submitting grants, and providing the local, non-federal match for federal grants.

Similarly, the Kansas Department of Transportation (KDOT) leveraged state funding to help small [and rural Kansas communities apply for Safe Streets and Roads for All \(SS4A\)](#), a competitive federal funding opportunity to fund action plans, supplemental planning, and implementation that promotes safety. KDOT saw SS4A funding for action plans as an opportunity to help small and rural jurisdictions write the plans that set them up to attain future funding from US DOT and KDOT to improve roadway safety.

In Kansas, 70 percent of fatal and serious injury crashes occur on locally-owned roads.⁷ For the state DOT to allocate resources toward local road safety projects, these projects must

be included in a plan. Kansas opened a pilot grant program to provide communities that successfully applied for an SS4A action plan grant funding support from the state DOT to help cover the 20 percent non-federal match with state dollars. For cities with populations less than 15,000 residents, counties with less than 40,000 residents, and jurisdictions with joint applications, KDOT covered more than half of the match requirement. In the first year of this program, Kansas leveraged \$1 million of state funds to win \$4.98 million from US DOT for 12 projects across the state and drew in significantly more funding than their surrounding states of Missouri (\$1.6 million), Nebraska (\$2.7 million), and Iowa (\$3.8 million). That was 2.6% of the SS4A funds awarded for action plans in 2023.⁸

Kansas and Arizona helped communities reduce barriers to applying for and meeting match requirements for federal transportation grants. Both state DOTs dedicated state funds to assist all applicants who met specific criteria. However, some states may be unable to support all applicants for a given grant program, but may identify ways to support communities on a project-by-project basis. Georgia, for example, used \$600,000 of state money to match TAP funding, paying for a [rural statewide active transportation plan](#). This active transportation plan, the first of its kind in Georgia, will address the disproportionate number of fatalities and injuries among people walking and biking, particularly in rural areas.

Creating a Network of Multimodal Trails in Florida

Florida's [Shared-Use Nonmotorized](#)

Between January 1, 2022, and December 31, 2023, state contributions for active transportation surpassed \$1 billion dollars. The two-year average of total annual state funding totaled \$1.9 billion for active transportation and Safe Routes to School.



[\(SUN\) Trail Program](#) funds a network of non-motorized, multi-use trails across the state. The program was established in 2015 and is funded through an annual allocation to the Florida Department of Transportation (FDOT) from the redistribution of new vehicle tag revenues. FDOT distributes the funds through a competitive grant process and does not require successful applicants to provide a match, but they do ask about available financial contributions that can act as match dollars from both public and private sources.

Speeding up Curb Ramp Installation in Wisconsin

The Wisconsin Department of Transportation (WisDOT) has developed the Standalone Curb Ramp Improvement Program (SCRIP), which uses state funds to address curb ramp locations that are not within a planned or anticipated highway improvement

project in the next six years. \$9.4 million in state funds went to these curb ramp projects in 2022 and 2023. The DOT began piloting the SCRIP in 2019 and separated the process into two phases to adjust for the time it takes to acquire land. The first phase of the pilot project constructed curb ramps in 2020 and the second phase was scheduled for construction in 2024. The DOT used the pilot experience to inform the development and implementation of the statewide program.

Supporting Safe Routes to School in Kansas

Several states administer their Safe Routes to School programs with state funds, which can make them easier projects for local communities to manage. Kansas piloted using state funds for their Safe Routes to School program and launched [Planning and Programming Safe Routes to School Grants](#) beginning in 2023. The

state awarded eight \$1,500 Kick-Start Grants to help new Safe Routes to School programs do initial education and encouragement activities and Planning Grants to help communities put together strategic guidance for their programs over the coming years. The planning grants covered consulting firm services to complete Safe Routes to School plans at no cost to schools or communities.

[Investing in Local Planning in North Carolina](#)

In North Carolina, the state annually allocates \$470,000 to the Integrated Mobility Department for their two planning grants: feasibility studies grants and [multimodal planning grants](#). Awarded communities are funded with these state funds plus federal Safety Planning and Research dollars and local contributions. This program has been running since 2014, and in 2024 they recently [published a report](#) reviewing the implementation

progress of projects funded through this program. 110 local plans have been adopted since 2014 and they have generated 218 project submitted for funding in the State Transportation Improvement Program (STIP).⁹

[Continuing Shared Streets Programs in Colorado](#)

During 2020 and 2021, many states increased investment in creating more safe, vibrant streets and places for people walking, biking, driving, and visiting local points of interest. In March 2021, the Colorado state legislature invested an initial \$30 million in the new [Revitalizing Main Streets Program](#) as part of their COVID-19 pandemic economic recovery plan. This program, managed by the Colorado Department of Transportation, distributes grant funds into Colorado's local communities to build magnetic active transportation



Supporting Electric Bicycle Rebates

There has been a growing trend of states offering rebates for electric bike purchases. These programs are often tailored to spur local spending at bike shops while also supporting access to a reliable form of transportation.

The Connecticut Department of Energy and Environmental Protection launched an [Electric Bicycle Incentive Program](#) in June 2023, which offered successful applicants a voucher for a new electric bicycle purchase. The program experienced demand that well exceeded its initial budget. Connecticut residents can apply for a voucher online and redeem it at a participating Connecticut-based electric bike retailer. The standard voucher is \$500 and the Voucher+ (for applicants who qualify for more financial assistance) is \$1,500. The program works in tandem with other statewide investments in active transportation such as Connecticut's Community Connectivity Grant Program or the state's \$5 million investment in Complete Streets in the 2023 transportation infrastructure capital plan. Together, the electric bicycle rebate program and other active transportation investments provide safer and more convenient transportation options that can encourage increased physical activity as a part of daily life.



Georgetown, Colorado, courtesy of Colorado Department of Transportation

Revenue Sources

States use a variety of revenue sources to invest in walking, biking, and Safe Routes to School. The most popular are state bonds and general fund appropriations. Other strategies include requirements that a state spend a certain percentage of state funds on active transportation, revenue from traffic fines and fees, and state gas taxes. Two lesser-used revenue sources include lottery proceeds and revenue generated from specialty license plates. Below are examples of how these different funding streams are used across the country.

Transportation Bonds

Each year, Delaware's legislature [passes a bill](#) to authorize bonds and money from various funds (like the transportation trust fund and general fund) for the state's budget. Transportation capital improvement projects funded by state revenues are all included in this document. In 2022, the bill included \$7 million for active transportation and \$7.2 million in 2023.



Provo River Delta trail, Celebrate Trails Day ride on April 26, 2025: Bike Utah

Allocation of General Funds

In Utah, the state DOT's active transportation program is funded through the state legislative process. The legislature allocated \$35 million in 2022 and \$40 million in 2023. This funding supports the Governor and Utah Department of Transportation Executive Director's vision for a statewide trail network of paved trails throughout Utah. In 2023, the state legislature passed [Senate Bill 185](#), establishing the new [Active Transportation Investment Fund](#) for planning, designing, constructing, and maintaining a statewide network of paved pedestrian or non-motorized trails designed to accommodate transportation throughout the state. The bill also [includes \\$45 million](#) per year of sales tax revenue from the Transportation Investment Fund starting in 2024 to support this vision into the future.

State Taxes

In Tennessee, a 2013 state gas tax increase allowed the DOT to set aside funding for the [Multimodal Access Grant](#), which now dedicates \$18 million

per year to projects such as sidewalks and transit access improvements that can support increased transportation options, economic development, and improved health outcomes in communities. Applicants are responsible for a minimum 5 or 10 percent match, depending on the economic status of the county in which the project is located.

Lottery

In Minnesota, the [Local Trail Connections](#) grant program through Minnesota's Department of Natural Resources focuses on connections to trails from residential areas. It uses "In Lieu Of" lottery proceeds to invest in multimodal trails that support walking and biking for both transportation and recreation.

Fees and Taxes

Several revenue sources support the Michigan Transportation Fund, including motor vehicle registration, fuel taxes, title fees, income tax, and marijuana tax. Michigan state law reserves one percent of the Michigan Transportation Fund provided to the state trunk line to go toward nonmotorized transportation. Units of government across the state do not have to comply with this percentage every year, but there must be a 1 percent average over 10 years. Improvements to roads, streets, and highways such as paving unpaved road shoulders, widening lanes, or any other appropriate measures that facilitate nonmotorized transportation, qualify as a nonmotorized facility for this law.¹⁰

Fines

In Pennsylvania, the [Automated Red Light Enforcement Transportation Enhancements Grant Program \(ARLE Funding Program\)](#) is funded from net revenue collected through Automated Red Light Enforcement Systems. These

systems are located at 38 intersections in Philadelphia where data shows red-light running has been an issue. Funding can be used for projects improving safety, enhancing mobility, and reducing congestion across the state. Examples include dedicated bike lanes, mid-block pedestrian crossings, high-visibility crosswalks, and signal upgrades. Projects are selected by an eight-member committee based on criteria such as safety benefits and effectiveness, cost, and local and regional impact. In 2022, there was about \$8 million awarded to projects

that support walking and biking and \$3.5 million awarded in 2023. Since the program's beginning in 2010, it has distributed nearly \$162 million to 607 transportation enhancement projects.

Specialty License Plates

In Kentucky, Share the Road license plate sales go toward the [Paula Nye Memorial Bicycle-Pedestrian Educational Grant](#), which is administered by the Kentucky Bicycle and Bikeway Commission of the

Kentucky Transportation Cabinet (Division of Planning). Grants can be used to inform and educate residents on bike and pedestrian safety through curricula, training aids, and/or educational programs or projects; promote the health, recreational, economic, social, and cultural benefits of biking and walking; or promote bike and pedestrian-related non-profits' work. The Paula Nye Grant program awarded \$85,864.89 in 2022 and \$78,674.88 in 2023.



Next Steps for Public Health Champions

After reading about these examples of programs and potential revenue streams to fund them, consider how similar approaches may work in your own state to achieve health, safety, and economic development goals.

Identify Peer States

Every state has other states that they consider peers. This may be based on economic, demographic, or geographical similarities. In meetings with DOT staff, ask them which other states they look to for ideas or which may face similar transportation issues that they would like to learn from. Once you have this information, you can use the state report cards to identify peer states scoring well in categories where you hope to improve. Consider also investigating examples of programs outlined in this factsheet and funding streams in the table below that have worked in peer states. Share those examples during future meetings or presentations.

Understand Your State's Preferred Approach

Every state and state agency has a preferred approach—some want to be ahead of the pack as innovators, others want to commit to tried and tested approaches. Figure out how elected officials and DOT leadership see themselves, and then tailor your suggestions to match that.

Go Where There is Interest

Active transportation and physical activity investments can take many forms—multiuse trail networks to showcase your state's beauty, Safe Routes to School to support children and families, main street revitalization to boost business activity, and more! Understand what people are interested in and work with your state DOT, to align active transportation investments to meet community needs. Other state agencies, like the department of health, natural resources or recreation, or economic development, can also be great partners to contribute funding to this work.

Conclusion

Across the country, states are investing their own dollars in active transportation to achieve local goals for health, safety, and economic development. Each state does it slightly differently offering ample opportunities to learn from one another. With ongoing state and federal dollars, states will be able to achieve healthier, safer, more connected communities!



Tables

The following tables detail all 50 states and the District of Columbia's use of state funding for active transportation. Table 1 shows whether state funding is dedicated to active transportation and whether it is dedicated on an ongoing basis. Tables 2 and 3 show the amount and revenue sources of state funding for active transportation (Table 2) and Safe Routes to School specifically (Table 3). Table 4 shows federal funding administered by states (other than TAP) that are used for active transportation and Safe Routes to School.

The data were gathered by the Safe Routes Partnership review of publicly available information from each state's DOT. This review included but was not limited to state budgets, state bicycle and/or pedestrian plans, state bicycle and/or pedestrian advocacy organization websites, and

Google searches of active transportation and Safe Routes to School funding. Safe Routes Partnership also performed outreach to state DOT staff to confirm the accuracy of the information to be included in the report. Initial assessments were made based upon analysis of guidelines, application materials, and other descriptions on each state DOT's website. Outreach to confirm the collected data was made to state DOT staff in each state, with at least one follow up contact to encourage response. Confirmations were received for 90 percent of states.

Table 1. Dedicated and Ongoing State Active Transportation Funding

State	Dedicated	Ongoing (>4 years)
Alabama		
Alaska		
Arizona	✓	
Arkansas		
California	✓	✓
Colorado	✓	✓
Connecticut	✓	✓
Delaware	✓	✓
District of Columbia	✓	✓
Florida	✓	✓
Georgia	✓	
Hawaii	✓	✓
Idaho	✓	
Illinois	✓	✓
Indiana	✓	✓
Iowa		
Kansas	✓	✓
Kentucky	✓	
Louisiana		
Maine	✓	✓
Maryland	✓	✓
Massachusetts	✓	✓
Michigan	✓	✓
Minnesota	✓	✓
Mississippi		
Missouri		

State	Dedicated	Ongoing (>4 years)
Montana	✓	✓
Nebraska		
Nevada		
New Hampshire		
New Jersey	✓	✓
New Mexico		
New York	✓	✓
North Carolina		
North Dakota		
Ohio		
Oklahoma	✓	
Oregon	✓	✓
Pennsylvania	✓	✓
Rhode Island	✓	
South Carolina		
South Dakota		
Tennessee	✓	✓
Texas		
Utah	✓	✓
Vermont	✓	✓
Virginia		
Washington	✓	✓
West Virginia		
Wisconsin		
Wyoming		

Table 2. State Funding for Active Transportation: Amounts and Revenue Sources

State	State funding dedicated to active transportation per year, Average of 2022 and 2023	Details
Alabama		
Alaska		
Arizona	\$25,000,000	\$50M appropriated for AZ State Match Advantage for Rural Transportation (SMART) fund from state highway fund for FY 2022 and FY 2023
Arkansas		
California	\$667,200,000	\$134M annually allocated for the Active Transportation Program (ATP) including \$100M from SB 1 and \$34M from State Highway Account. In 2022 an additional \$1.049B appropriated from the general fund. \$6M in FY 2022 and \$11M in FY 2023 from Sustainable Transportation Planning grants awarded to active transportation projects.
Colorado	\$17,142,500	"Revitalizing Mainstreets/Safer Mainstreet awarded \$16.7M in CY 2022 and \$5.4M in CY 2023. The Colorado Environment Office's Electric Bicycle Grant Program allocated \$8.6M for the e-bike rebate program and \$1M for a grant program supporting bike share and ownership programs run by local governments and nonprofits. Office of Innovative Mobility Grants include grants totalling ~\$1.2M annually focusing on transportation demand management projects with bike/ped projects. "
Connecticut	\$33,775,000	Community Connectivity Grant Program awarded \$8.2M in 2022 and \$12M in 2023 from state transportation bond. Allocated \$5M to Complete Streets in the 2023 transportation infrastructure capital plan and 61 projects with bike/ped elements in SFY22 which cost \$41.1M. The eBike Incentive program from the Department of Energy and Environmental Protection will spend \$500,000 annually over the next three years but spent \$750,000 in first year because of demand.
Delaware	\$7,174,495	Within the annual bond bills, the state allocated \$7M in 2022 and \$7.2M in 2023.
District of Columbia	\$9,612,000	\$210,000 annually for TAP match; Vision Zero Division \$9,623,000 (2022) and \$9,181,000 (2023);
Florida	\$179,196,922	SUN trail network program \$27M(2022) and \$28.6M (2023). Additional \$200M for 2023-2024 fiscal year. State staff shared project spreadsheet for active transportation investments of \$37M (2022) and \$65M (2023).
Georgia	\$11,925,760	\$600,000 of matching funds for TAP funded Rural Statewide Active Transportation Plan; State also matches a portion of HSIP funds, \$11,719,991 in 2022 and \$11,531,529 in 2023

State Funding for Active Transportation *continued*

Hawaii	\$5,978,085	"Matching state funds for bikeways, \$8.5M (FY 22) and \$3.4M (FY 23). Bikeway funds financed by bike/moped registrations (\$15/bike; \$27/moped/year); fees collected at point of sale). As of 2021 legislature distributes to counties and counties. Under HRS 264-18, DOT must expend at least 2 percent of eligible fed money on bikeways projects & report to the legislature. "
Idaho	\$10,000,000	\$10 million in 2022 and 2023 for the Child Pedestrian Safety program.
Illinois	\$53,500,000	\$50M per year for walking/biking (ITEP); Department of Natural Resources also has a bike path program, \$13M for 2023-24 cycle, \$1M for 2021-2022 cycle. The Bicycle Path Grant Program funding comes from a percentage of motor vehicle title fees.
Indiana	\$47,850,000	"Next Level Trails grant program: \$65.7M in 2022 and \$30M in 2023"
Iowa		
Kansas	\$8,638,625	\$1M to pilot state match for federal SS4A program in 2022 and \$277,250 for fall 2023. \$16M of cost share spent on projects that included bike/ped infrastructure since 2022.
Kentucky	\$82,270	Share the road license plate Paula Nye Grant program, \$85,864.89 in 2022 and \$78,674.88 2023. Share the Road license plate sales go to fund the Paula Nye Memorial Bicycle-Pedestrian Educational Grant, administered by the Kentucky Bicycle and Bikeway Commission of the Kentucky Transportation Cabinet (Division of Planning).
Louisiana		
Maine	\$25,000	\$25,000 annual amount for Vulnerable User Outreach Project
Maryland	\$39,490,426	Programs: ADA, Rerofit bicycle, Neighborhood conservation, Retrofit Sidewalk, primary/secondary.
Massachusetts	\$33,499,384	"Complete Streets funding program \$14.5M(2022) and \$12.19M (2023); \$1M for E-bike Rebates in 2022; ACT4All grant program \$2,918,006; 16M for Shared Streets and Spaces (2022); ~\$20M for Mass trails multimodal trails in 2022 and 2023"
Michigan	Unverified	"Section 10k of Public Act 51 of 1951- Michigan's transportation law (MCLA 247.660k) reserves 1% of Michigan Transportation Fund (MTF) provided to the State Trunk Line is for nonmotorized transportation. Units of government do not have to comply every year but it must average out over at most 10 years. Any improvement in a road, street, or highway, which facilitates nonmotorized transportation by the paving of unpaved road shoulders, widening of lanes, or any other appropriate measure is considered a qualified nonmotorized facility for the purposes of this section. Many fees go into the MTF such as motor vehicle registration, fuel taxes, title fees, income tax, and marijuana tax."

State Funding for Active Transportation *continued*

Minnesota	\$7,302,253	"The 2013 Minnesota State Highway Improvement Plan directs that 1.4% of MnDOT's roadway funding from 2014 to 2023 and 1% of funding from 2024 to 2033 be allocated to bicycle infrastructure investments. New AT program established and funded for 2022 in 2021, MNDOT will pay for 100% of bike/ped infrastructure if it is part of safely using the trunk highway system. Local Trail Connections grant program through MN DNR, funded by "In Lieu Of" lottery proceeds divided between three Park and Trail grant programs. Trail connections is focused on connections from residential areas. Local Trail Connections grant program through MN DNR \$2,038,375 in 2022, \$2,066,130 in 2023. Estimate of state funding from 2021 bond bill (fy 2022 and 2023) is dedicated to bicycle and pedestrian projects: \$5M for active transportation program (under transit and active transportation) from general fund."
Mississippi		
Missouri		
Montana	\$1,099,980	"\$52,760 from \$5 optional motor vehicle registration fee over 2022 and 2023. 20% goes to bike/ped safety education and 80% to maintenance of shared use paths. Average of about \$69,532 per year of state money was used for non-federal match for state system TAP pavement preservation or ADA upgrades. Additional \$1M per year of match for nonmotorized expenditures and the 5-year average is \$8M with a \$13.42% required match. We subtracted the 69,532 for on system tap projects to get 1,004,068 per year. The state also requires an average of \$200,000 each year to construct or extend shared-use paths on a five year average."
Nebraska		
Nevada		
New Hampshire		
New Jersey	\$21,212,500	Safe streets to transit program \$8.6M (2022) and \$13M(2023); Local Bikeway program \$5.8M (2022) and \$8.4M (2023); Transit Village program \$2.8 million (2022) and \$2.9 (2023); Pedestrian Safety, Enforcement and Education Fund Grant Program \$475,000 (2022) and \$450,000 (2023) (\$100 of \$200 traffic fines for failing to yield to pedestrians in a crosswalk is dedicated to this fund)
New Mexico		
New York	\$2,302,092	\$2,282,000 in walkability-focused Climate Smart Communities grants in 2022 and \$ 2,322,184 in 2023
North Carolina	\$496,000	No state funds can be used for standalone bike/ped (HB817), but \$470,000 of state funding is annually allocated to multimodal planning program plus about \$26,000 annually from Share the Road license plates.
North Dakota		

State Funding for Active Transportation *continued*

Ohio		
Oklahoma	\$1,089,554	Tobacco Settlement Endowment Trust AT related projects 1,130,033 in 2023 plus and 1,049,075 In 2022
Oregon	\$333,600,000	At least 1% of State Highway Fund has to be spent on bike/ped, established by Oregon's Bike Bill (ORS 366.514). For 2021-2024 STIP, 1% programmed at \$22.2M (average of \$7.4M per year). Multimodal Active Transportation Fund was established in 2019 by Oregon Legislature and had \$4M available in 2022 solicitation (2 years), amount it based on revenue collected from Vehicle Privilege Tax and Bicycle Excise tax). MAT fund consists of 7% of the Connect Oregon Fund plus revenues from Oregon's bicycle excise tax. Sidewalk Improvement Program (SWIP) regional allocation is \$4.2M annually and SWIP strategic investment \$320M annually.
Pennsylvania	\$21,859,705	\$2 Mdedicated to bike/ped in PennDOT multimodal transportation fund (from 2013 Gas Tax increas). Awarded \$2,239,000 in 2022 and \$2,561,000 in 2023. Bike/ped eligible for multimodal transportation competitive statewide program (\$7M in 2022 and \$5.47 million in 2023 awarded to bike/ped projects) PennDOT Share the Road Plate revenue (\$2,789 in 2022 and \$1,570 in 2023) ARLE (red light enforcement funds) \$3.2M in 2022 and \$5.65M in 2023 for bike/ped (eligible, but not dedicated) DCNR Community Recreation and Conservation Planning Funding (\$6.4M 2022 and \$5.4M in 2023) DCNR Community Recreation and Conservation Planning Funding to DOH ATP Plans (\$19,500 in 2022 and \$20,000 in 2023) DCED MTF (\$1,219,372 in 2022 and \$1,214,758 in 2023) DCED Greenways and Trails (\$907,905 in 2022 and \$2,376,666 in 2023)
Rhode Island	\$360,952	\$23,419 in 2023 and \$18,303 in 2022 spent by Rhode Island Division of Statewide Planning Technical Assistance Programs. \$680,181 for E-bike rebate program.
South Carolina		
South Dakota		
Tennessee	\$19,569,973	\$18M dedicated per year to Multimodal Access Grant. Multimodal Access Fund has bike/ped focus, but includes transit stop ammenities, and ADA/PROWAG accessibility upgrades. Paid for by state gas tax (2013), 2023 awards: \$12,529,076 and 2022 awards: \$26,610,870. Additional funding in 2022 likely from cancelled/ delayed grants and extra state funding.
Texas		
Utah	\$38,035,000	\$35M (2022) and \$40M (2023) for the Active Transportation program funded through state legislative process. \$500,000 annually from Transportation Fund for safe sidewalk program and \$35,000 annually from share the road license plate goes to Bike Utah for bike safety education.

State Funding for Active Transportation *continued*

Vermont	\$2,504,292	\$2,015,702 (FY 2022) and \$2,907,848 (FY 2023) for bike and pedestrian facilities. Mobility and Transportation Innovations (MTI) Grant Program can fund first/last mile connections and awarded \$ 60,400 (FY 2022) and \$24,633 (FY 2023)
Virginia	\$311,700,000	"\$337.5M funded 48 projects through VA SMARTSCALE focused on bike/ped improvements in FY2024 (application intake occurred from March 1 – August 1, 2022). SMART SCALE bundles funds multiple state and federal funding sources. Applicants can apply for bike/ped standalone projects through the District Grant Program or as an element of a major highway or transit project through the Statewide High Priority Program. \$196.9M funded 30 projects through revenue sharing focused on bikeways/trails or sidewalk focus. Anticipated to be funded with the FY24 application cycle (application intake occurred from May 15 – October 13, 2023). 15 existing SYIP and 15 new projects. VDOT maintenance division provides 2% of funding through repaving for shoulder improvements to accommodate bicyclists and pedestrians. General Assembly has allocated \$89M to fund five General Assembly identified priority trails across the Commonwealth through the State Trails Office."
Washington	\$38,250,000	\$9M per year for Pedestrian and Bicycle Grant Program in the long-term transportation budget. Programs from Move Ahead Washington (passed 2022) include Sandy Williams Connecting Communities Program (\$12M in 2022 and \$13M in 2023); Community bike/ped projects (NL-2 list) (\$19.5M in 2022); and Complete Streets Grants (\$14M in 2022).
West Virginia		
Wisconsin	\$4,700,000	\$9.4M in state funds over calendar years 2022 and 2023 for Curb Ramp Improvement Program (SCRIP) addressing curb ramp locations that are not within a planned or anticipated highway improvement project.
Wyoming		

Table 3. State Funding for Safe Routes to School: Amounts and Revenue Sources

State	State funding dedicated to Safe Routes to School, Average of 2022 and 2023	Details
Alabama		
Alaska		
Arizona		
Arkansas		
California		ATP is designed to be only source of active transportation funding, and Safe Routes to School is an eligible use of ATP funds
Colorado		
Connecticut		
Delaware		
District of Columbia	\$1,800,000	\$3.6M in Safety Infrastructure around schools in FY22
Florida		
Georgia		
Hawaii	\$5,000,000	SRTS special fund no longer run by HDOT, legislature distributes directly to counties
Idaho		
Illinois		
Indiana		
Iowa		
Kansas	\$8,284,118	Piloting new Planning and Programming grants in 2023. Eight \$1,500 kick-start grants and five SRTS planning grants were awarded total of \$12,000. Planning grants completed at no cost to schools or communities.
Kentucky		
Louisiana		
Maine	\$156,000	MaineDOT has an annual contract with the Bicycle Coalition of Maine for Bike/Ped Safety Education Program for \$156,000. Bicycle and Pedestrian Safety Education Program in schools and communities statewide, focuses on safety presentations and activities to improve safety behaviors to reduce injuries and crashes.

State Funding for Safe Routes to School *continued*

Maryland		
Massachusetts	\$1,323,031	MassDOT covers the 20% local match for federal SRTS funding (infrastructure program) and no match requirement mentioned for signs and lines program. Programmed projects in 2022 (\$959,995) and 2023 (\$1,686,066)
Michigan		
Minnesota	\$3,000,000	In 2021 bond bill: \$5.5M for 2022 and \$500,000 for 2023 (both available over the two years)
Mississippi		
Missouri		
Montana		
Nebraska		
Nevada		
New Hampshire		
New Jersey		
New Mexico		
New York		
North Carolina		
North Dakota		
Ohio		
Oklahoma	\$487,756	From the Tabaco Settlement Endowment Trust for SRTS-related projects
Oregon	\$13,150,000	\$10M annually for 2021-2022, \$15M annually for 2023-2024, and \$1M for noninfrastructure. In addition \$300,000 of one-time state funds were used to purchase bicycle fleets and trailers for SRTS Education Program.
Pennsylvania		
Rhode Island	\$160,500	\$296,000 of state match for SRTS projects in 2022, and \$25,000 of state match in 2023.
South Carolina		
South Dakota		

State Funding for Safe Routes to School *continued*

Tennessee		
Texas		
Utah	\$400,000	The state contributes \$400k/year of Transportation Solutions funds to the Safe Routes Utah program that performs SRTS education, encouragement and mapping support throughout the state.
Vermont		
Virginia		
Washington	\$7,750,000	\$7.75M annually and 38 projects totalling \$51,907,703 recommended in 2023-2025 report (divided by 2 years)
West Virginia		
Wisconsin		
Wyoming		

Table 4. Non-TAP Federal Funding for Active Transportation

State	Non-Tap federal funding dedicated to Safe Routes to School, Average of 2022 and 2023	Details
Alabama		
Alaska		
Arizona	\$502,697	\$292,863 (2022) and 337,237 (2023) of 405h Nonmotorized Safety for enforcement; \$200,716 (2022) and \$174,578 (2023) of NHTSA 402
Arkansas		
California		Highway Safety Improvement Program Funds go into ATP
Colorado		
Connecticut		
Delaware		
District of Columbia	\$620,500	Adaptive bikeshare program \$100,000 (2023); Support for vision zero and open streets events (one time appropriation in 2022) \$445,000; bike infrastructure expansion \$446,000; adaptive bikeshare \$250,000. This increased spending is supported by Coronavirus Relief funds from the American Rescue Plan Act.
Florida	\$7,000,000	\$7M annually of HSIP funds the state's Safe Routes to School Program, also use toll credits
Georgia	\$1,000,000	\$1M of HSIP
Hawaii		
Idaho		
Illinois		Used HSIP to cover some 20% TAP match in 2023
Indiana	\$180,000	Federal Title V Maternal and Child Health funding for tactical urbanism program, also in past \$140,000 of State Planning and Research funds from INDOT for the multi-agency workgroup projects focused on active living and traffic safety
Iowa		
Kansas		Use HSIP as match for TAP
Kentucky		

Non-TAP Federal Funding for Active Transportation *continued*

Louisiana	\$3,500,000	Approximately \$3.5M of HSIP funds are used for the Safe Routes to Public Places Program, which pays for bike/ped improvements. They fund 100% of project costs with no required local match, \$500,000 per project can be used for design, engineering, construction contract administration from DOTD's forces or consultants and is not included in funding limitations per app. Annually about \$3 to 5 million for program budget.
Maine		MaineDOT annually allocates the Bicycle and Pedestrian Program about \$3M in federal funds for statewide program. Each project has a 20% local match requirement with a maximum federal allocation of \$720,000 per project. Gets extra points in scoring if it is a SRTS project. They do often take TAP applications and then fund them with state and other eligible federal funds but it is done case by case each year
Maryland		
Massachusetts		In 2023, MassDOT used HSIP funding – and its requirement to be used on VRU – and developed a one-time grant (with the potential for future cycle) for schools across the state to receive 2 school zone feedback signs which included speed feedback signs attached to 'School Zone' sign for one large assembly to be placed at different ends of the selected school's school zone. Other federal funding programs were considered on a project-by-project basis to cover project costs that did not fall within the SRTS program mission such as culvert replacement, the exact funding source varies by project and can vary depending on the type of project component that needs to be funded outside of TAP.
Michigan	\$750,000	Toll Credits
Minnesota		
Mississippi		
Missouri		
Montana		
Nebraska		
Nevada		
New Hampshire		
New Jersey	\$3,350,000	State provides at least \$1.5M per year of other federal funding to SRTS projects and programs. The NJ Safe Routes Resource Center currently uses \$750,000 of federal State Planning and Research funds per year for the 2023-2024 contract. New Jersey's eight Transportation Management Associations (TMAs) currently fund Regional Safe Routes to School Coordinators with a total of \$1.1M per year for the 2022-2024 contract, utilizing SAFETEA-LU SRTS funding. Also use toll credits.
New Mexico		

Non-TAP Federal Funding for Active Transportation *continued*

New York	\$130,650,000	Uses CMAQ with TAP together (2021 solicitation) and added the CRP (Carbon Reduction Program) in addition to TAP In the 2023 solicitation, \$178.8M was awarded in 2021 and \$165M in 2023.
North Carolina	\$233,413	federal State Planning and Research funds go to multimodal planning grants, \$113,575 in 2022 and \$353,250 in 2023
North Dakota		
Ohio	\$637,088	\$1,274,176 of HSIP for SRTS projects in 2023. Systemic Safety Funding uses HSIP to support pedestrian safety and deal with roadway departures. Project sponsors can request up to \$2M for pedestrian safety improvements for all project phases and 10% local match. Match can be reduced/removed if the project sponsor meets certain financial distress criteria. Also used toll credits.
Oklahoma		
Oregon	\$30,125,000	"Innovative Mobility Program uses IIJA funding and state funding for a total \$20M for grants, contracts, and program admin. Focused on historically underseerved communities. Have microgrants for noninfrastructure projects, mostly bike/ped but some not. Oregon dedicated an additional \$40M to Safe Routes to School projects as part of the 21-24 STIP and investing IIJA one time funds. HSIP also going toward All Road Transportation Safety Program. Dedicating NHTSA funding for Bike safety education starting in 2023, approximately \$200,000/Year. Previous funding was \$50,000/year. All Roads Transportation Safety Program: \$30M HSIP"
Pennsylvania	At least \$14,617,150	Used CDC funds for WalkWorks, developing active transportation plans in the fiscal years ending in 2022 and 2023. \$95,000 each year from the Preventive Health and Health Service Block Grant and \$35,000 and \$45,000 from the State Physical Activity and Nutrition Grant. DCNR awarded ARPA (federal funds allocated by state legislature) to trail projects in 2023 (\$9,964,300), PennDOT used HSIP funding in 2023 (\$19M) in 2022. Also use toll credits to match TAP funds.
Rhode Island		
South Carolina	\$5,000,000	\$5M per year allocated to bike/ped from HSIP funding
South Dakota		
Tennessee	\$7,000,000	Use HSIP for Pedestrian Road Safety Initiative, aim for 15% of HSIP to go toward pedestrian safety (aprox \$7M per year)
Texas		Use HSIP separtate funding for pedestrian countermeasures
Utah		

Non-TAP Federal Funding for Active Transportation *continued*

Vermont	At least \$115,000	\$115,000 in FY 2023 NHTSA funding went to Local Motion. They are funded to provide SRTS funding via SRTS legacy funds and NHTSA.
Virginia		Over 15% of HSIP program funds committed to bicycle and pedestrian safety projects over the last two calendar years and VDOT is committed to continue doing so per IIJA's 15% rule.
Washington	\$7,230,000	\$7.23M per biennium of HSIP goes to Safe Routes to School, use toll credits
West Virginia		
Wisconsin		
Wyoming		

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