



Safe Routes
PARTNERSHIP

INVESTING IN HEALTH, SAFETY, AND MOBILITY

A REPORT ON STATE FUNDING
FOR WALKING, BICYCLING, AND
SAFE ROUTES TO SCHOOL

AUTHOR:

Marisa Jones

©2021 Safe Routes Partnership

Acknowledgements

This report was developed with support from the Centers for Disease Control and Prevention. Its contents are solely the position of the authors and do not represent the official position or policies of the U.S. Department of Health and Human Services, Centers for Disease Control and Prevention; nor does the mention of trade names, commercial practices, or organizations imply endorsement by the U.S. Government.

Active People, Healthy NationSM is a national initiative to help 27 million Americans become more physically active by 2027. This initiative promotes effective strategies, including Safe Routes to School, recommended by the Community Preventive Services Task Force to improve physical activity. CDC, in collaboration with state, community, and national partners, promotes these proven strategies through Active People, Healthy Nation to ensure that all Americans have access to safe and accessible places for physical activity. Use of Active People, Healthy NationSM does not imply review, approval, or endorsement by HHS.





Table of Contents

About This Report	<u>ii</u>
A. Promoting Equity Through Walking, Bicycling, and Safe Routes to School	<u>ii</u>
I. Introduction	<u>1</u>
II. Why Do We Need State Funding for Walking and Bicycling?	<u>3</u>
III. The State of State Funding for Active Transportation	<u>6</u>
IV. Sources of Funding: How Are States Paying for Active Transportation?	<u>10</u>
A. State Sources of Funding	<u>10</u>
B. State Dedication of Federal Funds Beyond the Transportation Alternatives Program	<u>13</u>
V. Best Practices State Funding for Active Transportation	<u>15</u>
VI. Securing State Funds for Active Transportation	<u>18</u>
VII. Conclusion	<u>19</u>
Appendices	<u>20</u>
A. Best Practices in State Active Transportation Funding	<u>20</u>
B. State Funding of Active Transportation and Safe Routes to School: Amounts and Revenue Sources	<u>22</u>
Endnotes	<u>27</u>

About This Report

Quick Summary: This report evaluates state-level funding for walking, bicycling, and Safe Routes to School. It includes an analysis of the amounts of funding each state dedicates to these transportation modes and the source of these funds. Case studies and suggestions are provided for how states can develop funding streams that are dedicated to walking, bicycling, and/or Safe Routes to School.

Why this report was created:

The purpose of this report is to provide background, initial data, and promising examples of state funding opportunities to support walking, bicycling, and Safe Routes to School. Agencies, organizations, and individuals interested in advancing walking, bicycling, and Safe Routes to School projects and policies can use this report to identify emerging strategies for transportation funding in their states through the lens of public health and equity: shifting toward a less car-centric and more human-centered balance in transportation investments, one that support streets designed for people walking, bicycling, rolling, taking transit, or driving cars.

How this report was created:

This report builds on research conducted by Safe Routes Partnership in 2019 and 2020 on state funding amounts, revenue streams, and basic characteristics for walking, bicycling, and Safe Routes to School investments. It is important to note that this is the first time these data have been collected. Accordingly, the data should be interpreted as a snapshot of the existing types and level of state funding that contribute to investments in walking, bicycling, and Safe Routes to School. Continued research is needed to develop best practices for how states can sustainably increase funding and produce long-term outcomes of car to active

transportation mode shifts, increases physical activity levels, and indicators related to racial and social equity.

What this report provides:

- An explanation of the importance of state funding for active transportation;
- A snapshot of current state active transportation funding methods;
- An analysis of desirable characteristics of state active transportation funding;
- Examples of how states are funding walking, bicycling, rolling, and Safe Routes to School;
- Suggestions of strategies for readers to influence state transportation funding.

PROMOTING EQUITY THROUGH WALKING, BICYCLING, AND SAFE ROUTES TO SCHOOL

The places we live and the ways we get around are shaped by a series of intentional policy and funding decisions. Those decisions are not random; they are influenced by humans who are subject to individual and societal pressures and biases. In the United States, communities where Black, Indigenous, people of color and/or people who make lower incomes live have often experienced decades of underinvestment that has led to significant health, socioeconomic, and transportation disparities.

A lack of safe walking, bicycling, and transit to everyday destinations in low-income communities and communities of color may limit residents' access to employment, education, medical care, and groceries.

Data show that Black, Indigenous, and people of color consistently have less access to safe, connected transportation networks and public spaces than white people, and disproportionately experience:

- Low rates of car access in a car-dependent system
- Reduced access to safe streets and public spaces
- Racial profiling and over-policing
- Poor health outcomes
- Environmental injustice

These experiences and the legacy of funding and policy decisions that have shaped the United States' present transportation system translate into real-world impacts, including chronic poor health, injuries, and death associated with greater instances of crashes. They also make the health promoting benefits of simply taking a walk difficult or impossible.

Without intentional intervention, like proactively investing in street features that support walking and bicycling, connecting people to convenient public transportation options, and providing education and encouragement programs to promote walking, bicycling, and transit, these conditions will continue through both official policies and informal practices.

This report reviews practices and policies that states have supported to create investments in places and for communities that have been most harmed by the legacy of underinvestment in safe, convenient, connected transportation networks for people walking, bicycling, and reliant on public transportation.

I

Introduction

What if states could invest in one thing that would support physical activity, make communities safer, support social cohesion, benefit local economies,¹ reduce traffic congestion and air pollution, and improve access to work, school, parks, community centers and other places people need and want to go? Through paying for and prioritizing safe, connected networks of infrastructure to support walking, bicycling, and rolling, and teaching and encouraging kids and people of all ages, abilities, and disabilities to walk and bike safely, they can!

While states can access federal funds to build active transportation infrastructure, due to increasing demand and decreasing revenue from the federal gas tax,² many states are finding it necessary to generate their own revenue to fund active transportation. Safe Routes Partnership's recent publication, **Making Strides: 2020 State Report Cards on Support for Walking, Bicycling, and Active Kids and Communities**, revealed that 30 states dedicate state funding to walking, bicycling, and Safe Routes to School. The amounts and sources of funding range widely.

This report details the state of state funding for walking, bicycling, and Safe Routes to School. It primarily assesses revenue generated by a state that is used to build the street features that support people to walk, wheel, and bike safely throughout their communities and the education and encouragement programming that motivate people to do so. This report does not include an assessment of funding of public transportation.

Section II explains the importance of state funding for active transportation. **Section III** lays out the current status of state funding for walking, bicycling, and Safe Routes to School. **Section IV** covers various approaches state governments use to fund active transportation projects and programs. **Section V** addresses practices and policies states can use to invest in active transportation, and **Section VI** details strategies that have been used

Defining Key Terms

ACTIVE TRANSPORTATION

is any means of getting around that is powered by human energy, usually involving walking and bicycling, but also including 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.

WALKING AND ROLLING

Safe, connected streets and sidewalks for mobility are just as important – if not more important – for people with disabilities

as for people without disabilities. In this report, the term “walking” includes the use of wheelchairs and other assistive devices. For more on inclusive messaging regarding walking, visit the **National Center for Physical Activity and Disability’s “How I Walk” campaign**.

SAFE ROUTES TO SCHOOL

is an initiative that works to make it safe, convenient, and fun for children to walk and bicycle to and from schools. The goal is to get more children walking and bicycling 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.

to secure state funding for walking, bicycling and Safe Routes to School.

Two appendices help readers understand the status of active transportation funding in each state. **Appendix A** is a matrix

of states and whether they provide state funding for active transportation. If so, it identifies whether that funding is dedicated, ongoing, and whether states use equity considerations in awarding funds. If equity is considered, the matrix

MANY STATES ARE FINDING IT NECESSARY TO GENERATE THEIR OWN REVENUE TO FUND ACTIVE TRANSPORTATION

includes details how Appendix B lists each state and its active transportation funding amounts and sources for 2016-2020.

Of note, this report is the only compendium that documents which states are funding walking, bicycling, and Safe Routes to School out of their own state funds, what revenue sources they are using to do so, as well as each states' bicycle/pedestrian funding amounts and sources from the last four years (2016-2020).

To understand the importance and benefits of state-level funding for active transportation, it is helpful to understand how most states currently pay for infrastructure and programming to support walking and bicycling – federal funding. For a brief introduction to federal active transportation funding, see the sidebar: *A Quick Primer on Federal Active Transportation Funding* at right. Otherwise, feel free to skip ahead to *Section II*.

Transit is the Middle Leg of a Walking or Bicycling Trip

While this report does not analyze state spending on public transportation, transit is an important part of activity friendly routes to everyday destinations.³ A ride on the bus, subway, or train is often the middle leg of a walking or bicycling journey. Research shows that many people walk to a station to catch the bus, subway, or train and then walk from their stop to their final destination. Half of transit riders spend 19 minutes or more per day walking to and from transit⁴, and compared to people who rely on cars, transit riders take 30 percent more steps per day.⁵ Public transit helps people achieve the Physical Activity Guidelines for Americans recommendation to get an average of 22 minutes per day of moderate aerobic activity, which includes walking.⁶ Transit is a key social determinant of health⁷ and one of the CDC's Health Impact in 5 Years (HI-5) interventions.⁸

A Primer on Federal Active Transportation Funding

All major federal transportation programs can fund walking and bicycling. However, state departments of transportation manage most of the federal funding streams and typically focus on highways and major roads leaving the responsibility for funding bicycle and pedestrian facilities to local governments. As a result, little funding is available for improving the safety and convenience of walking and bicycling.

Because transportation agencies typically choose not to use general transportation funds for active transportation improvements, the Transportation Alternatives Program (TAP, also known as the STP Set-Aside) is the major federal source of transportation funding for active transportation. TAP funds sidewalks, crosswalks, bike lanes, and trail infrastructure, as well as Safe Routes to School programming, around the nation. Each year, more than \$850 million in TAP funds is apportioned among all state departments of transportation (DOTs). By comparison, Congress authorizes over \$47 billion per year in surface transportation funding. The amount individual states receive from TAP ranges from \$3 million to \$82 million per year, depending on size and other factors. TAP funding is competitively awarded to eligible

applicants, which include local governments, regional transportation authorities, school districts, tribal governments, and nonprofit organizations. States may transfer up to 50 percent of their TAP funds to other uses, like highways. In fiscal year 2020, states transferred over \$124 million in TAP dollars away from active transportation uses like walking, bicycling, and Safe Routes to School.

These **infographics** detail the history of federal transportation funding for active transportation, show how TAP funds are divided within a state by population to give communities of all sizes a chance to compete for funds, and explain how these TAP dollars get from the federal government to local communities to build meaningful projects.

TAP is part of the federal Fixing America's Surface Transportation (FAST) Act, which was authorized from 2015-2020 and extended by Congress through September 2021. The 117th Congress is currently working to pass a new transportation bill. To follow what is happening with TAP on Capitol Hill, visit the **Safe Routes Partnership federal policy blog**.



The benefits of walkability and bikeability and the need to improve traffic safety and transportation equity throughout the U.S. are well-documented.

To learn more about these benefits, read Safe Routes Partnership's report: **[Investing in Health: Robust Local Active Transportation Financing for Healthy Communities](#)**. Additionally, The Community Guide has a new publication on the economic benefits of active travel to school.²¹ To reap the benefits of walkable and bikeable communities, as well as improve community safety and equity, a safe and convenient walking and bicycling network that allows people to

reach essential everyday destinations is required. The street features to develop this type of network cost money.

As interest grows in promoting safe, equitable, convenient routes and social supports to everyday destinations, it is increasingly clear that existing sources of active transportation funding are essential, yet insufficient.

There are three key reasons that states are increasingly taking on the financial responsibility of building and maintaining active transportation infrastructure and programming:

- **Current funding levels are inadequate**
- **States need more flexible, accessible funds**
- **Underfunding active transportation is deadly and inequitable.**

CURRENT FUNDING LEVELS ARE INADEQUATE

Resources supporting safe, connected, and convenient places to walk and bike are limited—especially for creating networks that connect people on foot and on bike to everyday destinations.

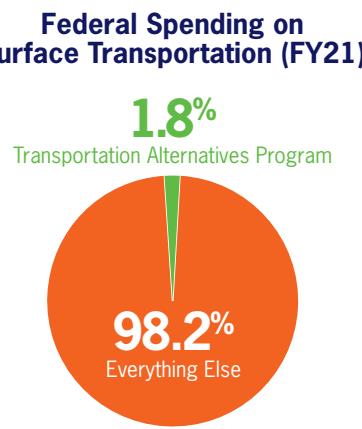
Despite the fact it is in disrepair, the U.S. has a strong highway network supporting motor vehicles throughout the country. In contrast, facilities for safe walking and bicycling are entirely absent in many communities. Even though these investments are economical compared to other road infrastructure, current funding for walking and bicycling is insufficient to meet the high public demand for these facilities. Even in the cities that have invested in networks and facilities where people can walk and bike, these investments have been inadequate to broadly meet community needs. Further, investments in safe, connected and convenient walking and bicycling is largely inequitable, with walking and bicycling conditions more dangerous and uncomfortable in low-income neighborhoods, rural neighborhoods, and neighborhoods of color.^{9,10,11} There simply is not, and has not been, enough funding to build safe, accessible, and connected networks of streets, sidewalks, and trails for people walking and bicycling.

As of 2020, only 1.8 percent of the annual federal surface transportation budget is dedicated to walking, bicycling, and Safe Routes to School. Demand for this tiny pot of funding far exceeds availability of funds (*See Figure 1*). Nationally, only about half (52 percent) of project applications to the Transportation Alternatives Program (TAP) – the primary source of federal funds for walking, bicycling, and Safe Routes to School - are funded, leaving \$6.7 billion in unfunded

projects for 2016-2019 alone.¹² When a locality is able to access TAP funds, the resulting active transportation projects can have a transformative impact in communities. Currently, federal resources are just insufficient to meet demand.

Federal funding for active transportation projects is further constrained by its primary (though not only) source of revenue – the tax collected at the gas pump. The federal gas tax has traditionally supported transportation infrastructure through the Highway Trust Fund. However, because the gas tax is not indexed to inflation, and Congress has not raised it since 1993, the revenue generated by this tax can only support a fraction of the current transportation and active transportation facilities need in the U.S. In addition, vehicles use much less fuel than they did in 1993 and this reduced fuel consumption also means reduced revenue available to fund transportation.

Recognizing the highly competitive nature of federal funds, decreasing levels of federal revenue, and the increased demand



from people for safer, more convenient places to walk and bike, many states and cities have started to pay for these facilities with their own revenue. While investments in walking and bicycling are much more economical than other surface transportation investments, the historical lack of investment means there is a need for serious dedicated future funding for these facilities.

As an example, the 2008 Washington State Bike and Pedestrian Plan identified \$1.6 billion in unfunded bicycling and walking projects from local Transportation Improvement Programs.¹³ Troublingly, despite significant state investment in walking and bicycling, twelve years later, the 2020 draft of Washington's State Bike and Pedestrian Plan identifies \$6 billion in unmet need for bicycling and pedestrian

infrastructure.¹⁴ The local experience is similar. Denver, Colorado's bicycle master plan envisions a functional, connected bike network. However, at current funding levels appropriated one year at a time, it would take the city two generations to implement its plan.¹⁵ Simply put, more money is needed for active transportation in the U.S.

THERE SIMPLY IS NOT, AND HAS NOT BEEN, ENOUGH FUNDING TO BUILD SAFE, ACCESSIBLE, AND CONNECTED NETWORKS OF STREETS, SIDEWALKS, AND TRAILS FOR PEOPLE WALKING AND BICYCLING.

STATES NEED MORE FLEXIBLE, ACCESSIBLE FUNDS

States need more flexible and accessible ways to pay for walking and bicycling.

If we built roads for cars the same way we build sidewalks and bike lanes in the U.S. – a few blocks at a time and not necessarily connected to one another – it would be nearly impossible to get around in a car. So why is it okay to build infrastructure for people walking and bicycling this way? People need connected and responsive, both car and active transportation networks to get around - to school, to work, and to other everyday destinations. Too often people have to put their lives at risk using dangerous, broken, or nonexistent active transportation infrastructure to get to their destinations. The inadequacy of our active transportation network has harmful -even fatal- outcomes. For

example, from 2009 to 2018, the number of people killed while walking and bicycling increased from 4,730 to 7,140, and now makes up 19.5 percent of all traffic fatalities. Over the past decade, the United States experienced a 35 percent increase in fatalities among people walking.¹⁶

While federal funding for active transportation is essential, it is not be the only source of funding available to make communities safer and essential services more accessible for non-drivers. In addition to demand outpacing supply of funding, there are several challenges to accessing federal active transportation funds. Often, smaller, lower-income, and

more rural communities face barriers to accessing existing federal transportation dollars due to complex application processes, local match requirements, and the fact that these grants are made on a reimbursement basis, meaning communities need to have the cash up front to pay for the project.

To address federal funding shortfalls and to signal their commitment to strengthening local transportation options, state legislatures are increasingly allocating state funding for active transportation. State funding can also be more responsive to state and local needs. With billions of dollars in needed infrastructure for walking and bicycling networks, state funding of active transportation provides an essential complement to federal money, enabling state residents to access the many benefits of active transportation. With fewer bureaucratic impediments, state money can often get into communities more rapidly than federal dollars. State money is cumulative to essential federal funds, meaning it supplements federal dollars for walking and bicycling. It is more flexible, it does not require a local match, and in fact, it can serve as the match needed to access federal funds.

**IF WE BUILT ROADS FOR CARS THE SAME WAY
WE BUILD SIDEWALKS AND BIKE LANES IN THE U.S.—
A FEW BLOCKS AT A TIME AND NOT NECESSARILY
CONNECTED TO ONE ANOTHER— IT WOULD BE NEARLY
IMPOSSIBLE TO GET AROUND IN A CAR. SO WHY IS IT
OKAY TO BUILD INFRASTRUCTURE FOR PEOPLE
WALKING AND BICYCLING THIS WAY?**

UNDERFUNDING ACTIVE TRANSPORTATION IS DEADLY AND INEQUITABLE

State funding can help address inequities in the transportation system.

People with lower incomes, Black, Indigenous, and people of color are more likely to walk, bike, or take transit to essential everyday destinations, and often do so out of need.¹⁷ Troublingly however, these communities also tend to have considerably higher injury and fatality rates from traffic crashes. Black, Latinx, Indigenous (American Indian and Alaska Native), people of color, and people with lower incomes are twice as likely to be killed while walking.^{18,19} These populations also tend to have higher rates of chronic diseases.²⁰ These inequities emerge, in part, from the differences in availability and quality of sidewalks, bike lanes, and other neighborhood features that support safe walking, bicycling and accessible transit.

An increased focus on active transportation and greater investments in community-informed walking and bicycling improvements that prioritize historically underinvested or disinvested communities, play a role in reducing systemic inequities in the United States. To learn more about the historical policy and funding decisions that have created inequities in transportation, watch [this three-minute animated video](#).



Where Does Your State Stand on Funding for Walking, Bicycling, and Safe Routes to School?

The Safe Routes Partnership publishes biannual report cards on state policies that support walking, bicycling, and physical activity for children and adults. These state-by-state report cards, published in [Making Strides: 2020 State Report Cards on Support for Walking, Bicycling, and Active Kids and Communities](#), primarily look at state policy, focusing on four key areas: Complete Streets and Active Transportation Policy and Planning, Federal and State Active Transportation Funding, Safe Routes to

School Funding and Supportive Practices, and Active Neighborhoods and Schools. The 2020 report cards include a new indicator on state funding for walking, bicycling, and Safe Routes to School. This report provides a deep dive into the data behind those indicators. Review the state report cards to see if your state is funding walking, bicycling, and Safe Routes to School out of its own budget, in addition to how well it stewards federal funds for these purposes.



The need is clear. We need more money for walking, bicycling, and Safe Routes to School, and that money needs to be more flexible, accessible, and equitable than existing federal funds.

Research conducted by Safe Routes Partnership in 2019-2020 provides a much-needed nationwide assessment of how many states are paying for active transportation with their own revenue, how much money they are spending, and how they are generating that revenue.

Making Strides: 2020 State Report Cards on Support for Walking, Bicycling, and Active Kids and Communities revealed that 30 states dedicate state funding to walking, bicycling, and Safe Routes to School. The total amount of money states allocate for active transportation is equal to 56 percent of federal TAP dollars apportioned to states for the same thing – this represents a significant amount

of money that states are investing in walking, bicycling, and Safe Routes to School!

States are putting up significant amounts of funding to support and promote safe walking and bicycling! Appendix B details the specific amount of funding and sources of revenue for active transportation in all fifty states and the District of Columbia. Key takeaways and trends from the assessment include:

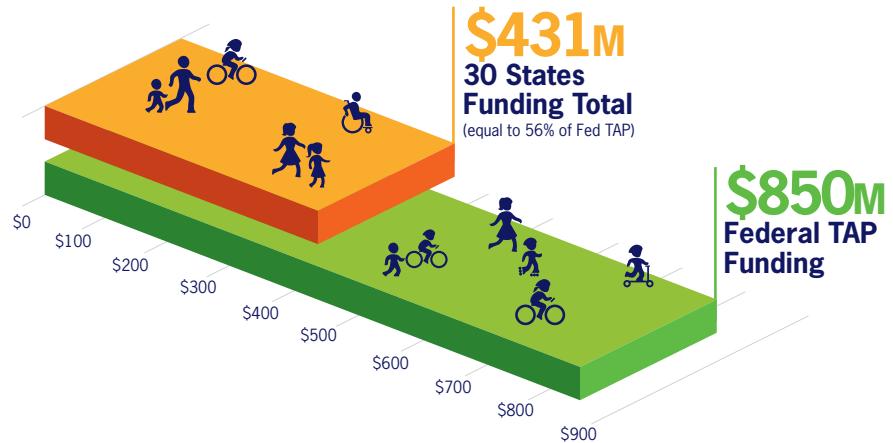
The amount of funding dedicated by states ranges from \$25,000 to \$149,756,924 annually.

State active transportation funding has great variability. Some funding consists of a yearly appropriation, some is provided by fine revenues that come in irregularly to a particular fund, some is from bonds that may cover ten or twenty years, and some comes from other sources. When states do have dedicated funding, there is enormous unevenness in the funding's

Highlights

- 30 states fund walking, bicycling, and Safe Routes to School out of their own revenue sources.
- Ten states fund Safe Routes to School infrastructure and programs or school zone/school-aged specific bicycle and pedestrian infrastructure or education.
- State funding for active transportation and Safe Routes to School totaled an average of \$430,380,116 annually from 2016-2020, with \$18,326,000 specifically dedicated for Safe Routes to School and \$412,054,116 allocated for walking and bicycling more generally.
- The amount of funding that states are annually dedicating to walking and bicycling is equivalent to 56% of the federal TAP funding apportioned to states for the same time period.
- Eleven states consider the impact on high-need communities in selecting and awarding projects paid for with state funds.
- Three states dedicate federal, non-TAP funds to Safe Routes to School.

State Active Transportation Funding Totals Over Half Federal Transportation Alternatives Program Funding



THE TOTAL AMOUNT OF MONEY STATES ALLOCATE FOR ACTIVE TRANSPORTATION IS EQUAL TO 56 PERCENT OF FEDERAL TAP DOLLARS APPORTIONED TO STATES FOR THE SAME THING – THIS REPRESENTS A SIGNIFICANT AMOUNT OF MONEY THAT STATES ARE INVESTING IN WALKING, BICYCLING, AND SAFE ROUTES TO SCHOOL!

potential impact, ranging from states that provided a few hundred thousand dollars for a limited program or discrete project, to states that have approved tens of millions of dollars on an ongoing basis. In addition, some states may award money to active transportation projects from sources that are not dedicated to active transportation. See *Appendix B* for details for each state's funding amount.

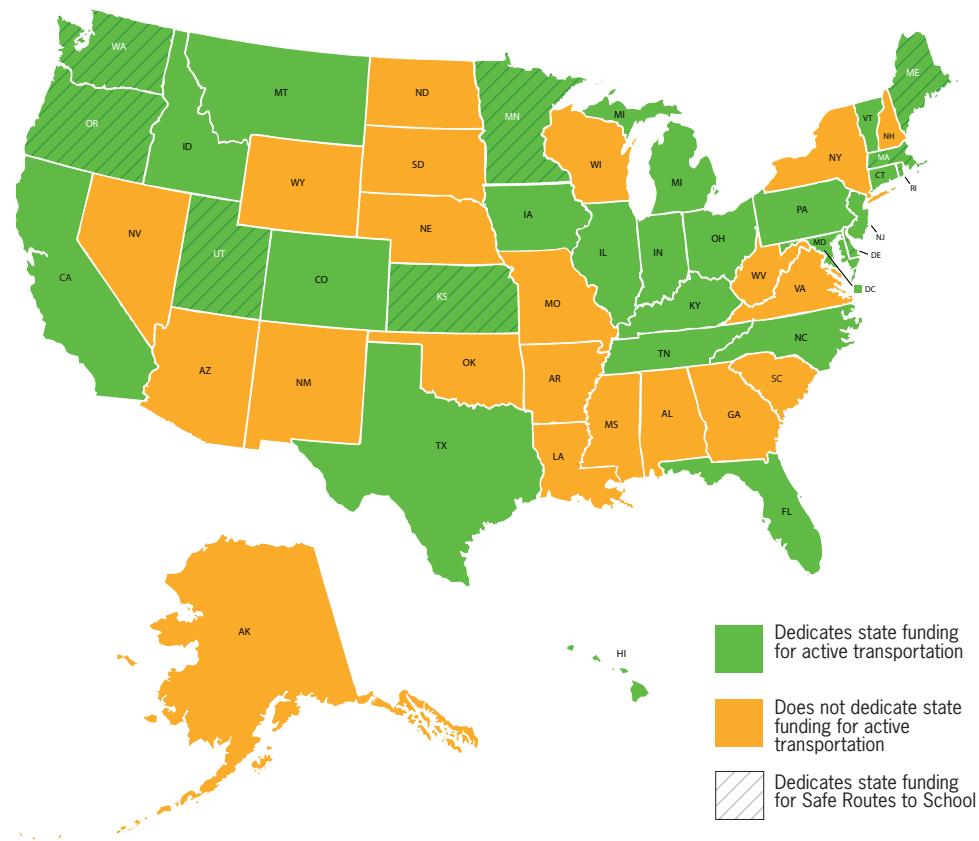
States are dedicating significant amounts of funding for walking and bicycling in three main ways –general fund appropriations, bonds, and state gas tax increases.

The primary source of state funding for active transportation is state general funds. Importantly, general fund revenue comes from a variety of funding streams, including a host of taxes. In terms of dedicated sources of revenue for walking and bicycling, bonds and state gas tax increases (typically as part of a larger transportation package) emerge as top revenue sources. Many states generate revenue from specialty license plates and bicycle/motor vehicle registration fees as well, but these sources are less likely to raise a significant amount of funding.

States across the country are funding walking and bicycling.

People walk and bike throughout their communities in suburbs, urban areas, and rural areas throughout the U.S. This is reflected in the fact that states across the country are investing their own revenue in infrastructure and programming to promote walking, bicycling, and Safe Routes to School. Walking and bicycling is not just for people in cities; Americans living in rural areas want to be able to walk and bicycle as well. In fact, 81 percent of rural residents think that spending on sidewalks and bikeways should increase or stay the same. In 2019, research revealed that Safe Routes to School programs are present in rural areas with program numbers at about 20 percent of programs, roughly proportional to the rural population of the U.S.²²

States With Funding for Active Transportation



Ten states have dedicated state funding for Safe Routes to School, school zone infrastructure, or active transportation education for school-aged youth.

States that specifically invest their funds in Safe Routes to School and other education and infrastructure for school-aged youth demonstrate a commitment to growing the next generation of active transportation users and promoting evidence-based strategies to keep kids and community members safe from traffic injuries and fatalities. See the call-out box on page nine for details on state funding specifically for Safe Routes to School.



More than 20 percent of states prioritize low-income communities and communities disproportionately affected by longstanding transportation inequities when spending state active transportation dollars.

Eleven states prioritize “high-need” communities when ranking and awarding state funds for active transportation. In this context, “high-need” refers to a high need for investment in active transportation infrastructure and programming in communities that have experienced historical underinvestment. The two primary mechanisms that states use to prioritize high-need communities are 1) setting aside a percentage of funds specifically for these areas and 2) scoring projects that benefit particular communities and populations more favorably. Each state defines “high-need” differently and may choose to prioritize areas with higher percentages of: low-income residents, transit-dependent residents, older adults, people with disabilities, children, non-white

populations, environmental justice areas, Title 1 schools, and/or students receiving free and reduced school lunches.

See *Appendix A* for more detail on how states are prioritizing high-need communities.

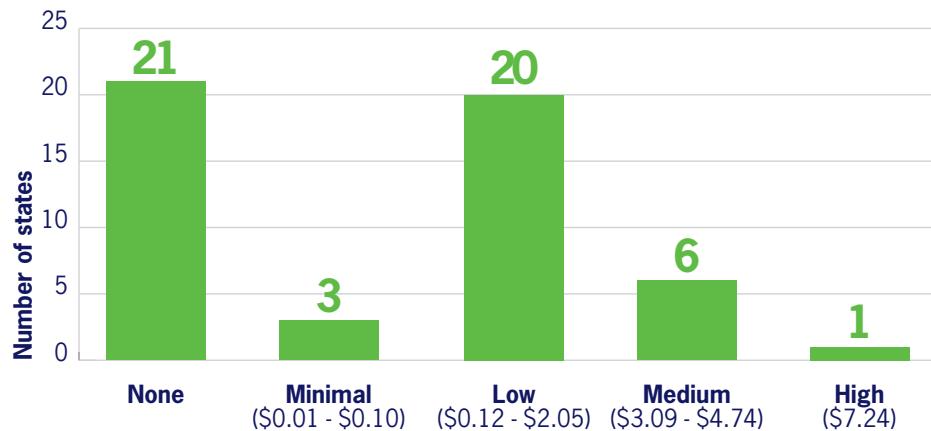
When awarding federal active transportation funds from TAP, 21 states prioritize high-need communities, an increase from 2018, when 16 states did do. Eight states prioritize high-need communities with both federal TAP funds and state funds for active transportation: California, Illinois, Kansas, New Jersey, Tennessee, Utah, Vermont, and Washington.

Comparing States' Funding for Active Transportation

While raw data on the number of states paying for active transportation and the amount each state is spending is inherently useful, it is more meaningful to compare the amounts and types of funding across states. The challenge to developing a coherent measure for comparison is that states vary greatly in population size, population density, economic strength, underlying infrastructure, development patterns, topography, and maintenance needs. Through internal research and conversations with bicycle and pedestrian advocates at national, state, and local organizations, assessing the amount of annual active transportation funding provided per capita emerged as a more nuanced way to provide a meaningful and manageable comparison across state lines.

FIGURE 2

State Investments Per Capita in Active Transportation



The average per capita spending for states with dedicated active transportation funding was \$1.19; there is room for improvement.

Based on data from the Safe Routes Partnership's Making Strides 2020 report, states that dedicate state funding to active transportation spent an average of \$1.19 per capita on projects and programs related to walking and bicycling. The League of American Bicyclists' analysis of federal transportation spending identified \$2.73 per capita as the national average of federal funds that states spent on walking and bicycling.²³ Seven states spend more than \$3 per person on walking, bicycling, and/or Safe Routes to School: California, Connecticut, Indiana, Maryland, Massachusetts, Oregon, and Rhode Island.

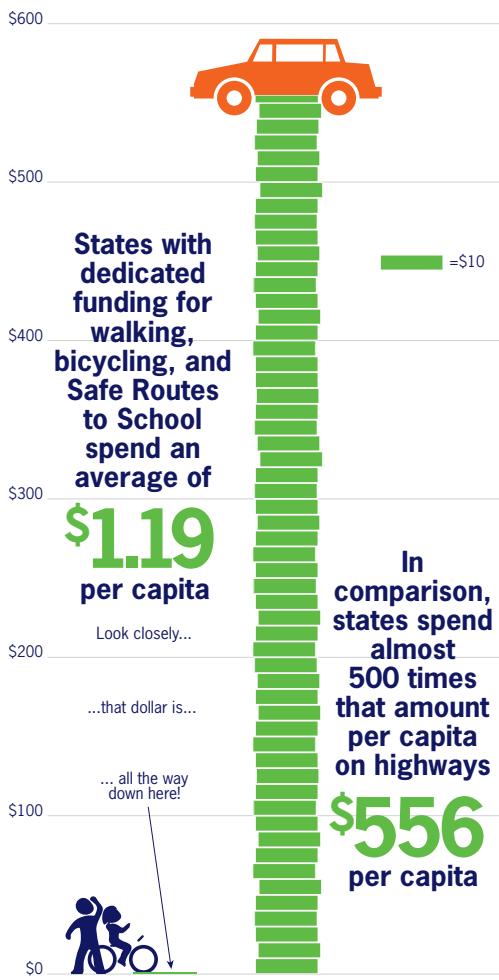
While additional research is needed to determine the amount of state and local funding per capita necessary to meaningfully impact both increases in rates of walking and bicycling and safety of people walking and bicycling, research from Harvard School of Public Health provides some initial insight. In 2019, Harvard researchers found that the U.S. counties with the highest level of investment in active transportation using federal transportation funds spent \$7.24 per capita (\$9.06 including local match) saw a "56 percent increase in the

share of persons commuting by bicycle over time."²⁴ In contrast, low-investment counties, defined as spending \$1.14 of federal transportation funds per capita on active transportation (\$1.40 including local match) saw only a 23 percent increase in bicycle commuters over time (2010-2016).²⁴ By this definition, the average state spending identified in the Safe Routes Partnership Making Strides 2020 report, would be categorized as a low investment, suggesting that in order to get more people using active travel modes, states can invest more per person on active transportation infrastructure and programming. See *Figure 2* for a breakdown of state spending on active transportation categorized using the Harvard study's definitions of high, medium, and low investments in active transportation.²⁵

Looking at other state spending per capita suggests that states could have a greater impact on active transportation if they spent more than \$1.19 per person. The average state spending on highways, for instance, is \$558 per person. For active transportation funding, the state funding ranges from \$0 (21 states) to \$7.24 per person (Connecticut), whereas for highway spending, it ranges from \$346 (Tennessee) to \$2,305 (North Dakota).²⁶

Three states stand out as pacesetters for state funding for active transportation and Safe Routes to School: California, Massachusetts, and Oregon.

California, Massachusetts, and Oregon tick the boxes on three critical components of state funding for walking, bicycling, and Safe Routes to School: they have dedicated, ongoing, meaningful amounts of funding. All three of these states allocate over three dollars per person for walking and bicycling and have dedicated funds for both active transportation and Safe Routes to School. Oregon receives the highest marks for the amount of dedicated funding, the sustainability of funding, the dedication of funding to both active transportation and Safe Routes to School, and the fact that the state considers equity and high-need communities in project selection. This is a testament to the dedicated work of Safe Routes to School, walking, and bicycling advocates in Oregon over the years.



State Funding Specifically for Safe Routes to School

Safe Routes to School is one of the most effective strategies to get kids physically active and reduce injury and fatality. It is one of only a small number of approaches the CDC selected as cost-effective measures that have a health impact in five years (known as HI-5 interventions).^{27,28} More than fifteen years after the federal Safe Routes to School program was created, the Safe Routes to School movement helped build greater collaboration between state governments, local governments, and school systems to address safety issues around schools affecting rates of walking and bicycling to school.

Federal TAP funding meets only a fraction of the need for Safe Routes to School infrastructure and programming, evidenced by over half of TAP project applications not getting funded. As a result, some states have created standalone Safe Routes to School funding from state revenue sources—such as annual appropriations, state gas tax revenues, increases to school zone traffic fines, or other mechanisms. Such state Safe Routes to School funding may occur as part of a larger active transportation or general transportation funding package.

State funding for Safe Routes to School is less common than general active transportation funding, but still ten states dedicate their own funding to Safe Routes to School including two states (Delaware and Maine) that dedicate funding to Safe Routes to School, but not active transportation more broadly. The ten states that dedicate state funds specifically to Safe Routes to School are Delaware, Hawaii, Kansas, Maine, Massachusetts, Minnesota, Oregon, Rhode Island, Utah, and Washington. Collectively, these ten states dedicate \$18,326,000 annually to Safe Routes to School and youth-focused bicycle and pedestrian safety and school zone infrastructure. The range of funds spans from \$20,000 in Rhode Island for a youth bicycle education program to \$10.3 million annually in Oregon for a comprehensive Safe Routes to School re-granting program. Safe Routes Partnership's research shows that some states are using this money to fund infrastructure, but the majority of them are using it to support education and encouragement. For detailed information on the amounts and sources of revenue, see **Appendix B**.

In addition to state revenue, some states dedicate federal, non-TAP funds to walking, bicycling, and Safe Routes to School.

Nearly all federal transportation programs can fund active transportation, and states use their discretion on how to allocate funds. For example, Colorado, Florida, Ohio, and Washington signal their commitment to promoting healthy, active travel for kids by dedicating portions of their Surface Transportation Block Grant and Highway Safety Improvement Program to Safe Routes to School. Delaware dedicates Congestion Mitigation and Air Quality funds to advance bicycle and pedestrian projects across the state.



States are increasingly taking on the financial responsibility of building and maintaining bike lanes, sidewalks, crosswalks, traffic calming devices, and other facilities to support walking and bicycling. They are also using their own revenue to pay for education and encouragement programs to teach and promote safe walking and bicycling. This section details how states are generating revenue to pay for active transportation infrastructure and programming. It also highlights how states can dedicate non-TAP federal transportation funds to walking, bicycling, and Safe Routes to School.

STATE SOURCES OF FUNDING

From Safe Routes Partnership's analysis in the Making Strides 2020 report, the following approaches are used by states to generate funding for walking and bicycling infrastructure: bonds, fees (including specialty license plates, vehicle registration fees, and vehicle transfer fees), traffic fines, allocations of general state/federal transportation funds, lottery proceeds, and taxes (sales and gas). Many of these approaches generate sums that, while of some assistance, do not contribute substantially to the ability to fund bicycle and pedestrian infrastructure and networks or programming. Approaches that generate substantial funding are bonds, allocation of general transportation funds, and taxes. When considering revenue sources for active transportation, it is imperative to consider who bears the burden of cost and who receives the benefits of the investment. For more on considering equity in active transportation funding, see *Advancing Equity Through State Active Transportation Funding* on page 17.

Here are some of the more popular methods that state governments use to generate sizeable funds for active transportation:

TRANSPORTATION BONDS

Bonds are a financing mechanism involving long-term debt, in which the state receives money up front from bond purchasers and pays them back over time with interest. They are a very common source of transportation funding and can only be used to fund infrastructure, not operations or on-going costs. This [fact sheet](#) provides more detail about transportation bonds.

STATE EXAMPLE

CONNECTICUT: In 2015, the Let's Go CT bond program dedicated \$101 million for bicycle and pedestrian trails over five years as a ramp-up to a 30-year long-term strategy to transform Connecticut's transportation infrastructure.²⁹ Additionally, in Connecticut, the Local Transportation Council Improvement Program (LOTCIP) is a 100 percent state-funded infrastructure program that includes many active transportation improvements. The LOTCIP manages

an average of \$62 million annually with approximately 20 percent (\$12.4 million) of these funds spent on bicycle and pedestrian projects per year.

ALLOCATION OF GENERAL FUNDS OR TRANSPORTATION FUNDS

General funds are derived from the overall taxes and fees collected from residents and others, which are then allocated to various budgets. These funds vary in amount, depending upon the state of the economy and other factors. They are flexible revenue that states can allocate to a variety of purposes. States can appropriate portions of their general funds for active transportation, and many do. In addition, some states have passed laws requiring a certain percentage of transportation funds be spent on active transportation. For example, Oregon and Michigan³⁰ both require 1 percent of certain transportation funds be spent on active transportation.³¹

STATE EXAMPLES

MARYLAND: Maryland has robust general fund appropriations that benefit bicycle and pedestrian needs, totaling approximately \$18.7 million annually across several programs: Maryland Bikeways Program (\$2 million), bike retrofit (\$3.4 million), sidewalk reconstruction (\$6 million) new sidewalk (\$6.5 million), bicycle and pedestrian urban reconstruction (\$800,000).

MINNESOTA: In 2012, the legislature passed a law creating a structure for a state Safe Routes to School program.

WHEN CONSIDERING REVENUE SOURCES FOR ACTIVE TRANSPORTATION, IT IS IMPERATIVE TO CONSIDER WHO BEARS THE BURDEN OF COST AND WHO RECEIVES THE BENEFITS OF THE INVESTMENT.

The following year, the legislature allocated \$500,000 for Safe Routes to School programming over two years. As part of a bond bill, the legislature added \$1 million for Safe Routes to School infrastructure projects and an additional \$250,000 annually from the general fund for education and encouragement. Building on these incremental wins, the state now enjoys a robust Safe Routes to School program with \$2 million in Safe Routes to School infrastructure projects and \$500,000 for non-infrastructure.

STATE TAXES

By passing dedicated increases to sales taxes, excise taxes, income taxes, or fuel taxes, states can produce significant revenue for transportation. Although elected officials are often wary of voter resistance to tax increases, historically more than 75 percent of local and state transportation financing measures are successful at the ballot box.³²

Gas/fuel taxes State gas taxes are among the methods commonly used to generate additional transportation funding, including funds for active transportation. Fuel tax increases are likely the most significant state funding mechanism for transportation generally; 31 states and D.C. have raised fuel taxes since 2013, though Missouri voters overturned its state's gas tax increase in 2018.³³

STATE EXAMPLE

OREGON: In 2017, the Oregon state legislature passed HB 2017: Keep Oregon Moving, a comprehensive transportation funding package that derives revenue from a constellation of sources, including a payroll tax, vehicle use tax, bicycle

Transportation Packages

At the state level, legislatures often pass comprehensive funding for transportation that bundles together several financing mechanisms. This spreads the burden of cost across the population and user groups. Transportation packages typically generate more substantial amounts of funding for walking, bicycling, and Safe Routes to School than standalone dedicated revenue sources.

excise tax, motor fuels tax, vehicle registration fees, and more. Through this transportation package, Oregon is investing heavily in Safe Routes to School infrastructure and programming. HB 2017 dedicates \$10 million annually to the state Safe Routes to School program, which increases to \$15 million annually in 2022 - in perpetuity!

Here are some additional popular methods that state governments use to generate less substantial, but still significant funds for active transportation.

LOTTERY

State lotteries are a popular revenue generator for many states. While many states have directed lottery revenue to education, a few have used lottery revenue to fund transportation. Lotteries tend to earn 20-35% proceeds and bring in funds ranging from under \$100 million to over \$1 billion per year.³⁴

STATE EXAMPLES

COLORADO: The Colorado Lottery contributes 50 percent of its revenue to Great Outdoors Colorado, which, in 2017, pledged \$30 million over three years to plan, build, and improve local trails across the state as part of its "Connect" initiative.

MINNESOTA: Through its lottery-in-lieu-of proceeds, Minnesota funds three park and trail programs, including "trail connections," which focuses on connections to trails from residential areas. In fiscal year 2021, the program receives approximately \$283,000 in lottery proceeds.

FEES

States use a wide range of fees to generate revenue for transportation. Fees can be a popular choice for policymakers because they can be passed legislatively without a supermajority and do not need to be voted on by constituents like many taxes. Philosophically, some support fees because they see them as putting the cost of providing a service on those using it; others oppose fees because they erode the communal sense of people funding the government, which then provides public goods. Fees that are used to pay for active transportation include the following:

Vehicle registration/vehicle transfer/license fees

are common in most states. At a minimum, such fees need to cover the operational costs of registering vehicles and drivers, but these fees may also be used to generate funds for infrastructure. Some states dedicate a portion of these fees to active transportation.

STATE EXAMPLE

ILLINOIS: In 2019, the state legislature passed a capital bill that included \$33 billion for active transportation. Sources of revenue for the capital bill include doubling of the state gas tax to 38 cents per gallon, fee and tax hikes for vehicle registration, particularly for electric vehicles; and a new state tax on parking garage use. Annually, \$25 million is distributed for bicycle and pedestrian projects.

Specialty license plates: Specialty license plates (Share the Road plates or bicycle plates) are available in around half of states for an additional fee. All or part of the additional fee goes to support walking or bicycling in most states; some states allow



the money to go directly to an advocacy group, while in other states, the money goes to a state fund for safety education or infrastructure.

STATE EXAMPLE

KENTUCKY: As of 2006, revenue from Share the Road license plate fees fund 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). The commission was created by KRS 174.125. The total amount available for Paula Nye Grants for 2019 was \$111,474.50.

FINES

Traffic fines, including those from red light cameras and speed cameras can generate considerable amounts of money for infrastructure, Safe Routes to School, crossing guards, and other active transportation needs. *Cautionary note:* Using traffic fines and fees to address transportation needs also brings a set of concerns. Particularly when it comes to speeding, traffic fines do not have a deterrent effect.^{35,36} While a state can raise revenue from these fines, whether or not they deter speeding, these fines can disproportionately burden people with lower incomes or people of color. Camera placement and dangerous infrastructure mean that fines often end up disproportionately targeting people in low-income communities and communities of color.³⁷ These costs can be financially devastating for some people.



STATE EXAMPLE

HAWAII: In 2012, the legislature passed HB 2626, which established a Safe Routes to School program and the authority that will govern and fund the program. It created a funding mechanism to pay for the program, using \$10 of traffic violation funds for a statewide Safe Routes to School program and a \$25 surcharge from all speeding-in-a-school zone violations for a statewide Safe Routes to School program special fund.

For additional revenue sources and information, view the fact sheet [Finding Funding Beyond the Feds: How States Generate Active Transportation Revenue](#).



Does Your State Have Additional Requirements or Considerations for Transportation Funding?

Some states have constitutional requirements about how taxes can be raised, what specific revenue sources can be used for, what needs to be passed by public vote or legislative supermajority, and other requirements for increasing funding. For example, some states require taxes to be approved by voters instead of elected officials and may require a supermajority of voters to agree to a tax increase. Fourteen states require a legislative supermajority and voter approval for new taxes, and six states require voter approval to exceed a spending cap.³⁸ A good resource for understanding your state's local context is the [National Conference of State Legislatures' 2016 report on Transportation Governance and Finance](#).

STATE DEDICATION OF FEDERAL FUNDS BEYOND THE TRANSPORTATION ALTERNATIVES PROGRAM

In addition to using their own revenue to pay for active transportation, another strategy states often employ to fund walking, bicycling, and Safe Routes to School facilities is to dedicate federal transportation funds (besides TAP) to active transportation. All major federal transportation programs can fund walking and bicycling infrastructure and networks. Most of these programs and decisions about how to allocate the funding rest with the state departments of transportation. In many states, the department of transportation tends to focus improvements on highways and major roads, rather than bicycle and pedestrian facilities. The Federal Highway Administration maintains a chart detailing each major federal funding source and whether bicycle and pedestrian elements are eligible for funding. The chart can be found [here](#).

As part of the [Making Strides: 2020 State Report Cards on Support for Walking, Bicycling, and Active Kids and Communities](#) research, Safe Routes Partnership assessed how states are using federal, non-Transportation Alternatives Program funds to pay for Safe Routes to School programs. This analysis revealed that states dedicate three sources of federal, non-TAP funding to pay for Safe Routes to School: Surface Transportation Block Grant, Congestion Mitigation and Air Quality, and Highway Safety Improvement Program. Read on for explanations of these three federal funding sources and for examples how states are using these sources to fund Safe Routes to School. TAP is excluded from this section because its purpose is funding walking, bicycling, and Safe Routes to School, and states should be spending it accordingly.

For information on the Transportation Alternatives Program, the primary source of federal funds for active transportation, read *A Primer on Federal Active Transportation Funding* on page 2 of this report.



SURFACE TRANSPORTATION BLOCK GRANT (STBG)

STBG is one of the core highway formula programs. STBG is the most flexible pot of funds for surface transportation and can be used for everything from highways to bridges to transit to bicycle and pedestrian infrastructure and networks.³⁹ TAP is part of STBG, but states can choose to spend additional STBG funds on projects and programs that support walking and bicycling. STBG is apportioned to states, and a portion of it is sub-allocated and set-aside based on population size. This means that metro areas receive a sub-allocation and funding is set-aside to ensure states spend in rural and mid-sized areas.

STATE EXAMPLE

In **COLORADO**, the Transportation Commission requires that \$2.5 million is spent annually on Safe Routes to School with \$2 million for infrastructure, and \$500,000 for non-infrastructure. Colorado uses TAP and STBG funds to meet this spending requirement.

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) is a core Federal Highway Administration program that funds roadway safety projects aimed at reducing fatalities and serious injuries. State departments of transportation determine how to spend HSIP, and projects must be consistent with their Strategic Highway Safety Plan.

Traditionally, states have not used HSIP to fund bicycle and pedestrian safety-related projects. HSIP is currently funded at \$2.3 billion per year to support safety improvements. Despite the rising rates of bicycle and pedestrian fatalities, less than 1 percent of HSIP funding goes to improving safety for people walking and bicycling.

STATE EXAMPLE

In 2015, **FLORIDA** decided to utilize \$7 million annually in HSIP funds to run its Safe Routes to School program. Using this funding, Floridians benefit from a robust Safe Routes to School program with eight staff members across the state. Using both standalone Safe Routes to School federal funds and dedicated HSIP funding, Florida's Safe Routes to School program has made a meaningful impact in the state – reaching 665 schools, building 257 infrastructure projects, 42 non-infrastructure projects, and 25 projects that combine infrastructure and non-infrastructure from 2007-2018.⁴⁰ Additionally notable is that Florida covers the local match requirement for communities, lowering the barrier for smaller, lower-income, and more rural communities.

In **OHIO**, the state department of transportation uses HSIP funding to supplement its Safe Routes to School funding. It spends \$1 to 2 million annually from HSIP on Safe Routes to School projects that are addressing safety issues.

The state of **WASHINGTON** dedicates \$7.25 million every two years from HSIP to its statewide Safe Routes to School program.

CONGESTION MITIGATION AND AIR QUALITY (CMAQ) is a Federal Highway Administration program that focuses on reducing traffic congestion and improving air quality. Under the FAST Act, annual appropriations totaled between \$2.3 billion and \$2.5 billion annually.⁴¹ All states receive CMAQ funding, and funds are allocated based on air quality standards. The priority for CMAQ is to support projects in areas that do not meet federal air quality standards. Up to 50 percent of the state's portion of CMAQ funding may be transferred to other federal transportation programs, including the Transportation Alternatives Program. Importantly, all CMAQ projects must be able to demonstrate their ability to reduce emissions that pollute the air (this includes projects that relieve congestion, which has an effect of reducing polluting traffic emissions). One way this can be accomplished is by shifting people from driving cars to other modes of transportation like transit, walking, and bicycling. In practice, some metro areas fund bicycle and pedestrian projects using CMAQ funds, but these projects must support transportation



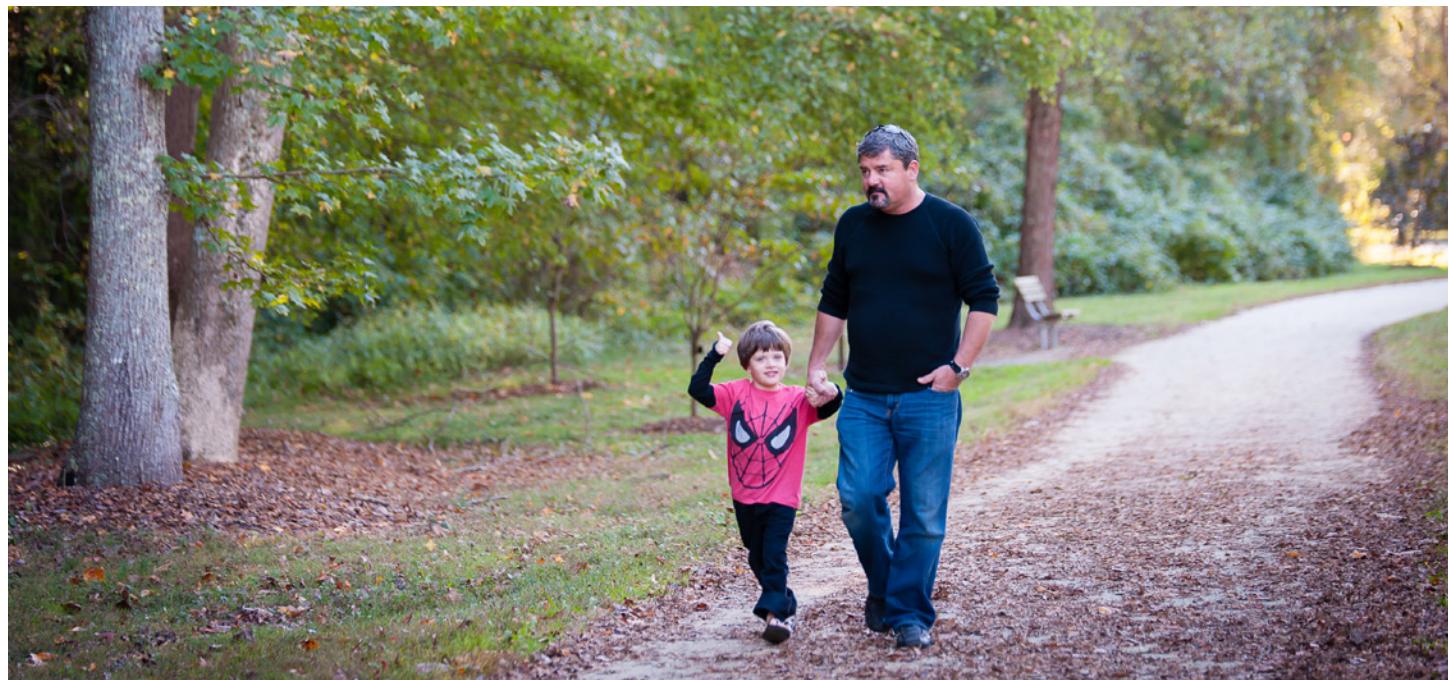
for commuting and access to everyday essential destinations, not only recreational purposes, like some types of trails. Nearly all CMAQ funds must be for infrastructure.

STATE EXAMPLE

DELAWARE: While not specifically used for Safe Routes to School, Delaware uses \$7.5 million in CMAQ funding annually for the Delaware Statewide Bicycle and Pedestrian Program. It funds projects using 80 percent CMAQ funds and 20 percent local match. The 2018 Blueprint for a Bicycle Friendly Delaware includes several strategies to grow and promote Safe Routes to School in the state.

Bicycle Friendly States Spend At Least 2% of Federal Transportation Funds on Walking and Bicycling

The League of American Bicyclists promotes five actions states can take to make bicycling safe, convenient, and accessible, including spending at least 2 percent of federal transportation funds on walking and bicycling. To learn more about how states spend federal transportation funds on walking and bicycling, visit the League of American Bicyclists' [Bicycle Friendly States report](#) and [map](#).





Best Practices State Funding for Active Transportation

Dedicating state funding for active transportation is an important step a state can take to increase the number of people safely walking and bicycling. To reap the health, environmental, and equity benefits that state funding of active transportation can catalyze, it is important to take the following into consideration. While more money is generally better, there are several best practices that can help maximize the benefits of dedicated state active transportation funding.

Funding levels are high enough to address significant projects

To create meaningful improvements, a significant amount of funding is necessary. While an annual dedication of \$200,000 may sound like a lot of money, in practice that means enough money to build a mile of sidewalk.⁴² In comparison, building a new two-lane, undivided road costs \$3 million to \$5 million per mile in an urban area.⁴³ While sidewalk and bicycle infrastructure costs significantly less than roadway and highway improvements, engineering improvements are still quite costly. With a larger investment of state funds, a state can build significantly more supportive street features and networks for walking and bicycling and run more education and encouragement programs to promote safe and active travel.

Funding is available year after year

Transportation planning is a future-oriented exercise in which stakeholders articulate visions spanning years or decades ahead. Bicycle and pedestrian plans generally span ten to 20 years. For states to implement those visions of safe, connected networks that support people to conveniently walk and bicycle to essential services or everyday destinations, they need reliable funding. Knowing money is available into the future helps improve planning processes and creates more visionary and connected projects. If money has to be re-identified every year, it is very difficult – impossible even – to plan for safe, connected bike and pedestrian networks, which research shows are key to getting more people to

walk and bike.^{44,45} In **Making Strides: 2020 State Report Cards on Support for Walking, Bicycling, and Active Kids and Communities**, “long-term” is defined as at least four years.

Funding prioritizes communities that have experienced historic and systemic underinvestment

The way we have designed streets, sidewalks, highways, and housing systemically places certain people and communities at higher risk for

inconvenience, injury, and even fatality when getting from where they live to where they need to go. No matter how active transportation improvements are funded, getting funds to neighborhoods and communities experiencing disadvantage due to disinvestment or lack of investment should be a priority. States can focus on earmarking infrastructure and program funding for high-need communities and on allocating additional points for communities that have been underinvested in project selection.

Dedicated or Eligible Funding?

While analyzing state data on transportation funding, it became clear that some states dedicate funding for walking and bicycling, while others consider active transportation an eligible use of funds, which means that a state proactively affirms that bicycle and pedestrian uses are an eligible use of other state transportation funds like multimodal funds. Because state departments of transportation have historically equated “transportation” with “for cars”, stating that active transportation is eligible for funding can direct more state funds for projects intended to support walking and bicycling. The gold standard is dedicated, high levels of funds for active transportation. However, there is serious merit to affirming that active transportation is an eligible use of funds.

Two examples of this, in practice, come from Pennsylvania and Tennessee.

Dedicated funds: In Tennessee, the state operates a Multimodal Access Fund, approximately \$10 million annually and funded through a state gas tax increase. This fund supports transportation for people walking, bicycling, and taking transit.

Eligible funds: In Pennsylvania, the state allocates \$2 million annually for bicycle and pedestrian uses from the 2013 state gas tax increase, but states that active transportation is also eligible for multimodal funding. In 2019, \$16 million in multimodal funds were awarded to bicycle and pedestrian projects!

See *Appendix A* for examples of how 11 states define “high-need” communities and the policies and practices they have in place to promote equity in active transportation funding.

Funding is available for active transportation infrastructure projects and education and encouragement programs

Getting more people out of cars and using active travel modes like walking, bicycling, and public transportation requires a comprehensive approach. Research suggests that infrastructure changes to create safe, connected networks for walking and bicycling to essential and everyday destinations combined with safety education and program or communication supports that encourage people to walk and bike have the potential to be more effective than either one on its own.⁴⁶

Generating revenue for active transportation should avoid negative outcomes or inequitably distributed benefits, especially for low-income communities and Black, Indigenous people, and other people of color

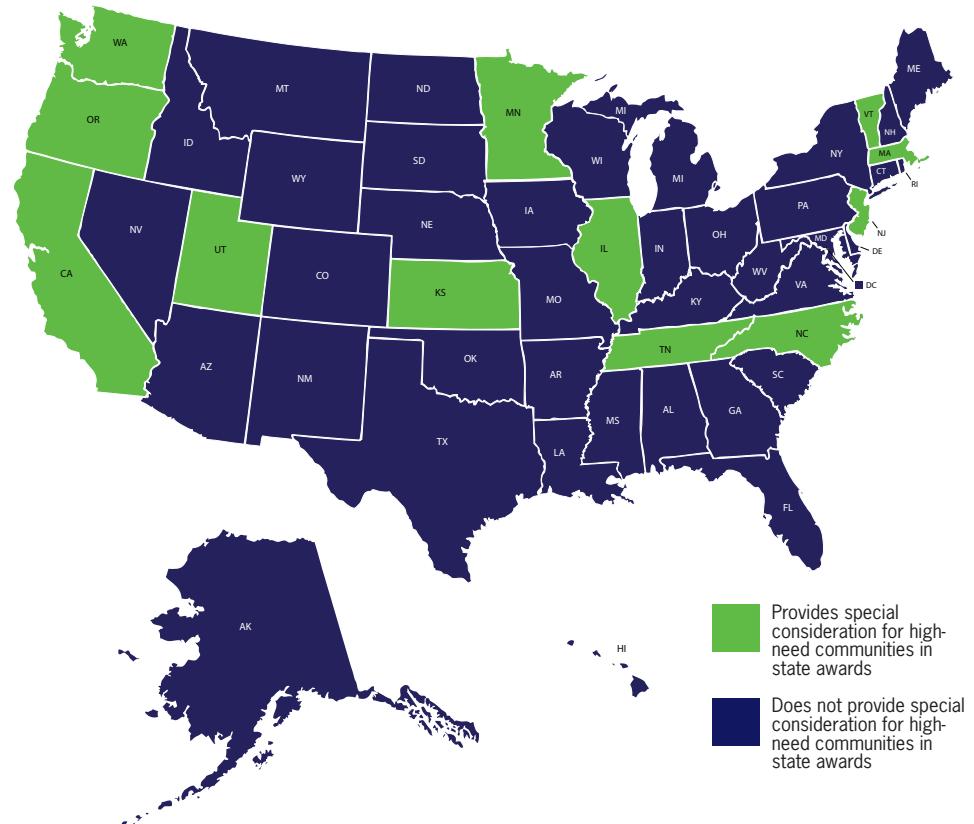
There are no perfect or completely equitable funding mechanisms for active transportation. When determining sources of revenue to pay for active transportation, decision makers should consider which people or groups bear the burden of cost. States can diversify revenue sources to not overburden a particular group. Additionally, states can consider how to channel investments to communities most harmed by historical and current transportation inequities. See *Advancing Equity Through State Active Transportation Funding* on page 17 for more information on equity considerations for raising revenue and project prioritization and funding.



States See a Solid Return on Investment for State Active Transportation

Colorado dedicates approximately 2.5 percent of its state budget to active transportation. The state garners approximately \$1.6 billion each year in economic benefits from active transportation, generated from household spending, tourism, retail, and manufacturing. In addition, more than 300 deaths are prevented each year due to the state's levels of people walking and bicycling, creating health savings of \$3.2 billion per year.⁴⁹

States with Funding Practices Intended to Promote Equity



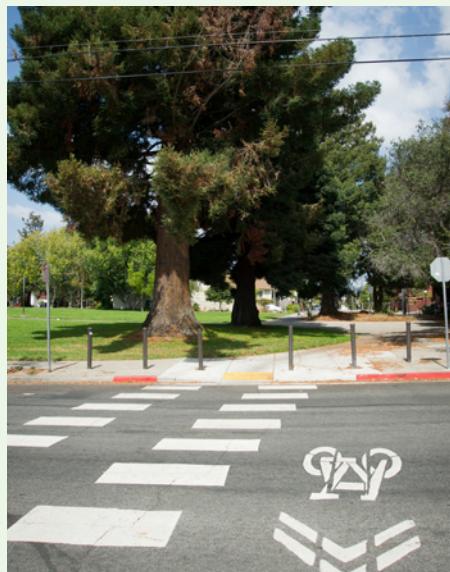
Advancing Equity Through State Active Transportation Funding

Which sources of funding for walking and bicycling are most equitable?

Unfortunately, sources of revenue for transportation cannot be ranked from most to least equitable. However, there are ways of raising money for walking and bicycling that are more and less equitable than others. There are also ways of spending transportation funding that are more and less equitable. Research from the AARP Public Policy Institute identifies four key metrics for measuring how equitable a transportation funding mechanism is. Two are payment related: user pays (pay for what you use), ability to pay (people with lower income pay less than people with higher income and wealth). The other two metrics are expenditure related: compensatory (benefits flow to people who bear cost) and need-based (benefits flow to people in need).⁴⁷ When considering sources of revenue to pay for active transportation investments, it is important to not over-rely on funding streams that will cause lower-income people and people in other marginalized groups to be disproportionately harmed by the cost. Additionally, there are ways to ensure that active transportation investments benefit people most in-need; for example, dedicating funds or percentages of funds to low and moderate-income communities, communities of color, transit-dependent populations, communities with low rates of vehicle access, communities with high rates of traffic crashes and fatalities, communities disproportionately affected by chronic disease, or environmental justice communities.

State practices to promote equitable access to active transportation funds

Research from the Harvard School of Public Health analyzed state practices to promote access to Safe Routes to School programs in vulnerable communities, using data from when all 50 states had federally-funded Safe Routes to School programs (2005-2012).⁴⁸ It identified several practices that states employed to promote access to Safe Routes to School programs in low-income communities and other communities experiencing disinvestment or underinvestment, including: setting-aside funds, awareness and education, grant planning assistance, engineering assistance, provision of funding match, point priority in project selection, project administration services, engineering services, and project implementation costs. The study found that the practice most commonly used by states that was associated with a higher rate of funding low-income schools over more than one funding cycle was awarding point priority in project selection. The study also found that awareness and education, provision of funding match, project administration services, and engineering services were effective at getting Safe Routes to School funding to low-income communities.



What policies and practices do states currently have in place to advance equitable active transportation funding?

The Safe Routes Partnership's analysis of state funding for active transportation and Safe Routes to School from the Making Strides 2020 report reveals that 11 states prioritize "high-need" communities with their funding using many of the strategies identified in the Harvard study. **Appendix A** details the 11 states that prioritize high-need communities with state funding of active transportation.

One notable example of a state operationalizing its commitment to equity and exercising effort to ensure that funds reach communities most in need is Illinois. The **2019 Illinois Capital Bill (SB1939)** provides \$25 million in annual bicycle and pedestrian funding, and includes three provisions to provide access to these funds for communities most in-need, including:

- (1) Local matching funding shall be required according to a sliding scale based on community size, median income, and total property tax base,
- (2) Phase I Studies and Phase I Engineering Reports are not required to be completed before application is made, and
- (3) at least 25% of funding shall be directed towards projects in high-need communities."

This bill dedicates funding in perpetuity, and the three barriers to accessing funds for communities are addressed: reduced local match, not requiring the completion of engineering studies, which can be prohibitively expensive, and set aside funding specifically for high-need communities.

VI

Securing State Funds for Active Transportation

Equipped with information on why state funding for active transportation matters, revenue sources to pay for it, and best practices for associated policies, it is time to understand how to go about securing these funds. There are several ways states can appropriate and dedicate funds for walking, bicycling, and Safe Routes to School.

Administrative action through the state department of transportation

State departments of transportation have latitude to make decisions about how they spend their state and federal transportation budgets. They can decide to prioritize active transportation in their programming and spending. Administrative actions or decisions on how funding is allocated by state departments of transportation may not be long-lasting because state departments of transportation leadership typically changes with gubernatorial administrations.

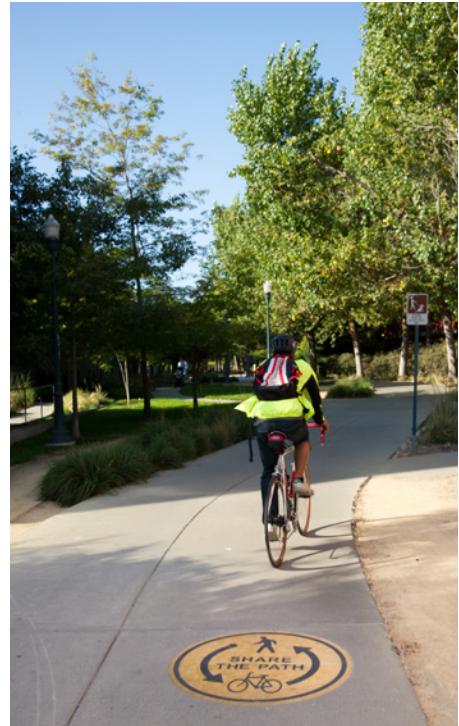
Annual budget appropriations

State legislatures can appropriate funding for active transportation through their budget process. Budget appropriations do not necessarily include changes to policy; for example, a policy requiring that funds be prioritized in communities that need them most. It is important to note that annual budget appropriations typically will not include policy changes like equity considerations.



Develop new transportation revenue sources

One of the greatest opportunities to allocate greater state active transportation funding is when a state is renewing or considering a new transportation funding package. Through this process, the state legislature establishes new sources of revenue to pay for transportation and establishes the policies to guide the spending. This is typically achieved through state statute passed by the legislature.



For detailed guidance on how to lead efforts to secure state funds for walking and bicycling, view Safe Routes Partnership's **Bicycle and Pedestrian Funding Campaign Guide**. This publication dives into the details of what makes an effective state policy for funding active transportation and strategies to pursue.



This report reviewed why active transportation is important, how states currently fund active transportation projects, case studies from states currently funding active transportation through unique methods, and best practices for state investments in walking, bicycling, and Safe Routes to School. Active transportation offers incredible benefits to states, communities, and people – from improved health through physical activity to boosting quality of life by reducing time wasted sitting in traffic to stimulating local economies. By providing long-term, dedicated funds for walking and bicycling, states can make meaningful investments in their residents and communities.



Appendices

A BEST PRACTICES IN STATE ACTIVE TRANSPORTATION FUNDING

This appendix details the states that follow three best practices when it comes to funding active transportation: providing dedicated funding, providing ongoing funding, and considering high-need communities (as defined by the states). Links to public-facing documents detailing the equity and high-need considerations are included for states for which they are available.

STATE	Dedicated	Ongoing (> 4 years, and > .10/per capita)	Practices for Equitable Funding	Practices for Equitable Funding - Details
Alabama				
Alaska				
Arizona				
Arkansas				
California	●	●	●	"Disadvantaged communities" (DAC) are guaranteed a minimum of 25% of the entire program's Active Transportation Program funding.
Colorado	●	●		
Connecticut	●	●		
Delaware	●	●		
District of Columbia	●	●		
Florida	●	●		
Georgia				
Hawaii	●	●		
Idaho	●			
Illinois	●	●	●	"For active transportation projects, "Funds shall be administered according to the requirements of the current Guidelines Manual published by the Department for ITEP (Illinois' Transportation Enhancement Program). Provides that, for projects funded under the Section: (1) local matching funding shall be required according to a sliding scale based on community size, median income, and total property tax base, (2) Phase I Studies and Phase I Engineering Reports are not required to be completed before application is made, and (3) at least 25% of funding shall be directed towards projects in high-need communities. Provides that the Department shall adopt rules necessary to implement the Section." In lay terms: 25% of the new state biking and walking funding is directed toward projects in "high-need communities", local matches are required on a sliding scale, and all engineering studies are not required to be completed in order to apply for funding."
Indiana	●			
Iowa	●			
Kansas	●		●	State funding available as of FY20 for safe bicycle and pedestrian facilities prioritizes communities with high safety needs on state systems where there is low connectivity and poor access to key destinations such as school, employment, housing, and retail.
Kentucky	●	●		
Louisiana		MAKING STRIDES		
Maine	●	●		
Maryland	●	●		
Massachusetts	●		●	"The 2014 Massachusetts Transportation Bond Bill created the Complete Streets Certification Program and authorized \$50 million dollars for it. The bill stipulates that "not less than 33 per cent of the grants awarded shall be issued to cities and towns with a median household income below the average of the Commonwealth." Additionally, Project implementation from bike and pedestrian plans factors in the following social equity criteria into its methodology: - Minority populations - Limited English proficiency - Low income populations - Persons with disabilities"
Michigan	●			
Minnesota	●	●	●	Minnesota includes Free and Reduced Lunch rates as a question in all of its Safe Routes to School grant funding applications. The rate of free and reduced school lunch receives significant amount of points awarded to it. It also factors into scoring committee discussions. Additionally, Minnesota requires that equity is included in all of its locally-funded Safe Routes to School plans for districts across Minnesota.
Mississippi				
Missouri				
Montana	●			
Nebraska				
Nevada				
New Hampshire				
New Jersey	●	●	●	New Jersey Department of Transportation awards extra points to "Urban Aid" communities and "School Development Authority" communities on its applications to grant programs.
New Mexico				
New York				
North Carolina	●	0*	0*	Proceeds from the sale of each "Share the Road" license plate go toward the Division of Bicycle & Pedestrian Transportation's Bicycle Helmet Initiative for schools, police departments and other community groups to distribute helmets to "children in need".
North Dakota		TRIDES		
Ohio	●	●		

* North Carolina dedicates \$25,000 per year from license plate sales to the purchase of helmets for low-income youth. This equates to less than 1 cent per capita. We included it for thoroughness, but would not recommend this as a prime example of state funding of active transportation.

>> continued next page

A BEST PRACTICES *continued*

STATE	Dedicated	Ongoing (> 4 years, and > .10/per capita)	Practices for Equitable Funding	Practices for Equitable Funding - Details
Oklahoma				
Oregon	●	●	●	In selecting recipients of its state Safe Routes to School funds, Oregon Department of Transportation heavily weights applications for projects affecting Title 1 schools (schools where 40% or more students are eligible for free/reduced lunch).
Pennsylvania	●	●		
Rhode Island	●	●		
South Carolina				
South Dakota				
Tennessee	eligible	●	●	Tennessee Department of Transportation's Multimodal Access Fund application includes a question, "Will it serve economically disadvantaged populations?" and awards points based on whether it addresses a transportation need for economically disadvantaged communities. Scoring guidance shares that, "Applications from Distressed or At-Risk Counties will be prioritized in this scoring category."
Texas	●	●		
Utah	●	●	●	"Utah Department of Transportation offers 15 points to Safe Routes to School program applicants based on the benefit the program will provide to disadvantaged neighborhoods. The scoring criteria include: • Is the primarily impacted school classified as Title 1? • Provide the median household income for the community benefited by the project. • Provide the percentage of students who attend the primarily impacted school who are eligible for the Free or Reduced-Price Meal Program. • Describe how the project demonstrates a clear benefit to a disadvantaged community?"
Vermont	●	●	●	In scoring general active transportation projects, Vermont Department of Transportation awards points for projects that advance equity. On its scoring criteria, it includes the following, Equity—5 Points: How does your project directly address the needs -Yes: ""Equity—5 Points: How does your project directly address the needs of more vulnerable populations, specifically the needs of children, older persons, people with mobility challenges and low or moderate income households? Projects that provide direct access to a vulnerable population e.g., a sidewalk from a senior center to a downtown will receive the full 5 points. Lower scores where equity is only addressed in broad terms.
Virginia				
Washington	●	●	●	In reviewing applications, the Washington Department of Transportation includes review criteria points for "high-need communities".
West Virginia				
Wisconsin				
Wyoming				

B

STATE FUNDING OF ACTIVE TRANSPORTATION AND SAFE ROUTES TO SCHOOL: AMOUNTS AND REVENUE SOURCES

This appendix details all 50 states and the District of Columbia's amount of funding for walking, bicycling, and Safe Routes to School and the revenue sources for these funds. Researching the amount and sources of state funding for active transportation and Safe Routes to School provides a much-needed nationwide snapshot of how many states are paying for walking and bicycling out of their own budgets and how much state money is being spent on walking, bicycling, and Safe Routes to School.

To gather these data, Safe Routes Partnership researched publicly available information from each state's department of transportation (DOT); reviewed state bicycle and/or pedestrian plans and state bicycle and/or pedestrian advocacy organization websites; and performed Google searches of active transportation funding and Safe Routes to School funding followed by outreach to and additional confirmation by state DOT staff.⁵⁰ Of the 51 state DOTs (all 50 states plus the District of Columbia) contacted, 88% of responded to verify the research findings.

STATE	State funding dedicated to active transportation	Details	State funding dedicated to Safe Routes to School	Details	Non-TAP federal funding dedicated to Safe Routes to School	Details	Miscellaneous
Alabama	–	–	–	–	–	–	–
Alaska	–	–	–	–	–	–	–
Arizona	–	–	–	–	–	–	–
Arkansas	–	–	–	–	–	–	–
California	\$149,000,000	\$149 million in state funding annually for Active Transportation Program (ATP). Sources of ATP funding are: (1) federal TAP funding (\$70 million/year from TAP goes into ATP, not included in \$149 million noted above); (2) SB 1 (2017), which increased the gas tax & established new fees on vehicle registration & electric vehicle registration: \$100 million/year for ten years; (3) rest is from state general fund/others.	–	ATP is designed to be only source of active transportation funding, and Safe Routes to School is an eligible use of ATP funds.	–	–	–
Colorado	\$5,600,000	\$5.6 million annually to plan, build, and improve local trails across the state as part of Great Outdoors Colorado "Connect" initiative. GOCO's Connect Initiative spent \$28 million on trails (a mix of recreational trails and trails connected to urban and residential areas) in the five years from 2016-2020, which averages out to \$5.6 million per year. Source of funds: Great Outdoors Colorado uses lottery funding.	–	–	\$2,500,000	\$2.5 million from TAP and STBG on Safe Routes to School.	Colorado Department of Transportation has committed to spend at least 2.5 percent of the state's construction budget on bike and pedestrian programs, which draws from both federal and state funding sources.
Connecticut	\$25,800,000	\$13.4 million from Let's Go CT bond program. Let's Go CT developed Community Connectivity Grant Program (CCGP) for walking/biking grants. \$12.4 million average annually from Local Transportation Capital Improvement Program (LOTCP) is a 100% state funded infrastructure program that includes many pedestrian/bike type improvements. The LOTCP manages on average \$62 million per year with approximately 20% of these funds on bike and pedestrian type improvements, which averages out to \$12.4 million annually.	–	–	–	–	–
Delaware	\$100,000	–	\$100,000	General fund	–	–	–
District of Columbia	\$500,000	\$500,000 annually for Vision Zero Bicycle/Pedestrian Fund dedicated by law from automated traffic enforcement fines.	–	–	–	–	–
Florida	\$25,000,000	\$25 million annually for Florida Greenways & Trails system, the Shared-Use Nonmotorized (SUN) Trail program, to help communities develop the statewide system of high-priority (strategic) paved trail corridors for bicyclists and pedestrians (SUN Trail network) from state funds.	–	–	\$7,000,000	Florida transfers \$7 million from HSIP to TAP and dedicates it to Safe Routes to School	–

[>> continued next page](#)

B AMOUNTS AND REVENUE SOURCES *continued*

STATE	State funding dedicated to active transportation	Details	State funding dedicated to Safe Routes to School	Details	Non-TAP federal funding dedicated to Safe Routes to School	Details	Miscellaneous
Georgia	-	-	-	-	-	-	
Hawaii	\$920,974	\$920,974 in state dollars to serve as match to federal funds required to be spent on bikeways by HRS 264-18. Source of funds: Hawaii has bikeway funds generated by bike/moped registrations (\$15/bike; \$27/moped/year); fees collected at point of sale. HI Rev Stat § 249-14.5 (2018)	\$550,000	\$550,000 for Safe Routes to School. The source of these funds is the Safe Routes to School special program fund, which consists of state funds collected as traffic violation surcharges. Chapter 19-109, Hawaii Administrative Rules (HAR), "Safe Routes to School Program Special Fund" can be viewed online at https://hidot.hawaii.gov/highways/files/2014/03/Chapter-19-109-HAR-Standard-final-Signed.pdf . Surcharge on specific traffic violations dedicated to Safe Routes to School.	-	-	Under HRS 264-18, DOT must expend at least 2 percent of eligible federal money on bikeways projects & report to the legislature. In the 2020, report to the state legislature, \$3.7 million in federal funds were spent on bikeways, totaling 2.4% of federal funds.
Idaho	\$2,000,000	In 2018 and 2019, the state funded the Child Pedestrian Safety Program (House Bill 334) at \$2,000,000 per year from the state's Surplus Eliminator Bill that directs extra budget dollars to transportation. The funding did not pass in 2020.	-	-	-	-	
Illinois	\$26,000,000	\$50 million every 2 year cycle. Revenue comes from a doubling of the state gas tax to 38 cents per gallon, fee and tax hikes for vehicle registration, particularly for electric vehicles; and a new state tax on parking garage use. Passed in June 2019. Additional \$1 million/year (with some variation depending upon appropriations) for Bike Path program through the Department of Natural Resources. The Bicycle Path Grant Program was approved by the Illinois General Assembly in 1989, and funding comes from a percentage of motor vehicle title fees.	-	-	-	-	
Indiana	\$30,000,000	Next Level Connections funding focused on broadband, trails, and highways. \$90 million for trails with strong focus on connectivity. \$25 million awarded in 2019 and \$30 million awarded in 2020. Three rounds of funding are planned, with a cumulative total of \$90 million for trails.	-	-	\$210,000	For 2020, \$210,000 of FHWA State Planning and Research funds for active transportation programs. Three agency workgroup with MOU (ISDH, INDOT, IDNR), contracting with Health by Design to assist with much of this statewide work.	In 2020, \$60,000 for tactical urbanism grant from IDOH funded by federal Maternal and Child Health Title V funds.
Iowa	\$5,000,000	Iowa has a pedestrian curb ramp construction program that provides cities up to \$250,000/year for work on state routes in local jurisdictions at the discretion of the Iowa DOT district offices with a limit of \$5 million per year.	-	-	-	-	
Kansas	\$2,000,000	\$2 million from the state's transportation bill general fund are now dedicated to pedestrian and bicycle facilities to improve safety beginning in state fiscal year 2020.	\$30,000,000	\$30,000 in state School Zone Program that installs speed signs/crosswalks for urban & rural areas, funded by State Aid Safety Funding. *Not indicated as SRTS, not comprehensive program	-	-	
Kentucky	\$111,453	\$111,453 from Share the Road license plate sales, which fund the Paula Nye Memorial Bicycle-Pedestrian Educational Grant, which is administered by the Kentucky Bicycle and Bikeway Commission of the Kentucky Transportation Cabinet (Div of Planning). Commission created by KRS 174.125.	-	-	-	-	

>> continued next page

B AMOUNTS AND REVENUE SOURCES *continued*

STATE	State funding dedicated to active transportation	Details	State funding dedicated to Safe Routes to School	Details	Non-TAP federal funding dedicated to Safe Routes to School	Details	Miscellaneous
Louisiana	-		-		-		"Share the Road" specialty license plates are \$25, which goes to Louisiana Bicycle and Pedestrian Safety Fund for the purpose of promoting bicycle and pedestrian safety, however we could not find, nor could the DOT report on the amount of funding generated by this fund.
Maine	\$25,000	\$25,000 annually to provide Pedestrian Safety Outreach to targeted at-risk populations.	\$156,000	\$156,000 for Safe Routes to School education and outreach program for an annual contract with the Bicycle Coalition of Maine	-		Question 1 bond initiative passed in 2019, devoting \$15 million to transit, ports, aviation, and bike/ped, but amounts by mode are not available at this point.
Maryland	\$18,700,000	<ul style="list-style-type: none"> - Maryland Bikeways Program provides grants for bike projects, trails, etc. About \$2M per year (awarded \$6.8M to 46 projects in the last 3 years) - Bicycle Retrofit (SHA 88): provide bicycle facilities along state highway system. \$3.4 mil state/year - Sidewalk Reconstruction (SHA 33): \$6 mil state/year - New Sidewalk Construction (SHA 79): \$6.5 state mil/year - Urban reconstruction, just bike/ped part: \$800K state/year 	-		-		
Massachusetts	\$31,100,000	From 2020-20224 Capital Bill: \$8.1M/year on Complete Streets, \$46.6M/year for bike/ped/shared use paths projects (federal plus state match); \$11.2M/year on average for state match only; \$11.8M/year for a bike/ped modal implementation from state Capital Improvement Plan	\$270,000	\$270,000 to pay local match requirement for federally-funded Safe Routes to School projects	-		
Michigan	\$9,600,000	Michigan Transportation Fund (MTF) Section 10k requires that of funding provided to state trunk line and to cities and counties, recipient agencies must spend not less than 1% on non-motorized services and facilities. MTF receives all state fuel taxes and license plate fees. In 2017, the amount was \$9.6 million spread across all road agencies	-		-		
Minnesota	\$3,033,000	<ul style="list-style-type: none"> - \$283,000 for "Trail connections grants": one of three park/trail programs funded by lottery in lieu proceeds, see MS Rec. s. 85.019(4). Trail connections is focused on connections from residential areas. For FY 2021, \$850,000 split between the three programs: approximately \$283,000 - \$2,750,000 for SRTS and bike/ped planning & encouragement in State Health Improvement Program, which is administered by the state health department 	\$2,500,000	State general fund appropriations for Safe Routes to School infrastructure and non-infrastructure	-		MnDOT pays 100 percent of cost for bike facilities on trunk highway system , but it is unclear what the average annual investment is. The 2013 MN State Highway Improvement Plan "directs that 1.4 percent of MnDOT's roadway funding from 2014 to 2023 and 1.0 percent of funding from 2024 to 2033 be allocated to bicycle infrastructure investments."
Mississippi	-		-		-		
Missouri	-		-		-		

>> continued next page

B AMOUNTS AND REVENUE SOURCES *continued*

STATE	State funding dedicated to active transportation	Details	State funding dedicated to Safe Routes to School	Details	Non-TAP federal funding dedicated to Safe Routes to School	Details	Miscellaneous	
Montana	\$228,329	In 2017, the legislature instituted a \$5 opt in fee for motor vehicle registration, which gets divided 20% bike/ped education, 80% maintenance of paths. (HB 225) First \$50,000 raised in 2018 goes to administrative set up costs. 7/17-12/19 it raised \$50,000, averaging around \$20,000 a year. The Department of Transportation shared that the MCA is specific to contracts for construction of shared use paths. MCA 60-3-303 says: "(3) The commission shall let to contract in any period of 5 consecutive fiscal years not less than an average of \$200,000 each year to construct or extend shared-use paths. The department shall establish accounting procedures to document compliance with this subsection." Contracts are a combination of federal and state funds (~87% fed/~13% state). Current 5-year average is~\$8.5M (\$1,141,645 is state funds). Divided by 5 for annual number = \$228,329	-		-			
Nebraska	-		-		-			
Nevada	-		-		-		Nevada passed a Complete Streets Vehicle Registration Opt In Funding Law in 2013. NRS 482.480(1): "For each vehicle for which the registered owner has indicated his or her intention to opt in to making a contribution pursuant to paragraph (h) of subsection 3 of NRS 482.215 or subsection 4 of NRS 482.280, a contribution of \$2. The contribution must be distributed to the appropriate county pursuant to NRS 482.1825." There is no public accounting of what money has been generated; so far, only three counties are permitted to opt in and opportunity seems buried.	
New Hampshire	-		-		-			
New Jersey	\$3,450,000	- \$1M / year Bikeways Program, - \$1M / year safe streets to transit, - \$1M/year Transit Villages; Green Acres program - \$450,000 annually for pedestrian safety education and enforcement - Source of funds: \$100 of \$200 traffic fines for failing to yield to pedestrians in a crosswalk goes to a dedicated pot of funds	-		-			
New Mexico	-		-		-			
New York	-		-		-			
North Carolina	\$25,000	- \$1M / year Bikeways Program, - \$1M / year safe streets to transit, - \$1M/year Transit Villages; Green Acres program - \$450,000 annually for pedestrian safety education and enforcement - Source of funds: \$100 of \$200 traffic fines for failing to yield to pedestrians in a crosswalk goes to a dedicated pot of funds	-		-		North Carolina dedicates \$1.5 million in TAP to Safe Routes to School.	
North Dakota	-		-		-			

>> continued next page

B AMOUNTS AND REVENUE SOURCES *continued*

STATE	State funding dedicated to active transportation	Details	State funding dedicated to Safe Routes to School	Details	Non-TAP federal funding dedicated to Safe Routes to School	Details	Miscellaneous
Ohio	\$7,000,000	\$7 million annually from Clean Ohio Trails Fund, which is focused on transportation and connectivity H.B. 529 2019-2020 - Clean Ohio Trails Fund	-		\$1,000,000 to \$2,000,000	\$1-2 million annually from HSIP for Safe Routes to School projects addressing a safety issue or improving safety.	Ohio dedicates \$4,000,000 from TAP to Safe Routes to School.
Oklahoma	-		-		-		
Oregon	\$7,850,000	\$7.4 million programmed from state highway fund to comply with Bike Bill and \$450,000 programmed from bicycle excise tax.	\$10,300,000	From HB 2017 Transportation Bill - \$10 million infrastructure annually; will increase to \$16 mil/year in 2023. Revenue sources: gradual increase in motor fuel tax, one-time increase to motor vehicle registration and titling fees.	-		Lottery Dollars – Connect Oregon – haves also funded trails, bike share, but currently dedicated to 4 large traditional projects.
Pennsylvania	\$18,000,000	“\$2 million annually is dedicated from the 2013 Gas Tax Increase – Act 89 o In 2019, \$16 million came out of multimodal fund, of which bike/ped is an eligible use	-		-		
Rhode Island	\$5,000,000	\$5 million annually for statewide bicycle infrastructure projects funded by Green Economy Bond (passed November 2016) . A similar bond (Green Economy & Clean Water Bond) passed in 2018, however the 2020 Green Economy Bond has \$0 for biking.	\$5,000	\$20,000 for Rhode to Bike Safety - not necessarily comprehensive SRTS, but youth cycling safety education.	-		
South Carolina	-		-		-		
South Dakota	-		-		-		
Tennessee	\$13,530,971	Multimodal Access Fund (bike/ped is eligible, not dedicated), it is funded through the 2013 state gas tax increase.	-		-		
Texas	\$15,000,000	The pedestrian accessibility program funds pedestrian accessibility projects for on-system projects.	-		-		
Utah	\$852,200	Utah provided costs for bicycle/pedestrian projects, including: \$500,000 for Safe Sidewalk Construction, \$25,000 from share the road license plates, Youth Bicycle Education and Safety Training \$250,000; Taylorsville Pedestrian Access Safety Project \$77,200	\$400,000	\$400,000 of Transportation Solutions funds to the Safe Routes Utah program that performs SRTS education, encouragement and mapping support throughout the state.	-		Active transportation is newly (2019) eligible for the Transportation Investment Fund
Vermont	\$1,275,264	Vermont provided detailed costs for bicycle and pedestrian related investments, including: \$20,000 for two bike trailers, \$375,000 for new bike/ped plan; \$85,000 for bike/ped coordinator salary, \$40,000 for bike/ped safety education, bike/ped new awards \$100,000, support VYCC program and projects \$100,000; \$300,000 in state funding for small scale projects from general fund	-		-		
Virginia	-		-		-		
Washington	\$4,700,000	\$4,700,000 annually for bicycle and pedestrian projects from Connecting Washington 16-year transportation package. Primary revenue source: 11.9 cent gas tax increase	\$3,750,000	\$3.5 million annually for Safe Routes to School from Connecting Washington 16-year transportation package; \$250,000 is awarded through the Washington Traffic Safety Commission School Walk Route Improvement Project Grant Program	\$3,625,000	\$7.5 million in HSIP funds dedicated to Safe Routes to School per biennium	
West Virginia	-		-		-		
Wisconsin	-		-		-		
Wyoming	-		-		-		

Endnotes

- 1 U.S. Department of Health and Human Services. Step It Up! The Surgeon General's Call to Action to Promote Walking and Walkable Communities. Washington, DC: U.S. Dept of Health and Human Services, Office of the Surgeon General; 2015.
- 2 Pew Charitable Trusts, Funding Challenges in Highway and Transit: A federal-state-local analysis, 2015, <https://www.pewtrusts.org/en/research-and-analysis/articles/2015/02/24/funding-challenges-in-highway-and-transit-a-federal-state-local-analysis>.
- 3 Guide to Community Preventive Services. Physical Activity: Built Environment Approaches Combining Transportation System Interventions with Land Use and Environmental Design. <https://www.thecommunityguide.org/findings/physical-activity-built-environment-approaches>. Page last updated: September 30, 2020. Page accessed: March 31, 2021
- 4 Besser, L., and A. Dannenberg. "Walking to Public Transit. Steps to Help Meet Physical Activity Recommendations." *American Journal of Preventive Medicine* 29, no. 4 (2005): 273-80. doi:10.1016/j.amepre.2005.06.010
- 5 Edwards, Ryan D. "Public transit, obesity, and medical costs: Assessing the magnitudes." *Preventive Medicine* 46, no. 1 (2008): 14-21. doi:10.1016/j.ypmed.2007.10.004.
- 6 U.S. Department of Health and Human Services. Physical Activity Guidelines for Americans, 2nd edition. Washington, DC: U.S. Department of Health and Human Services; 2018. <https://health.gov/our-work/physical-activity/current-guidelines>. Page last updated: February 19, 2021. Page accessed: March 31, 2021.
- 7 Glaeser, Edward L., Matthew E. Kahn, and Jordan Rappaport. 2008. Why do the poor live in cities? The role of public transportation. *Journal of Urban Economics* 63, no. 1: 1-24. <https://dash.harvard.edu/bitstream/handle/1/2958224/why%20do%20the%20poor%20live%20in%20cities.pdf>
- 8 "Public Transportation System: Introduction or Expansion," Health Impact in 5 Years. (Centers for Disease Control and Prevention, October 19, 2018), <https://www.cdc.gov/policy/hst/hi5/publictransportation/index.html>.
- 9 Powell, L. M., S. Slater, and F. J. Chaloupka, "The relationship between community physical activity settings and race, ethnicity and socioeconomic status." *Evidence Based Preventive Medicine*. 135-44. 21 May 2009.
- 10 M. Maciag, "Pedestrians Dying at Disproportionate Rates in America's Poorer Neighborhoods," Governing (August 2014), <http://www.governing.com/topics/public-justice-safety/gov-pedestriandeaths-analysis.html>.
- 11 Duncan DT, Kawachi I, White K, Williams DR. "The geography of recreational open space: Influence of neighborhood racial composition and neighborhood poverty." *J Urban Heal*. 2013; 90(4):618-631. doi:10.1007/s11524-012-9770-y.
- 12 "Transportation Alternatives Annual Report." U.S. Department of Transportation/Federal Highway Administration. Federal Highway Administration (FHWA), July 6, 2020.
- 13 Washington State Department of Transportation. Washington State Bicycle Facilities and Pedestrian Walkways Plan, 2008-2027 at pp. 1 and Available at <https://www.wsdot.wa.gov/NR/rdonlyres/F061CF6D-7B96-4E61-BF20-50EAF2716997/0/BikePedPlan.pdf>. via "Section VIII: Funding and Financing Transportation," Bicycling and Walking in the United States Benchmarking Progress (The League of American Bicyclists), accessed April 6, 2021, <https://data.bikeleague.org/chapter-3/section-viii-funding-and-financing-transportation/>.
- 14 WSDOT Draft Active Transportation Plan Part 1 | 2020 and Beyond. Washington State Department of Transportation (WSDOT), December 2020. <https://wsdot.wa.gov/sites/default/files/2020/12/21/wsdot-active-transportation-plan-part-1-2020.pdf>.
- 15 Sachs, David. StreetsBlog Denver (blog), May 5, 2016. <https://denver.streetsblog.org/2016/05/05/bikedenver-demands-long-term-funding-for-citywide-bike-network/>.
- 16 "Dangerous by Design 2021." Smart Growth America, March 26, 2021. <https://smartgrowthamerica.org/dangerous-by-design>
- 17 Brian McKenzie, "Modes Less Traveled—Bicycling and Walking to Work in the United States: 2008–2012," American Community Survey Reports, 2014, <http://www.census.gov/prod/2014pubs/acs-25.pdf> and League of American Bicyclists, "The New Majority, Pedaling Towards Equity," http://www.ssti.us/wp/ wp-content/uploads/2013/06/Sierra+LAB-bikeequity_report-May-2013.pdf.
- 18 M. Maciag, Pedestrians Dying at Disproportionate Rates in America's Poorer Neighborhoods, Governing (August 2014), <http://www.governing.com/topics/public-justice-safety/gov-pedestriandeaths-analysis.html>; League of American Bicyclists, "The New Majority, Pedaling Towards Equity," http://www.ssti.us/wp/ wp-content/uploads/2013/06/Sierra+LAB-bikeequity_report-May-2013.pdf.
- 19 "Dangerous by Design 2021." Smart Growth America, March 26, 2021. <https://smartgrowthamerica.org/dangerous-by-design>
- 20 Katie M. Heinrich et al., "How Does the Built Environment Relate to Body Mass Index and Obesity Prevalence Among Public Housing Residents? *Journal of Health Promotion*. 2008, 22(3):187-194.;
- 21 Guide to Community Preventive Services. New Publication Features Economic Benefits of Active Travel to School. <https://www.thecommunityguide.org/content/new-publication-features-economic-benefits-active-travel-school>.
Page last updated: February 02, 2021. Page accessed: March 31, 2021
- 22 Zimmerman, Sara and Michelle Lieberman. "The Safe Routes to School Program Census Project." Safe Routes Partnership, January 2020. <https://www.saferoutespartnership.org/resources/report/srts-census-project>.
- 23 "Guide to the Bicycle Friendly State Report Card 2019 Edition." The League of American Bicyclists, 2020. https://bikeleague.org/sites/default/files/BicycleFriendlyState_ReportCard_Guide2019.pdf.
- 24 Cradock, AL, Jessica Barrett, Tony Hull, and William Fields. "Evidence to Inform a Cycling and Walking Investment Strategy." Prevention Research Center on Nutrition and Physical Activity at the Harvard T.H. Chan School of Public Health, 2019. https://cdn1.sph.harvard.edu/wp-content/uploads/sites/84/2019/05/Evidence-to-Inform-a-Cycling-and-Walking-Investment-Strategy_2019_04_30.pdf.
- 25 Note on Figure 2: the categorizations of investment are derived from the Cradock, AL et al article, "Evidence to Inform a Cycling and Walking Investment Strategy" cited above. Investment tiers categorized by county-level spending of federal transportation funds. Cradock, et al define low investment as \$0-\$2.23 and high investment counties as \$4.75-18.05. The author of this report interpolated the medium level investment as \$2.24-\$4.74.
- 26 State and Local General Expenditures, Per Capita." Tax Policy Center. Urban Institute and Brookings Institution, June 18, 2020. <https://www.taxpolicycenter.org/statistics/state-and-local-generalexpenditures-capita>.
- 27 Centers for Disease Control and Prevention, "Health Impact in Five Years," <https://www.cdc.gov/policy/hst/hi5/index.html>.
- 28 Centers for Disease Control and Prevention, "Health Impact in Five Years: Safe Routes to School," <https://www.cdc.gov/policy/hst/hi5/saferoutes/index.html>.
- 29 "Let's Go CT! Connecticut's 5-Year Ramp Up Transportation Plan." Connecticut Department of Transportation, February 2015. <https://portal.ct.gov/-/media/DOT/documents/dcommunications/CTDOT5YRpdf.pdf?la=en>.
- 30 "State Trunk Line Highway System (Excerpt) Act 51 of 1951." Michigan Legislature - Section 247.660k. [http://www.legislature.mi.gov/\(S\(tm0qknsskw12d0cagytdulo0\)\)/mileg.aspx?page=GetObject&objectname=mcl-247-660k](http://www.legislature.mi.gov/(S(tm0qknsskw12d0cagytdulo0))/mileg.aspx?page=GetObject&objectname=mcl-247-660k).
- 31 ORS 366.514 (1971), "The Bicycle Bill," http://www.oregon.gov/ODOT/HWY/BIKEPED/Pages/bike_bill.aspx.

- 32 American Road & Transportation Builders Association, "2018 Ballot Report: Voters Across the Nation Demonstrate Support for Transportation Investment," 2018, http://transportationinvestment.org/wp-content/uploads/2018/11/2018-Ballot-Report_updates-11.14.18.pdf.
- 33 National Conference of State Legislatures. "Recent Legislative Actions Likely to Change Gas Taxes." August 12, 2020. <https://www.ncsl.org/research/transportation/2013-and-2014-legislative-actions-likely-to-change-gas-taxes.aspx>.
- 34 National Conference of State Legislatures, "Lottery Payouts and State Revenue," 2010, <http://www.ncsl.org/research/financial-services-and-commerce/lottery-payouts-and-state-revenue-2010.aspx>.
- 35 Alonso, F., Esteban, C., Calatayud, C., & Sanmartin, J. (2013). Speed and road accidents: Behaviors, motives, and assessment of the effectiveness of penalties for speeding. *American Journal of Applied Psychology*, 1(3), 58–64. doi:10.12691/ajap-1-3-5
- 36 Lawpoolsri, Saranath & Li, Jingyi & Braver, Elisa. (2007). Do Speeding Tickets Reduce the Likelihood of Receiving Subsequent Speeding Tickets? A Longitudinal Study of Speeding Violators in Maryland. *Traffic injury prevention*. 8. 26-34. 10.1080/1538958061009764.
- 37 Farrell, William. "Predominantly black neighborhoods in DC bear the brunt of automated traffic enforcement. DC Policy Center. 2018. <https://www.dcpolicycenter.org/publications/predominately-black-neighberhoods-in-d-c-bear-the-brunt-of-automated-traffic-enforcement/>.
- 38 Farmer, Liz, "Taxpayers Have Their Own Bill of Rights in Colorado. But Who Benefits?" Governing, October 2017, <http://www.governing.com/topics/finance/gov-tabor-colorado-bill-of-rights.html>.
- 39 "Surface Transportation Block Grant Program." U.S. Department of Transportation/Federal Highway Administration, February 2016. <https://www.fhwa.dot.gov/fastact/factsheets/stbdfs.cfm>.
- 40 "Florida Safe Routes to School Program 10 Year Report" (Florida Department of Transportation, March 2019), <https://fdotwww.blob.core.windows.net/sitfinity/docs/default-source/safety/2a-programs/srts-workshop/fdot-10-year-report-final.pdf>.
- 41 "Congestion Mitigation and Air Quality Improvement Program." U.S. Department of Transportation/Federal Highway Administration, 2016. <https://www.fhwa.dot.gov/fastact/factsheets/cmagfs.cfm>.
- 42 Andersen, Michael. "No, Protected Bike Lanes Do Not Need to Cost \$1 Million per Mile."
- 43 "Frequently Asked Questions," The American Road & Transportation Builders Association (ARTBA), May 15, 2020, <https://www.artba.org/about/faq/>.
- 44 Cui, Yuchen & Mishra, Sabyasachee & Welch, Timothy F., 2014. "Land use effects on bicycle ridership: a framework for state planning agencies," *Journal of Transport Geography*, Elsevier, vol. 41(C), pages 220-228.
- 45 Galvez, Maida P, Meghan Pearl, and Irene H Yen. "Childhood Obesity and the Built Environment." *Current Opinion in Pediatrics* 22, no. 2 (2010): 202–7. <https://doi.org/10.1097/mop.0b013e328336eb6f>.
- 46 Noreen McDonald, Ruth Steiner, Chanam Lee, Tori Rhoulac Smith, Xuemei Zhu and Yizhao Yang (2014). "Impact of the Safe Routes to School Program on Walking and Bicycling." *Journal of the American Planning Association*. Vol 80, Iss 2, p 153-167
- 47 Lynott, Jana, and Sandra Rosenbloom. "Transportation Funding Reform: Equity Considerations for Older Americans." AARP, December 2011. <https://www.aarp.org/home-garden/transportation/info-12-2011/transportation-funding-reform.html>.
- 48 Cradock, AL, JL Barrett, E Wei, B Otis, and A Pipito. "Examining Practices That Promote Access to Safe Routes to School Programs in Vulnerable Communities." Harvard Prevention Research Center on Nutrition and Physical Activity at the Harvard T.H. Chan School of Public Health, January 2017. https://cdn1.sph.harvard.edu/wp-content/uploads/sites/84/2017/01/SRTS_Report_1.9.17_Final.pdf.
- 49 "Economic and Health Benefits of Bicycling and Walking." Colorado Office of Economic Development and International Trade, October 6, 2016. <https://choosecolorado.com/wp-content/uploads/2016/06/Economic-and-Health-Benefits-of-Bicycling-and-Walking-in-Colorado-4.pdf>.
- 50 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 88 percent of states.



Safe Routes **PARTNERSHIP**

Active Paths for Equity & Health

www.saferoutespartnership.org