



1. Application Guidelines Developed



The federal legislation gave State DOTs the flexibility to develop their own application guidelines for their state SRTS programs. To help, the Federal Highway Administration (FHWA) provided guidance to State DOTs regarding the distribution and tracking of funds. With these tools in hand, each State DOT has developed their own methods to distribute the SRTS funds. As such, there is considerable variation in process from state to state, and each state is in charge of its own program. The SRTS National Partnership created a memo (web page) about best practices states can utilize in establishing their programs, and a memo (PDF file) on the importance of non-infrastructure elements in Safe Routes to School programs.



2. Application Period Opens

- Call for Applications (30-90 days)
- Check DOT website
- Call for Applications (annual or bi-annual)

Your state Safe Routes to School program may initiate a Call for Applications during a prescribed period of time, usually between 30-90 days. The program should make their application form and guidelines available on a central website, along with directions for completing the application, and may even provide trainings to potential applicants to assist with the application process. A Call for Applications may take place annually or every two years.

Some state SRTS programs will not set a period of time for application submittal, but will instead have an open, or rolling, application period. In other words, local applicants can apply whenever they wish, and the department will consider funding requests on a case-by-case basis, and based on available federal SRTS funding. In some states, there is not a Call for Applications at all, but instead a statewide consultant(s) is available to provide technical assistance and possibly other resources such as planning, design, printed materials and incentive



3. Grants Awarded



Each state SRTS program is subject to their state DOTs process for expending federal transportation funds, and this could mean that the SRTS coordinator is not the only decisionmaker.

The amount of time between receipt of an application for funding and the award notice

can vary widely. Some states have been able to award funds within weeks, and in other states it

has taken up to one or two years. In some states, a diverse advisory committee with representatives from health, education, transportation, and enforcement agencies and advocacy

groups will have developed the application guidelines, and that committee is also the selection

committee, reviewing, ranking and approving applications from local communities.

The SRTS

National Partnership considers this a best practice. In other states, regional committees will

review and grade applications and submit lists to the state to finalize awards, especially in larger

population states due to the sheer number of SRTS funding requests received. In many states,

however, an internal committee of DOT staff members and/or board members, or



4. Obligation and Notice to Proceed



Once a state has awarded funds for a project or program, another process begins. This process requires the DOT and the applicant to make sure that the federal SRTS funds are spent in compliance with federal regulations such as **Title 23, United State Code**, and the National Environmental Policy Act (**NEPA**). The state DOT will work with the local transportation agency, school district or other applicant to complete all required steps, which usually are in three phases: design, right-of-way, and construction; includes adding projects to the Statewide Transportation Improvement Program (STIP), and can take up to a year or more to complete.

State, tribal, and local governments, schools and school districts, and private nonprofit organizations are eligible for federal SRTS funds, although states often restrict the types of recipients. In some cases a non-profit organization will be the lead applicant on the SRTS



5. Construction/Program Begins

- 🕒 **Start:** Date of Notice to Proceed
- 🕒 **Pay Now:** Reimbursement Program

[saferoutespartnership/state/federal funding for states](https://saferoutespartnership/state/federal-funding-for-states)

Construction and Programs Begin

On the date that a Notice to Proceed is issued by the state, and no earlier, the obligated SRTS project and/or program can begin. The federal-aid program operates as a “reimbursable program,” and the Federal Highway Administration only reimburses states for costs actually incurred. The state will receive reimbursement for the federal share when the project or program is completed, and it will reimburse the local applicant for the amount expended. In some states the local applicant may have to front the cost of project design, construction or programs. In other states, though, the DOT will conduct some or all of the design and construction of projects, thereby relieving the applicant from expending funds.



Safe Routes to School: Section 1404

- 70 - 90% for infrastructure/ 10-30% for non-inf.
- Projects must be within 2 miles of school
- K-8 grades are eligible
- Each state receives at least \$1M per year
- State SRTS coordinator in each state

saferoutespartnership.org/state



Guiding principles of the Safe Routes to School federal program:

<http://www.saferoutespartnership.org/state/state-resources/guidingprinciples>

<http://safety.fhwa.dot.gov/saferoutes/overview/legislation.cfm>

Safe Routes to School Federal Program - State of the States									
As of March 31, 2012									
<p><i>This chart details each state's progress on implementing the federal Safe Routes to School program. All dollar figures cited are as of March 31, 2012.</i></p> <ul style="list-style-type: none"> State SRTS Coordinators are required within each State DOT. State Coordinators administer the program and provide leadership to SRTS. State Advisory Committee, which are not required by law, often help craft the application process, promote the program to communities, and review grant applications to ensure a responsible and effective use of the federal funds. Announced columns measure the amount of funding each state has announced for local grants and statewide spending—not including administrative expenses. These are the funds that will ultimately help local communities create safer routes to school. Obligated columns reflect the amount that the state has expended or contracted to expend on Safe Routes to School, including local grants, statewide spending, and administrative expenses. Obligation is important as it demonstrates what level of funding has been or will soon be spent to date to build infrastructure projects, support non-infrastructure activities, and implement the program. 									
State	SRTS State Coordinator in Place?	Advisory Committee	Funding Available (FY05-Mar FY12)*	Total announced**	Percent Announced	Change in amount announced since prior quarter	Total obligated*	Percent Obligated	Change in amount obligated since prior quarter
ALABAMA	Yes	Yes	\$16,031,114	\$14,286,240	89%	\$0	\$10,307,697	64%	\$3,078,913
ALASKA	Yes	No	\$8,011,447	\$2,669,717	33%	\$1,531,596	\$4,990,000	62%	\$0
ARIZONA	Yes	Yes	\$20,327,361	\$12,479,000	61%	\$0	\$5,834,940	29%	\$452,378
ARKANSAS	Yes	Yes	\$10,228,027	\$6,774,235	66%	\$1,500,000	\$5,889,999	58%	\$232,829
CALIFORNIA	Yes	Yes	\$126,614,749	\$157,514,967	124%	\$0	\$60,248,825	48%	\$4,760,723
COLORADO	Yes	Yes	\$15,636,964	\$12,492,533	80%	\$2,650,000	\$7,549,769	48%	\$103,978
CONNECTICUT	Yes	Yes	\$12,180,870	\$5,767,324	47%	\$0	\$4,852,499	40%	\$277,000
DELAWARE	Yes	Yes	\$7,678,540	\$3,223,667	42%	\$50,881	\$4,980,621	65%	\$68,782
DISTRICT OF COLUMBIA	Yes	Yes	\$7,673,717	\$4,010,209	52%	\$0	\$4,392,500	57%	\$0
FLORIDA	Yes	No	\$53,699,629	\$86,361,408	161%	\$121,044	\$44,524,264	83%	\$2,535,213
GEORGIA	Yes	Yes	\$31,483,174	\$20,059,080	64%	\$0	\$10,389,435	33%	\$0
HAWAII	Yes	No	\$7,655,878	\$922,580	12%	\$373,447	\$2,046,624	27%	\$198,900
IDAHO	Yes	Yes	\$7,566,892	\$5,125,770	68%	\$0	\$4,828,593	64%	\$308,765
ILLINOIS	Interim	Yes	\$43,483,761	\$43,832,069	101%	\$21,792,998	\$11,542,824	27%	\$1,602,015
INDIANA	Yes	Yes	\$21,622,589	\$18,633,885	86%	\$0	\$5,468,561	25%	\$272,352
IOWA	Yes	Yes	\$10,629,022	\$9,925,661	93%	\$1,262,885	\$7,020,016	66%	\$85,852
KANSAS	Yes	Yes	\$10,262,665	\$8,611,074	84%	\$0	\$4,929,052	48%	(\$35,139)
KENTUCKY	Yes	Yes	\$13,966,431	\$11,057,692	79%	\$1,531,527	\$5,706,509	41%	\$96,995
LOUISIANA	Yes	Yes	\$15,789,571	\$10,960,261	69%	\$0	\$6,861,732	43%	\$174,720
MAINE	Interim	Yes	\$7,719,833	\$5,568,594	72%	\$199,094	\$3,184,798	41%	\$204,704
MARYLAND	Yes	Yes	\$18,442,052	\$16,972,302	92%	\$0	\$14,219,214	77%	\$0
MASSACHUSETTS	Yes	Yes	\$20,147,171	\$6,517,020	32%	\$1,424,022	\$11,697,753	58%	\$314,993
MICHIGAN	Yes	Yes	\$34,119,716	\$27,294,725	80%	\$3,158,823	\$21,672,148	64%	\$1,262,108

Some state totals look off balance; that may be because they get funds in, and report expenditures out, but those two figures may not line up exactly, making their percentages look off balance.

Total announced is the sum of each state's total announced, except for those states that have awarded more than 100% of available funds. In these cases, the figure used is total funding available.

Find this chart on our state section:

<http://www.saferoutespartnership.org/state/stateofstates>



Find It At: saferoutespartnership.org/state/federal_funding_for_states

State	SRTS State Coordinator in Place?	Advisory Committee	Funding Available (FY05-Mar FY12)*	Total announced***	Percent Announced	Change in amount announced since prior quarter	Total obligated*	Percent Obligated	Change in amount obligated since prior quarter
MINNESOTA	Yes	Yes	\$17,216,121	\$15,206,670	88%	\$0	\$7,055,087	41%	\$374,436
MISSISSIPPI	Yes	Yes	\$11,370,615	\$9,344,660	82%	\$479,191	\$4,232,705	37%	\$750,052
MISSOURI	Yes	Yes	\$19,449,511	\$17,830,549	92%	\$0	\$9,330,202	48%	\$1,331,396
MONTANA	Yes	Yes	\$7,689,445	\$5,953,379	77%	\$1,729,827	\$4,698,825	61%	\$54,526
NEBRASKA	Yes	Yes	\$7,679,400	\$5,249,704	68%	\$252,530	\$3,549,289	46%	\$419,651
NEVADA	Yes	Yes	\$9,703,736	\$2,209,127	23%	\$0	\$5,484,183	57%	\$0
NEW HAMPSHIRE	Yes	Yes	\$7,540,683	\$5,227,898	69%	\$0	\$2,260,540	30%	\$213,001
NEW JERSEY	Yes	Yes	\$28,929,259	\$15,195,900	53%	\$0	\$10,595,427	37%	\$321,161
NEW MEXICO	Yes	Yes	\$7,996,947	\$3,710,787	46%	\$0	\$2,936,894	37%	(\$609)
NEW YORK	Yes	No	\$58,227,267	\$27,956,276	48%	\$0	\$21,121,586	36%	\$386,686
NORTH CAROLINA	Yes	No	\$28,342,591	\$10,205,335	36%	\$481,141	\$7,366,167	26%	\$853,709
NORTH DAKOTA	Yes	Yes	\$7,607,961	\$6,744,540	89%	\$1,203,678	\$4,685,353	62%	\$290,545
OHIO	Yes	Yes	\$37,351,693	\$33,920,000	91%	\$0	\$11,943,876	32%	\$582,834
OKLAHOMA	Yes	Yes	\$12,701,475	\$6,454,970	51%	\$0	\$6,086,300	48%	\$0
OREGON	Yes	Yes	\$12,100,739	\$12,653,513	105%	\$0	\$7,954,585	66%	\$786,045
PENNSYLVANIA	Yes	Yes	\$38,117,174	\$21,079,402	55%	\$66,066	\$7,456,718	20%	\$624,445
RHODE ISLAND	Yes	Yes	\$7,730,047	\$4,650,000	60%	\$50,000	\$2,776,078	36%	\$12,000
SOUTH CAROLINA	Yes	Yes	\$14,370,354	\$5,152,000	36%	\$0	\$7,218,918	50%	\$0
SOUTH DAKOTA	Interim	Yes	\$7,668,404	\$3,317,615	43%	\$0	\$2,211,202	29%	\$81,112
TENNESSEE	Yes	Yes	\$19,664,832	\$10,980,530	56%	\$2,144,278	\$6,248,627	32%	\$439,649
TEXAS	Yes	Yes	\$82,962,514	\$79,901,883	96%	\$0	\$38,243,028	46%	\$2,353,179
UTAH	Yes	Yes	\$10,697,991	\$10,692,292	100%	\$0	\$8,860,620	83%	\$241,724
VERMONT	Yes	Yes	\$7,894,119	\$5,465,338	69%	\$0	\$4,429,992	56%	\$226
VIRGINIA	Yes	Yes	\$24,448,735	\$18,077,842	74%	\$6,018,950	\$15,377,393	63%	\$550,440
WASHINGTON	Yes	Yes	\$20,799,509	\$21,133,086	102%	\$0	\$10,848,490	52%	\$1,476,342
WEST VIRGINIA	Yes	Yes	\$7,623,907	\$6,769,087	89%	\$0	\$5,463,204	72%	\$1,501
WISCONSIN	Yes	Yes	\$18,092,564	\$13,617,768	75%	\$0	\$11,112,297	61%	\$207,794
WYOMING	Yes	Yes	\$7,540,765	\$7,605,095	101%	\$997,599	\$6,210,911	82%	\$113,900
TOTAL ***			\$1,082,489,531	\$812,504,273	76%	\$49,019,577	\$498,896,869	47%	\$28,461,834

<http://www.saferoutespartnership.org/state/stateofstates>



Transportation Enhancements: Section(s): 1113, 1122, 6003

- Derived from a set-aside from annual Surface Transportation Program apportionment
- 10% or amount set aside for TE in the State in 2005, whichever is greater
- Requires match, generally the Federal share is 80 percent/ local share 20%

enhancements.org



TRANSPORTATION ENHANCEMENT PROGRAM

<http://www.fhwa.dot.gov/safetealu/factsheets/transenh.htm>

Program Purpose

To strengthen the cultural, aesthetic, and environmental aspects of the Nation's intermodal transportation system.

Statutory References

SAFETEA-LU Section(s): 1113, 1122, 6003

Funding

A State's TE funding is derived from a setaside from its annual Surface Transportation Program apportionment. For 2005, the amount setaside for TE will be 10 percent of the State's STP apportionment (after application of the setaside for the State Planning and Research program). After 2005, the TE setaside will be 10% or the amount set aside for TE in the State in 2005, whichever is greater. [1113(c)]

Eligible Use of Funds [1122]

All previous TE eligibilities continue and are restated in SAFETEA-LU. New items are:

- clarification of the eligibility of acquisition of historic battlefields as a



Transportation Enhancements



1

Pedestrian and bicycle facilities: New or reconstructed sidewalks, walkways, curb ramps, bike lane striping, paved shoulders, bike parking, bus racks, off-road trails, bike and pedestrian bridges, and underpasses.



2

Safety and educational activities for pedestrians and bicyclists: Programs designed to encourage walking and bicycling by providing potential users with education and safety instruction through classes, pamphlets, and signs.



3

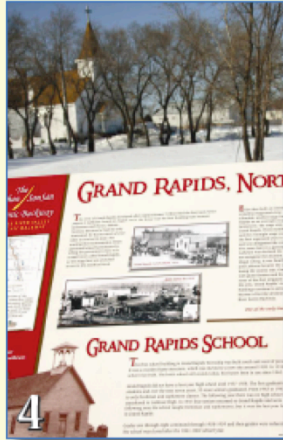
Acquisition of scenic easements and scenic or historic sites, including historic battlefields: Acquisition of scenic land easements, vistas, and landscapes, including historic battlefields; purchase or bulkling in historic districts or historic properties.

TE includes 12 eligibility categories: these first two are primary categories for Safe Routes to School and bicycling and walking.

http://www.enhancements.org/12_activities.asp



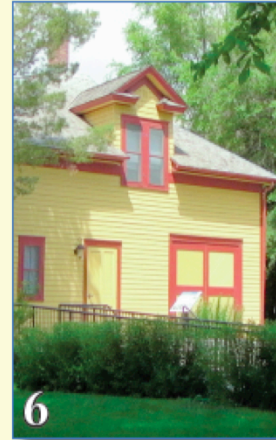
Transportation Enhancements



Scenic or historic highway programs including tourist and welcome center facilities: Construction of turnouts, overlooks, visitor centers, and viewing areas, designation signs, and markers.



Landscaping and other scenic beautification: Street furniture, lighting, public art, and landscaping along street, highways, trails, waterfronts, and gateways.



Historic preservation: Preservation of buildings and façades in historic districts; restoration and reuse of historic building for transportation-related purposes; access improvements to historic sites and buildings.

http://www.enhancements.org/12_activities.asp



Transportation Enhancements

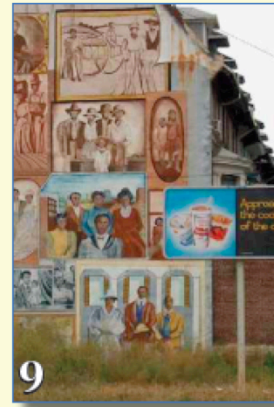


Rehabilitation and operation of historic transportation buildings, structures, or facilities: Restoration of historic railroad depots, bus stations, canals, canal tow-paths, historic canal bridges, and lighthouses; rehabilitation of rail trestles, tunnels, and bridges.



8

Preservation of abandoned railway corridors and the conversion and use of the corridors for pedestrian or bicycle trails: Acquiring railroad rights-of-way; planning, designing and constructing multi-use trails; developing rail-with-trail projects; purchasing unused railroad property for reuse as trails.



9

Inventory, control, and removal of outdoor advertising: Billboard inventories or removal of nonconforming billboards.

http://www.enhancements.org/12_activities.asp



Transportation Enhancements



10

Archaeological planning and research: Research, preservation planning, and interpretation; developing interpretive signs, exhibits, guides inventories, and surveys.



11

Environmental mitigation to address water pollution due to highway runoff or to reduce vehicle-caused wildlife mortality while maintaining habitat connectivity: Runoff pollution mitigation, soil erosion controls, detention and sediment basins, river cleanups, and wildlife crossings.



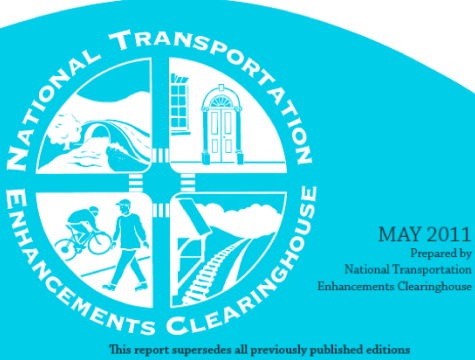
12

Establishment of transportation museums: Construction of transportation museums, including the conversion of railroad stations or historic properties to museums with transportation themes and exhibits, or the purchase of transportation related artifacts.

http://www.enhancements.org/12_activities.asp

Transportation Enhancements Spending Report

Analysis of the States' Use of Federal Funding



MAY 2011
Prepared by
National Transportation
Enhancements Clearinghouse

This report supersedes all previously published editions

FY 1992 - FY 2010

Table 1: State TE Program Benchmarks for FY 1992 through FY 2010 (in thousands of \$)

State	Appropriated FY 92-10	Rescinded* FY 92-10	Available* FY 92-10	Programmed* FY 92-10	Obligated FY 92-10	Appor... FY 92-10	Reimbursed FY 92-10
Alabama	1254.630	-60.930	1193.470	1193.470	1193.470	100%	1193.470
Alaska	1538.542	-15.870	1522.672	1522.672	1522.672	100%	1522.672
Arizona	4229.095	-522.306	3706.789	3706.789	3706.789	100%	3706.789
Arkansas	1368.978	-322.611	1046.367	1046.367	1046.367	100%	1046.367
California	17,110.856	-2,282,141	14,828,715	14,828,715	14,828,715	100%	14,828,715
Colorado	1778.099	-441,200	1,336,899	1,336,899	1,336,899	100%	1,336,899
Connecticut	1167.976	-46,272	1,121,704	1,121,704	1,121,704	100%	1,121,704
Delaware	661.767	-11,970	649,797	649,797	649,797	100%	649,797
Dist. Of Col.	532.211	-113,900	418,311	418,311	418,311	100%	418,311
Florida	6,996.064	-1,131,961	5,864,103	5,864,103	5,864,103	100%	5,864,103
Georgia	1,473.461	-1,102,949	370,512	370,512	370,512	100%	370,512
Hawaii	884.597	-10,441	874,156	874,156	874,156	100%	874,156
Idaho	932.714	-328,937	603,777	603,777	603,777	100%	603,777
Illinois	1,454.638	-65,463	1,389,175	1,389,175	1,389,175	100%	1,389,175
Indiana	1,528.430	-238,350	1,290,080	1,290,080	1,290,080	100%	1,290,080
Iowa	1,163.103	-99,142	1,063,961	1,063,961	1,063,961	100%	1,063,961
Kansas	1,163.618	-17,607	1,146,011	1,146,011	1,146,011	100%	1,146,011
Kentucky	1,205.365	-118,603	1,086,762	1,086,762	1,086,762	100%	1,086,762
Louisiana	1,183.912	-60,700	1,123,212	1,123,212	1,123,212	100%	1,123,212
Maine	1,422.837	-89,877	1,332,960	1,332,960	1,332,960	100%	1,332,960
Maryland	1,186.901	-15,018	1,171,883	1,171,883	1,171,883	100%	1,171,883
Massachusetts	1,196.721	-441,701	755,020	755,020	755,020	100%	755,020
Michigan	1,400.221	-809,979	590,242	590,242	590,242	100%	590,242
Minnesota	1,208.721	-422,570	786,151	786,151	786,151	100%	786,151
Mississippi	1,163.812	-115,584	1,048,228	1,048,228	1,048,228	100%	1,048,228
Missouri	1,281.608	-228,462	1,053,146	1,053,146	1,053,146	100%	1,053,146
Montana	1,104.168	-17,551	1,086,617	1,086,617	1,086,617	100%	1,086,617
Nebraska	1,112.824	-158,530	954,294	954,294	954,294	100%	954,294
Nevada	1,101.727	-152,767	948,960	948,960	948,960	100%	948,960
New Hampshire	1,444.826	-15,730	1,429,096	1,429,096	1,429,096	100%	1,429,096
New Jersey	1,267.840	-156,362	1,111,478	1,111,478	1,111,478	100%	1,111,478
New Mexico	1,125.011	-132,035	992,976	992,976	992,976	100%	992,976
New York	1,474.093	-183,900	1,290,193	1,290,193	1,290,193	100%	1,290,193
North Carolina	1,306.779	-167,700	1,139,079	1,139,079	1,139,079	100%	1,139,079
North Dakota	1,111.122	-115,820	995,302	995,302	995,302	100%	995,302
Ohio	1,424.277	-161,636	1,262,641	1,262,641	1,262,641	100%	1,262,641
Oklahoma	1,216.790	-157,704	1,059,086	1,059,086	1,059,086	100%	1,059,086
Oregon	1,146.213	-150,799	995,414	995,414	995,414	100%	995,414
Pennsylvania	1,332.028	-120,070	1,211,958	1,211,958	1,211,958	100%	1,211,958
Rhode Island	1,152.762	-12,006	1,140,756	1,140,756	1,140,756	100%	1,140,756
South Carolina	1,224.370	-160,067	1,064,303	1,064,303	1,064,303	100%	1,064,303
South Dakota	1,111.358	-140,474	970,884	970,884	970,884	100%	970,884
Tennessee	1,273.994	-155,831	1,118,163	1,118,163	1,118,163	100%	1,118,163
Texas	11,060.162	-1,428,449	9,631,713	9,631,713	9,631,713	100%	9,631,713
Utah	1,195.401	-17,683	1,177,718	1,177,718	1,177,718	100%	1,177,718
Vermont	1,156.970	-11,766	1,145,204	1,145,204	1,145,204	100%	1,145,204
Virginia	1,310.932	-131,443	1,179,489	1,179,489	1,179,489	100%	1,179,489
Washington	1,201.831	-141,476	1,060,355	1,060,355	1,060,355	100%	1,060,355
West Virginia	1,197.511	-14,240	1,183,271	1,183,271	1,183,271	100%	1,183,271
Wisconsin	1,290.878	-147,558	1,143,320	1,143,320	1,143,320	100%	1,143,320
Wyoming	1,166.193	-10,661	1,155,532	1,155,532	1,155,532	100%	1,155,532
Total to States	112,466,774	-12,625,423	99,841,351	99,841,351	99,841,351	100%	99,841,351

You can find this report and more about TE at:
<http://www.enhancements.org/index.asp>

The clearinghouse also has a staff person on duty whose job it is to help you get information about TE in your state! <http://www.enhancements.org/contacts.asp>

There are also TE contacts in each state DOT/FHWA division:
http://www.enhancements.org/contacts_search.asp?type=FHWA