



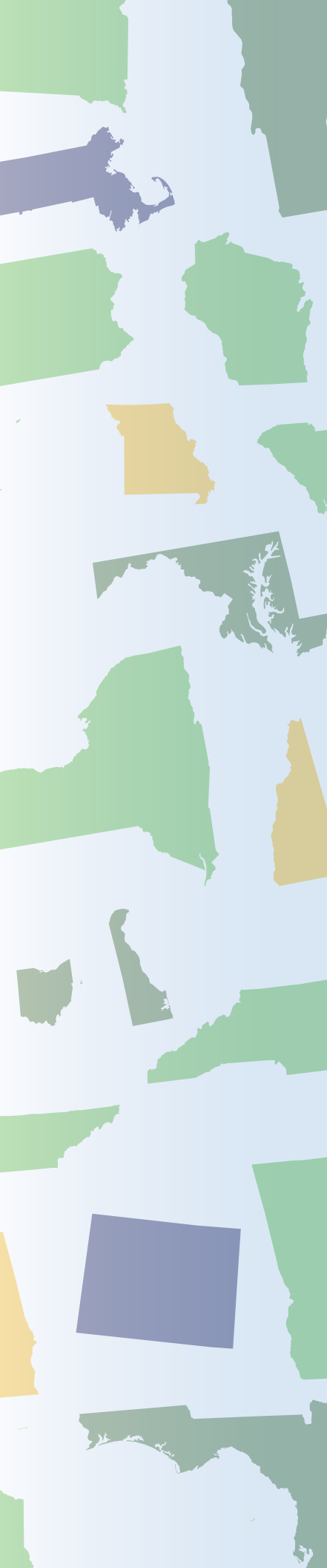
Safe Routes
PARTNERSHIP

MAKING STRIDES

2024 STATE REPORT CARDS

On Support for Walking, Bicycling, and
Active Kids and Communities

10 YEARS



AUTHORS:

Kori Johnson
Marisa Jones
Natasha Riveron

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We would also like to extend our thanks to our partner in this work, the YMCA of the USA. The partnership between our organizations to create and disseminate these report cards has been instrumental in supporting states to create conditions that enable physical activity for kids and communities.

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Active People, Healthy Nation 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 the U.S. Department of Health and Human Services.

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About This Report

Physical activity has many health, community, and economic benefits.¹

State governments can play a role in facilitating opportunities for physical activity by supporting strategies and leveraging resources that lead to physical, social, and institutional environments that promote physical activity and health.



This report includes the fifth edition of state report cards produced by the Safe Routes Partnership, providing a snapshot of how states are doing in their support of walking, bicycling, rolling, and active kids and communities. This year's edition of the state report card marks a milestone of almost ten years of tracking progress in tracking state policies and practices to support and advance healthy kids and communities.

The report cards allow us to see where states are doing well and where there continue to be opportunities for improvement. In some cases, the report cards allow us to see where progress has been made. However, due to changes across several indicators for this current report, we advise using caution when comparing your state's scores from year to year. Several indicators were revised because of updates to the evidence and changes to federal legislation that required us to make changes to the scoring. We detail these changes in section IV. For this current report card, we encourage states to look at 2024 data to identify core topic areas in which they excel and areas that may need improvement and to not compare their scores over time.

This report begins in Section I with an introduction to the goals of the 2024 state report cards. Section II provides an overview of the current research that supports walking, bicycling, and physical activity as ways to improve health. In Section III, we explain the reasoning for state-level report cards. In Section IV, we

provide a detailed explanation of how the states were graded. Section V contains the report cards themselves, ordered alphabetically by state. In Section VI, we share reflections on scores, provide maps with visual representations of data, explore specific indicators. Section VII summarizes concluding thoughts. Appendices supply more detailed summaries of the report card data and underlying conditions.

This report was developed by the Safe Routes Partnership as part of a partnership with the YMCA of the USA. With support from the U.S. Centers for Disease Control and Prevention, this partnership with the YMCA of the USA has allowed our organizations to advance our joint work to support efforts in communities that promote physical activity and health. The Safe Routes Partnership is a national nonprofit that works to advance safe walking and rolling to and from schools and in everyday life, improving the health and well-being of people of all races, income levels, and abilities, and building healthy, thriving communities for everyone. YMCA of the USA is the national office for the Y, one of the nation's leading nonprofits strengthening communities through youth development, healthy living, and social responsibility. These state report cards allow state and local Ys, nonprofit organizations, agency personnel, communities, and individuals to identify where a state has done well to advance policies and practices and where there is more work needed. The report cards can be used to inspire action across the country to better support community design for physical activity.



Introduction

The previous edition of the *Making Strides State Report Cards* was released in 2022. The 2022 edition captured states' policy and practice reactions to the impacts of the COVID-19 pandemic. In 2022, states responded with innovations like developing state-funded programs to create convenient places for people to walk and bicycle.² The 2022 Report was released shortly after the passage of the Bipartisan Infrastructure Law (BIL) in November 2021. As a result, this is the first edition of the state report cards to capture states' progress in implementing the new opportunities in the BIL. BIL is also known as the Infrastructure and Jobs Act but will be referred to as the Bipartisan Infrastructure Law (BIL) throughout this report.

As in prior years, the 2024 *Making Strides State Report Cards* focuses on states' progress in supporting walking, bicycling, rolling, and physically active kids and communities in this new environment. However, the 2024 edition takes into account the dramatic increase in active transportation funding and expanded flexibility in promoting walking and bicycling available to states under federal law.

As will be discussed in Section VI, many states are using the changes to federal law to promote walking, bicycling, and active kids and communities. At the same time, there is still room for states to further explore these flexibilities. These state report cards offer continued opportunity for states to make changes that could further leverage increased opportunities to promote walking, bicycling, and Safe Routes to School. With many factors available to states to influence conditions that support active, healthy communities, these report cards provide a tool for state elected officials, agency decision-makers, and community members who want to support walking, bicycling, and Safe Routes to School.

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 BICYCLING

For this report, we refer to "walking and bicycling" which are the most reported active transportation modes.³ However, 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 an effective and practical methods available for increasing youth physical activity⁴, keeping kids safe from traffic-related injuries and fatalities⁵, and the sustainability of our transportation system⁶.



II.

The Importance of Physical Activity

Physical activity is one of the best things people can do to improve physical and mental health.⁷ *The Physical Activity Guidelines for Americans*, 2nd edition describes the amounts and kinds of physical activity that children and adults need to receive significant health benefits.⁸

To achieve substantial health benefits, preschool-aged children (ages three through five years) need active play through a variety of enjoyable physical activities throughout the day, every day. For children and youth ages six through 17 years, the recommended physical activity level is 60 minutes or more of moderate-to-vigorous intensity physical activity daily, including vigorous aerobic activities, muscle-strengthening, and bone-strengthening activities on at least 3 days a week. Adults need at least 150 minutes of moderate-intensity activity per week along with muscle-strengthening activities on at least two days per week, and older adults (65 years and older) need both moderate-intensity activity and muscle-strengthening activities, along with activities to improve balance. In addition, the guidelines suggest higher levels of physical activity to achieve even greater benefits and emphasize avoiding physical inactivity.

However, most Americans are not meeting these guidelines. Based on self-reported data (which often over-estimates healthy behavior) from 2018, 54 percent of American adults meet the aerobic component of the physical activity guidelines and 24 percent meet the recommended levels of overall physical activity.⁹ Moreover, the prevalence was lower for adults living in rural communities than in urban areas.¹⁰

Data released in 2022 showed that 25.3 percent of American adults surveyed from 2017 to 2020 reported they were physically inactive during leisure time, meaning they did not do any physical activity outside of their regular job.¹¹

There were differences by race and by location. Overall, non-Hispanic Asian adults (20.1 percent) had the lowest prevalence of physical inactivity outside of work followed by non-Hispanic white (23.0 percent), non-Hispanic American Indian/Alaska Native (29.1 percent), non-Hispanic Black (30.0 percent), and Hispanic adults (32.1 percent). Regionally, states in the South (27.5 percent) had the lowest prevalence of physical activity, followed by the Midwest (25.2 percent), Northeast (24.7 percent), and West (21.0 percent). These disparities are associated with differences in neighborhood availability of health-promoting features such as sidewalks¹², parks¹³, bicycle lanes¹⁴, daily high-quality physical education¹⁵, and others.

According to *The 2022 United States Report Card of Physical Activity for Children and Youth*, only 21 to 28 percent of youth ages 6-17 meet the physical activity guidelines for their age group.¹⁶

Data suggest that as children age, the prevalence of meeting overall physical guidelines declines with 16.5 percent of high school students meeting overall physical activity guidelines.¹⁷ Physical activity rates are higher for boys than girls, and higher for non-Hispanic white students than for African American and Hispanic students.¹⁸

The benefits of physical activity for children include improved attention and memory, reduced risk of depression, improved aerobic fitness, and reduced risk of chronic diseases like type 2 diabetes and obesity, among others.¹⁹ The benefits of physical activity for adults include immediate benefits such as improved sleep quality and reduced blood pressure and long-term benefits such as lower risk of depression, heart disease, stroke, and type 2 diabetes, lower risk of some cancers, improved bone health, and others.²⁰





PHYSICAL ACTIVITY RECOMMENDATIONS²¹

Physical Activity Recommendations for Adults (ages 18-64 years)

- At least 150 minutes a week of moderate intensity activity such as brisk walking
- At least 2 days a week of activities that strengthen muscles
- * Aim for the recommended activity level but be as active as one is able

Physical Activity Recommendations for Older Adults (65+ years)

- At least 150 minutes a week of moderate intensity activity such as brisk walking
- At least 2 days a week of activities that strengthen muscles
- Activities to improve balance such as standing on one foot
- * Aim for the recommended activity level but be as active as one is able

Physical Activity Recommendations for Children and Adolescents (ages 6-17 years)

- 60 minutes (1 hour) or more of moderate-to-vigorous intensity physical activity daily
- A variety of enjoyable physical activities
- As part of the 60 minutes, on at least 3 days a week, children and adolescents need:
 - Vigorous activity such as running or soccer
 - Activity that strengthens muscles such as climbing or push-ups
 - Activity that strengthens bones such as gymnastics or jumping rope

Physical Activity Recommendations for Preschool-aged Children (ages 3-5 years)

- Physical activity every day throughout the day
- Active play through a variety of enjoyable physical activities

Why Walking, Bicycling, and Physical Activity Matter

Designing communities that make it easy to walk and bicycle can help people get more movement and improve their health by making physical activity part of their daily lives. Sedentary behavior is associated with chronic disease and premature death.²² A review of the literature finds that people living in places that are more supportive of active transportation are more likely to be physically active and have a lower risk of chronic diseases such as obesity, diabetes, cardiovascular disease, and cancer.²³ Research shows that people who live closer to parks are more likely to visit parks and be physically active more often than those who live further from parks.²⁴ Park, trail, and greenways can provide spaces for people to be physically active, especially when paired with community engagement, public awareness, structured programming for physical activity and social interaction, and enhancing access to these green spaces.²⁵

HEALTH BENEFITS OF PHYSICAL ACTIVITY FOR CHILDREN³⁷

- Academic Performance – Improves attention and memory
- Brain Health – Reduces risk of depression
- Muscular Fitness – Builds strong muscles and endurance
- Heart and Lung Health – Improves blood pressure and aerobic fitness
- Cardiometabolic Health – Helps maintain normal blood sugar levels
- Long-term Health – Reduces risk of several chronic diseases, including type 2 diabetes and obesity
- Bone Strength – Strengthens bones
- Healthy Weight – Helps regulate body weight and reduce body fat

One study found that only one in seven people have access to walkable streets and locations such as parks that support walking.²⁶ Many streets are dangerous by design, with transportation design features like high speeds and insufficient sidewalks causing increased pedestrian injuries and fatalities.²⁷ Investments in more walkable communities can produce dual health benefits, increasing physical activity and reducing unintentional injuries and fatalities. There are also numerous studies exploring the well-established benefits of walking for mental health.²⁸ A review of 50 academic papers on the topic finds evidence that conveys the positive influence of walking on depression as compared to other mental illnesses or disorders.²⁹

Walking, bicycling, and physical activity are good for individual health, but there are benefits for our communities and country as a whole. Healthy communities and a healthy workforce can benefit our country, our states, and our businesses. For example, one study calculated that 8.7 percent of aggregate health care

HEALTH BENEFITS OF PHYSICAL ACTIVITY FOR ADULTS³⁸

Immediate Benefits

A single bout of moderate-to-vigorous physical activity provides immediate benefits for your health.

- Sleep – Improves sleep quality
- Less Anxiety – Reduces feelings of anxiety
- Blood Pressure – Reduces blood pressure

Long-term Benefits

Regular physical activity provides important health benefits for chronic disease prevention.

- Brain Health Reduces risks of developing dementia (including Alzheimer's disease) and reduces the risk of depression
- Heart Health Lowers risk of heart disease, stroke, and type 2 diabetes
- Cancer Prevention – Lowers risk of eight cancers: bladder, breast, colon, endometrium, esophagus, kidney, lung, and stomach
- Healthy Weight Reduces risk of weight gain
- Bone Strength – Improves bone health
- Balance and Coordination – Reduces risks of falls
- Emerging research suggests physical activity may also help boost immune function.

expenditures in the United States were associated with inadequate physical activity by people with the capacity to be active.³⁰ CDC research shows that \$117 billion in healthcare expenditures are associated with inadequate physical activity.³¹ Another study identified indicators to measure the economic value of built environment interventions to promote physical activity and found that some of the highest-rated indicators to measure the benefits of built environment improvements were walkability score, life expectancy, and air quality.³² Other benefits of more walking, bicycling, and physical activity may include an increased sense of community and less social isolation, higher cognitive functioning, lower rates of depression, less air pollution and fewer climate-changing emissions.³³ In addition, Safe Routes to School programs support the health of young families, instill healthy habits, and reduce chronic absenteeism.³⁴ Strategies like community design, transportation investments, and Safe Routes to School can increase walking and physical activity. As the *Physical Activity Guidelines for Americans* explain, “Strategies at the community level generally have greater reach and can result in longer lasting change than strategies focused on individual behavior.”³⁵ Strong policy and scientific support, summarized by the *Community Guide’s* analysis and recommendations, exist for strategies to advance walking via community design and Safe Routes to School.³⁶



A CHALLENGE OF NATIONAL SIGNIFICANCE

In 1996, the problem of physical inactivity gained national attention with the release of the first Surgeon General’s report on Americans’ escalating physical inactivity, “Physical Activity and Health: A Report of the Surgeon General”.³⁹ The report’s publication marked the official recognition that physical inactivity ranks among the top risk factors affecting the health of our entire nation, along with tobacco use, deadly transmissible diseases, and other threats to health. The report summarized positive practices and promising interventions occurring around the country.

In 2015, the Surgeon General’s Office took action again to emphasize the significance of sufficient physical activity to the health of Americans. With the “Call to Action to Promote Walking and Walkable Communities,” the Surgeon General focused on the vital role that active transportation has to help Americans reach the recommended amount of physical activity.⁴⁰

As the Surgeon General noted, walking helps prevent disease before it starts, and it is available to people of all ages and stages of life without need for special equipment. Walking helps build social connectedness and is fun.

The Call to Action laid out five goals for supporting walking:

- Make walking a national priority
- Design communities that make it safe and easy to walk for people of all ages and abilities
- Promote programs and policies to support walking where people live, learn, work, and play
- Provide information to encourage walking and improve walkability
- Fill research gaps related to walking and walkability

The measures in the state report cards are aligned with the goals set out by the Surgeon General’s Call to Action, as well as many of their accompanying suggested approaches. The Status Report for “Step It Up! The Surgeon General’s Call to Action to Promote Walking and Walkable Communities,” released in 2017, found that the Call to Action received web and media attention; activities by federal agencies to promote the Call to Action have continued since its release, the goals of the Call to Action are being advanced; and, states, communities, and organizations are successfully implementing activities that build on the Call to Action. It re-emphasized that physical activity must increase in the United States.⁴¹

THE WHITE HOUSE NATIONAL STRATEGY ON HUNGER, NUTRITION, AND HEALTH

In 2022, The White House released the *The White House National Strategy on Hunger, Nutrition, and Health* which focuses on the important role of community design and land use for physical activity and walking.⁴²

Its fourth pillar “Support Physical Activity for All,” emphasizes the need to make “physical activity safe and accessible for all by implementing state and community-level policies and activities that connect pedestrian, bicycle, or transit opportunities to everyday destinations” and to “[s]upport physical activity among children both in and out of school.”⁴³



Why a State Report Card?

States have a role in supporting the health of their communities by promoting physical activity through policies and other decisions. Although there are key opportunities at every level of government, states are in a unique position. Our nation is large, and its regions and states are widely different from one another. While the diversity and differences within our states are also considerable, state governments know the needs of their residents and are familiar with the specific challenges and opportunities faced by individual communities. State governments have responsibility for the well-being of all their residents. In many states, local communities require state authorization to take action on health and other priorities. Consequently, states can support residents to lead healthy, active lives through policies, practices, and programs.



Through executive action, states can establish state goals to inspire change, such as goals to increase the percentage of people commuting by walking or bicycling. States can pass laws that ensure state money is spent on infrastructure or other programs that support health. State departments of transportation and other agencies can ensure federal funds that are available for health-promoting initiatives such as Safe Routes to School are all competed and obligated in a timely manner. State policies can allow cities and towns to enact health-promoting laws, or can require localities or private parties to avoid actions that undermine community health (e.g. smaller lot sizes for schools that allow them to better fit into communities). States can prioritize funding for low-income communities, communities of color, and rural communities in order to help reduce health disparities through project scoring preferences or set asides for these underserved communities. The report card indicators are examples of actions states can take to support walking, bicycling, active kids and communities.

The state report cards provide a snapshot of where each state is in its support of walking, bicycling, and physical activity for children and adults as of 2024. Pulling from publicly available data, we assessed states on 26 indicators that reflect key state-level public policies and policy implementation. Each state is scored in four core topic areas, which add up to an overall grade: *Lacing Up*, *Warming Up*, *Making Strides*, or the highest grade, *Building Speed*.

The good news is that your state's score in 2024 is not your state's score forever! Whatever your score, this assessment can be used as a guide on what areas can be addressed to better support physical activity and health in your state. See [this factsheet](#) for tips on how you can use your state's report card to support community design for physical activity.

IV. Overview of the Report Cards: Key Topics & Grading

This section provides an overview of the structure and contents of the report cards. We outline the issues assessed and explain how we scored the indicators. While we aim to maintain consistency in indicators to provide predictability to states, the passage of the BIL in 2021 created new federal requirements and opportunities for states to support walking, bicycling, Safe Routes to School, and active transportation.

The 2024 state report cards account for these changes in the BIL. Although we made changes to the scoring of several indicators as a result, we retain the same basic structure and grading scale. Indicators with changes are noted as **REVISED** in this section.

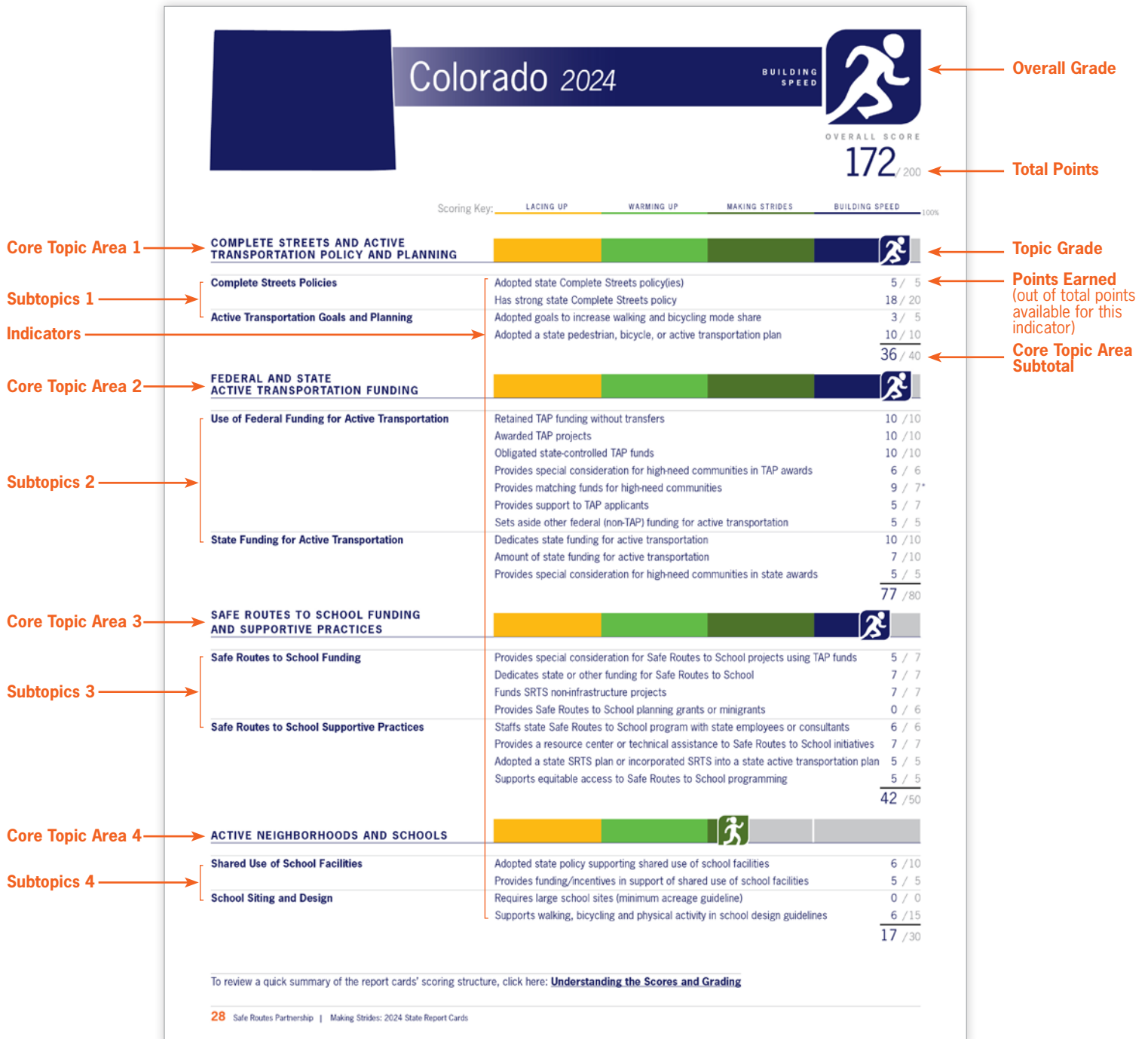
For the 2024 report card, we also removed one indicator: state requirements for physical education. Because this indicator is related to activities that almost exclusively occur on school campuses and within the school day, it is less aligned with the strategies that comprise the remainder of the report cards, which focus on creating conditions to support walking, bicycling, and active kids and communities. The points previously assigned to this indicator have been redistributed to give additional weight to indicators in the Federal and State Active Transportation Funding and Safe Routes to School Funding and Supportive Practices core topic areas. As a result of the changes made across indicators, individual state grades and scores are not directly comparable to 2022 or other years. For this current report card, we encourage states to look at 2024 data to identify core topic areas and indicators on which they excel and areas that may need improvement and to not compare their scores over time.

To provide advance notice of the relationship between new provisions in the BIL and the state report cards, we developed fact sheets that can help support [state departments of transportation](#) and [active transportation and Safe Routes to School champions](#) make the most of these new federal requirements and opportunities within the BIL, and we shared a [preview of the changes to the state report cards](#) on our website.



OVERVIEW OF SCORING

The report cards for each state summarize a total of 26 indicators spanning four core topic 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.* In each of these topic areas, states can play a significant role—through policies, funding, and other support—in increasing walking, bicycling, and physical activity among children and adults.



The report cards show the number of points earned for each indicator, the numerical sum and the grading category for each of the four core topic areas and an overall score. Each state also has an overall grade based on their total number of points earned. The total possible number of points is 200.

Each indicator's points are based on the importance of the indicator in gauging a state's overall support of and contributions to walking, bicycling, and Safe Routes to School based on our current understanding of evidence and best practices. Most of the indicators recognize positive steps, programs, and policies of a state. For two of the indicators, where particular actions have been found to be detrimental to the goals of supporting physically active kids and communities, up to ten points may be deducted per indicator. However, if the total score for an entire core topic area is a negative number, the total score for that topic area is rounded up to zero, to ensure that states still receive recognition for their good work in other strategy areas, rather than seeing those achievements cancelled out in the overall score. When this arises, we denote this situation on the report cards with an asterisk and explanation.

THE OVERALL GRADING CATEGORIES ARE:

LACING UP 0 - 50 POINTS



The state may be taking some initial steps to support walking, bicycling, and physical activity, but the efforts are still getting off the ground.

WARMING UP 51 - 100 POINTS



The state has established some policies or initiatives, and may have taken some strong steps that support walking, bicycling and physical activity, but the state has not used many of the tools and techniques available.



MAKING STRIDES 101 - 150 POINTS



The state has established multiple policies and initiatives that are moving the state in the right direction, but may still be missing some key strategies.

BUILDING SPEED 151 - 200 POINTS



The state has made a significant commitment to support walking, bicycling, and physical activity and is providing support in multiple ways. This ranking shows that a state is a strong leader in the realm of physical activity – but that doesn't mean that there is not still much more work to be done in every state to ensure that everyone has a chance to be healthy.

UNDERSTANDING THE CORE TOPIC AREAS

The four core topic 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*—reflect key areas where states can promote and support physical activity. In this section, we explain each topic area with their specific indicators and scoring criteria.

A. COMPLETE STREETS AND ACTIVE TRANSPORTATION POLICY AND PLANNING

40 TOTAL POINTS

The first core topic area for evaluating states' commitment to communities where people can more easily be physically active involves state policy and planning related to support of Complete Streets and active transportation. State policies, goals, and plans that promote walking, bicycling, and building streets that are safe and feel safe for everyone play a crucial role in encouraging and enabling safe walking and bicycling. Active transportation is one potential way to help children and adults get the

recommended amounts of physical activity. One study found that the greatest likelihood of adults walking, especially for transportation, was associated with the perception that the built environment was supportive of walking.⁴⁴

A number of individual factors influence whether children and adults choose to walk or bicycle instead of driving.^{45,46} Street design is one factor. The way our streets are designed can support or

hinder active transportation and physical activity. People with access to more and better-quality sidewalks are more likely to walk and meet physical activity recommendations.⁴⁷ Similarly, people with access to bicycle lanes and paths are more likely to bicycle and meet physical activity recommendations.⁴⁸

One way to encourage people to walk and bicycle—and increase their safety while doing so—is by providing Complete

Streets. Complete Streets are streets that are “designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.”⁴⁹ Complete Streets include places for people to walk and bicycle, along with space for transit and cars, with their design and appearance varying widely to fit the local context.

Each state has a great deal of control over the roads it owns, including how they are designed, which improvements are made, and where new facilities are constructed. State departments of transportation

design, construct, and maintain many roads. State departments of transportation also control much of the funding for roads they do not own and provide guidance to cities and counties on the design of local streets. State departments of transportation’s policies, goals, plans, and general guidance influence the state environment for walking and bicycling. To evaluate how well states support Complete Streets and advance active transportation, this report looked at state policies for Complete Streets, state goals related to walking and bicycling, and state active transportation plans.

The BIL created a federal definition of Complete Streets and a new requirement for states to use 2.5 percent of their planning funds to develop or update Complete Streets policies and on Complete Streets-related activities.

RESOURCE

The Complete Streets Policy Framework, Refreshed in 2023 (National Complete Streets Coalition)

1 Complete Streets Policies

25 POINTS

WHAT IS IT?

A Complete Streets policy sets out a state’s commitment to routinely design, build, and operate all streets to enable safe use by everyone, regardless of age, ability, or mode of transportation.⁵⁰ A Complete Streets policy can take many forms; it may be state legislation, an executive order, a resolution, or a policy of the state’s department of transportation. Although Complete Streets policies can be adopted at any level of government, for this report card we evaluated the presence and strength of state Complete Streets policies. Policies vary widely in the types of projects they apply to, the detail regarding implementation of the policy, and the level of enforceability.

HOW DOES IT HELP?

At a minimum, Complete Streets policies require the state department of transportation to consider all roadway users including people walking and bicycling in decisions about how their roadways are used. But strong Complete Streets policies can go much farther, changing the way roads are designed and built to ensure that people walking and bicycling receive much more protection and convenience than they currently do. Complete Streets policies improve safety, help promote lifestyles that are more active, promote economic growth and sustainability, and reduce environmental burdens.⁵¹ State Complete Streets policies serve as good examples for cities and counties and can incentivize these jurisdictions to commit to Complete Streets locally.

HOW WERE POINTS AWARDED?

INDICATOR:

Adopted legislative or administrative Complete Streets policy or policies

Whether a state adopts a Complete Streets policy through legislation or through administrative means has varying effects on implementation success. Passing Complete Streets legislation such as a statute is more permanent and binding. In contrast, administrative Complete Streets policies within the state department of transportation (DOT) are more likely to get into specific details on course of action, but may be more easily withdrawn or altered with a change in department leadership. Implementation success is most likely to occur in states that take a comprehensive approach to Complete Streets by adopting both legislation and a DOT policy, in addition to other non-binding strategies like design guidelines, executive orders, and checklists.

- 5 POINTS:** State has adopted both Complete Streets legislation and a DOT policy
- 4 POINTS:** State has adopted Complete Streets legislation
- 3 POINTS:** State has adopted a Complete Streets DOT policy
- 0 POINTS:** State has not adopted a Complete Streets policy

WHERE DID THE DATA COME FROM?

Each state policy was located on state websites and through tracking by the Safe Routes Partnership and National Complete Streets Coalition (NCSC).

INDICATOR:

Has strong state Complete Streets policy

State Complete Streets policies vary widely in what language they include to structure transportation decision-making. In 2017,

the National Complete Streets Coalition (NCSC) updated its system for measuring the strength of Complete Streets policies, known as the ten elements of a strong Complete Streets policy. The updated elements include factors such as how binding the policy is, what mechanisms for accountability are built in, how the policy is designed to advance equitable communities, and whether the policy is designed to encourage meaningful implementation.⁵² Every few years, NCSC uses its ten elements system to measure all the new Complete Streets policies in the country using a scoring rubric with a maximum of 100 points. As of the 2023 NCSC update, 61 was the highest score among state policies on NCSC’s 100-point scoring system. We buffer against the otherwise substantial negative impact on state scores by setting a theoretical maximum number of points at 60. Our indicator uses the score awarded to each state’s Complete Streets policy by the NCSC, translated proportionally to our indicator’s 20 point maximum. For example, a state that scored 57 points on the NCSC’s scoring system, would receive a score of 19 (calculated as $20 \times 57 \div 60$) for this indicator.

- 1-20 POINTS:** State has adopted a Complete Streets policy, with more points awarded for stronger policy, as measured by the National Complete Streets Coalition scoring criteria ($20 \times \text{NCSC score} / 60$)
- 0 POINTS:** State has not adopted a Complete Streets policy

WHERE DID THE DATA COME FROM?

Each state policy was located through tracking by the National Complete Streets Coalition (NCSC) and the Safe Routes Partnership. Policies were reviewed and scored by NCSC using their scoring rubric. New policies adopted since May 2023 were scored by Safe Routes Partnership using the same NCSC scoring rubric.

2 Active Transportation Goals and Planning

15 POINTS

WHAT IS IT?

States can support planning and design that advance active transportation in a variety of ways. By adopting goals to increase the number of people walking or bicycling or the proportion of trips made by bicycle or on foot, states can make effective plans to reach these goals, perhaps by programs, developing other policies, or providing funding to meet its established goals.

Statewide plans are another way to advance active transportation. These can address walking and bicycling together or separately, and are sometimes referred to as active transportation plans. The overarching purpose of these plans is to establish a vision for walking and bicycling as viable modes of transportation for all users and needs. Planning activities can include gathering and analyzing data, prioritizing projects and performance measures, and producing design guidance that can support an interconnected and robust transportation system. The most effective plans support comprehensive community engagement in both development and implementation, and prioritize outcomes that support safety, public health, economic, environmental, and quality of life benefits.

HOW DOES IT HELP?

State and local governments may consider thoughtfully developed and informed goals and plans to successfully create the networks and street environments required for safe, convenient, and abundant walking and bicycling. These actions work together to create effective change on the ground.

When states publish goals, especially tied to quantitative metrics, to increase walking and bicycling, they are making public commitments to progress and to measuring movement toward those goals.⁵³ These goals also emphasize the importance of active modes of transportation. They provide accountability and increase the likelihood that subsequent actions by the state will be tied back to those overarching goals.

Creating a statewide planning foundation can allow state agencies and regional and local partners to coordinate on supporting prioritized projects, policies, and programs. Implementation strategies vary, yet active transportation plans help guide decision-making for investments to develop inclusive and safe walking and bicycling facilities. Project prioritization within plans can help ensure that improvements are tailored to enhance connectivity and access throughout the transportation network. The plans can also



provide guidance for local jurisdictions to develop their own strategies for improving bicycle and pedestrian facilities. Long-range planning for walking and bicycling is one way to show a commitment to creating opportunities for physical activity for kids and communities. Planning for both walking and bicycling is an important step states can take to build places that are safe, comfortable, and connected for people on foot or on bicycle.

HOW WERE POINTS AWARDED?

INDICATOR:

Adopted goals to increase walking and bicycling mode share **(REVISED)**

Points in this indicator are awarded based on whether a state has adopted and published an explicit numerical goal or goals to increase the number or percentage of people walking and bicycling statewide. This reflects a change from our historical analysis, which awarded points for more general goals to increase walking or bicycling mode share.

- 5 POINTS:** State has adopted a goal or goals to increase walking or bicycling that is tied to a percent or numerical increase
- 3 POINTS:** State has adopted a goal to increase walking or bicycling, but not tied to metrics
- 0 POINTS:** State has not adopted goals to increase walking or bicycling

WHERE DID THE DATA COME FROM?

Each state's pedestrian, bicycle, and/or active transportation plan was located on the state DOT website and reviewed for mode shift goals by Safe Routes Partnership staff.

INDICATOR:

Adopted a bicycle, pedestrian, or active transportation plan

Points for this indicator are awarded based on whether a state has adopted a bicycle,

pedestrian, or active transportation plan within the past 10 years. Plans adopted more than 10 years ago are not included because of the likelihood that they are less reflective of current state needs and best practices for planning. A plan for a singular mode of active transportation indicates progress; because transportation systems are complex and different active modes need tailored attention to ensure that primary safety and accessibility needs of different types of roads users are met, more points are awarded for plans that address walking and bicycling needs.

- 10 POINTS:** State has adopted a pedestrian plan and bicycle plan or a combined active transportation plan
- 5 POINTS:** State has adopted bicycle or pedestrian plan, but not both
- 0 POINTS:** State has not adopted a bicycle, pedestrian, or active transportation plan

WHERE DID THE DATA COME FROM?

Each state plan was located on the state DOT website and reviewed by Safe Routes Partnership staff.



B. FEDERAL AND STATE ACTIVE TRANSPORTATION FUNDING

80 TOTAL POINTS

The second core topic for advancing physical activity is active transportation funding. For children and adults to feel and be safe walking and bicycling, active transportation infrastructure can be critical. Examples of active transportation infrastructure include sidewalks, crosswalks, bicycle lanes, trails, and other facilities that create space for people to walk and bicycle. In addition to supportive infrastructure for walking and bicycling, non-infrastructure (programmatic activities) are also important to encourage people to walk and bicycle and educating them to do so safely. Building the physical infrastructure for people to walk and bicycle and non-infrastructure activities to encourage people to walk and bicycle both cost money. While federal funding has been widely available for states to pay for both infrastructure and non-infrastructure for walking, bicycling, and Safe Routes to School, the BIL created significant new opportunities for states that can help improve their scores for this core topic area. The formula program that states predominantly use to advance walking, bicycling, and Safe Routes to School – the Transportation Alternatives Program (TAP) – received increased funding, growing 60 percent from about \$885 million annually to over \$1.3 billion annually. The law now requires states to define and prioritize high need communities and requires that states hold a competition before transferring

TAP funds to other uses. The law also provides states with new flexibilities on the local match requirement and gives states funding to provide technical assistance for potential or awarded projects. Many states recognize the need to fund walking, bicycling, and Safe Routes to School improvements beyond what is provided by TAP or other federal funding programs and use their own revenue to pay for them.

Many communities lack sidewalks⁵⁴, crosswalks⁵⁵, and bicycle lanes⁵⁶ to make it safer for people to walk and bicycle, revealing an opportunity for investment in active transportation infrastructure. This is especially true in low-income communities and in predominantly Hispanic or Black neighborhoods, where walking and bicycling infrastructure is less available and there are fewer locations supportive of play and exercise.^{57,58,59} The way the United States has invested in transportation over the years has led to a limited number of transportation trips on foot or bicycle.⁶⁰ Short trips of less than a mile or about 20 minutes of walking for transportation is considered reasonable by most adults.⁶¹ Yet in 2022, only about 25 percent of trips of a mile or less were made by walking.⁶² Our health and safety can benefit from converting motor vehicle trips to walking and bicycling trips, and safe, convenient, and comfortable places to walk and bicycle can help people do so.

This core topic area focuses on how states are directing money for active transportation with a focus on TAP. Although many federal programs can be used to fund active transportation, TAP remains a commonly used program to fund such projects across the country. State DOTs can have a big impact on how those federal dollars translate into safer communities for walking and bicycling. DOTs make key choices, such as how to implement the federal programs for active transportation, which projects they fund, what equity-oriented processes they use, and how quickly they get the funding out of the door.

Increasingly, state legislatures are allocating state funding for active transportation. State funding may have fewer administrative hurdles and requirements than federal funding, and may equal or exceed the amount of funding available federally for active transportation. State funding can also be more responsive to state and local needs. State actions to use the opportunities available in federal and state active transportation funding can help advance safe walking and bicycling conditions throughout a state.



1 Use of Federal Funding for Active Transportation

55 POINTS

WHAT IS IT?

In 2012, Congress created the Transportation Alternatives Program (TAP) by merging together three previous programs that funded active transportation. In 2015, Congress authorized TAP through 2020, and then extended it through the end of 2021 as it worked on a longer-term re-authorization. In November 2021, the BIL passed into law and re-authorized the program through 2026. For the years covered in this report card, there was over \$1.3 billion in funding available to the states each year for TAP, making it the primary source of federal formula funding dedicated to building active transportation infrastructure and conducting Safe Routes to School programming. State DOTs receive federal TAP funds and must select projects through a competitive process open to local governments and school systems.

HOW DOES IT HELP?

Federal dollars can help states and localities work to transform streets from focusing on movement of motor vehicles to safe places for children and adults to walk and bicycle. Federal support is particularly critical to low-income urban, suburban, and rural communities that lack the tax base to use local funds to make street improvements. The choices that DOTs make regarding when and how they hold TAP competitions determine which communities receive funding and how quickly improvements can be built that provide safe opportunities for physical activity. State DOTs also make decisions about if, and how, to support prospective applicants to TAP.

HOW WERE POINTS AWARDED?

INDICATOR:

Retained TAP funding without transfers (REVISED)

Before the BIL, states were permitted to transfer up to 50 percent of funds out of the program without giving communities the opportunity to apply for projects. Now, states are required to hold a TAP competition, provide technical assistance, and affirm that there were inadequate eligible applications before they may transfer out of the program. States that transfer significant amounts of TAP funding are limiting funding dedicated to active transportation infrastructure. States can also let funds lapse, which means they are no longer available to a state to spend, if they do not use the funding in a timely fashion, reducing available dollars for active transportation.

New for this current edition of the report, all states receive a clean slate on this indicator following the passage of the BIL. New provisions in BIL require states to hold competitions and provide technical assistance to TAP applicants before they transfer funds, and they are provided the funds to do so. Now, if a state does transfer funds, it signals that there is some challenge with administering the program, and there may be opportunities to help ensure these funds are used as intended. We did not want to penalize states for transfers that were permitted before the law changed. Because of the blank slate this year, each state's new score will change from its historical performance since 2012.

- 10 POINTS:** State has not transferred or let lapse any TAP funding
- 5 POINTS:** State transferred or let lapse less than 10% of funds out of TAP
- 0 POINTS:** State transferred or let lapse 10-20% of TAP funds
- 2 POINTS:** State transferred or let lapse 20-30% of TAP funds
- 5 POINTS:** State transferred or let lapse 30-40% of TAP funds
- 8 POINTS:** State transferred or let lapse 40-50% of TAP funds
- 10 POINTS:** State transferred or let lapse more than 50% of TAP funds

WHERE DID THE DATA COME FROM?

The data were provided as of September 30, 2023, by the Federal Highway Administration's Financial Management Information System (FMIS), which tracks a range of financial information about state usage of federal transportation dollars.

INDICATOR:

Awarded TAP projects (REVISED)

States must hold a competition to select TAP projects and make those funds available to communities; otherwise, funds sit unused for their intended purpose and may ultimately lapse. Points for this indicator are awarded based on if a state held competitions for and awarded TAP projects since the passage of the BIL rather than over the history of the program. This reflects a change from our historical analysis, which analyzed percentage of awards over the lifetime of the program. After the passage of the BIL, states had 60 percent more TAP funding than in prior years, allowing them to administer additional active transportation projects. We aimed to better understand if states were able administer the additional TAP funding by holding at least one competition since the passage of the law.

Additionally, scoring this indicator on if at least one TAP project was administered is a change made for 2024 because of data availability. The original data source for this indicator is the Federal Highway Administration annual reports on TAP. However, these annual reports were last published by FHWA in 2021, and this report card covers 2022 and 2023. States should note that in future versions of the state report cards, we aim to return to scoring states based on the percentage of funds they have awarded over the lifetime of the program.

- 10 POINTS:** State held at least one TAP competition since the passage of the BIL
- 0 POINTS:** State has not held a TAP competition since the passage of the BIL

WHERE DID THE DATA COME FROM?

The data were gathered by the Safe Routes Partnership review of publicly available information from each state's DOT. Safe Routes Partnership also performed outreach to state DOT staff to confirm the accuracy of the information to be included in the report.⁶³

INDICATOR:

Obligated state-controlled TAP funds

Once a competition has been held and a project has been selected for TAP funding, the local project sponsor and the state DOT must work together to complete a number of regulatory processes and agreements before construction or implementation of each project can begin. Obligation means that the legal commitment has been made by the state DOT toward a selected TAP project. Higher obligation rates indicate that a state is holding TAP competitions and is prioritizing moving selected projects towards implementation. Maintaining higher obligation rates is important because any funds that are unobligated after four years will lapse, meaning that the money is no longer available to states to use for TAP projects.

- 10 POINTS:** State obligated more than 80% of state-controlled TAP funds
- 8 POINTS:** State obligated between 70-79.9% of state-controlled TAP funds
- 6 POINTS:** State obligated between 60-69.9% of state-controlled TAP funds
- 4 POINTS:** State obligated between 50-59.9% of state-controlled TAP funds
- 2 POINTS:** State obligated between 40-49.9% of state-controlled TAP funds
- 0 POINTS:** State obligated less than 40% of state-controlled TAP funds

WHERE DID THE DATA COME FROM?

The data on obligation of TAP funding were provided as of September 30, 2023 by the Federal Highway Administration's Financial Management Information System (FMIS), which tracks a range of financial information about state usage of federal transportation dollars.

INDICATOR:

Provides special consideration for high-need communities in TAP awards (REVISED)

The BIL requires states to define and prioritize high-need communities in TAP awards. Definitions for high-need communities vary from state to state. These definitions aim to prioritize communities that have a greater need for active transportation improvements due to a history of limited or no active transportation investments and/or communities that may experience systemic disadvantages to access TAP funding.

Scoring for this indicator has been updated to reflect whether the definition and method of prioritizing communities are clearly communicated to prospective applicants. The hope is that this clarity will inspire high-need communities to apply and to see themselves as potentially successful applicants. New this year, states can receive negative points if they do not comply as it is now required by federal law. For suggestions on defining and prioritizing high-need communities, [review our fact sheet](#) on how over twenty states are doing so.

- 6 POINTS:** State provides special consideration or a funding set-aside in TAP for high-need communities through a clear, publicly-communicated process
- 3 POINTS:** State prioritizes high-need communities, but does not clearly specify scoring or details in application
- 5 POINTS:** State does not publicly define or prioritize high-need communities

WHERE DID THE DATA COME FROM?

The data were gathered by the Safe Routes Partnership review of publicly available information from each state's DOT. Safe Routes Partnership also performed outreach to state DOT staff to confirm the accuracy of the information to be included in the report.⁶⁴

INDICATOR:

Provides matching funds for high-need communities (REVISED)

TAP generally only covers 80 percent of a project's cost, requiring state governments or local project sponsors to fund the remainder of the project. Most states require the match to be covered by the local project sponsor. While this requirement can be difficult for many communities, it is often particularly challenging

for low-income, small, and rural communities to find the financial resources for the match, which can deter them from applying for TAP.

There are a number of strategies states can employ to lower the match requirement for high-need communities. Some have been around since the program's inception, some are new as a result of the BIL. The scoring for this indicator now considers whether states use their own resources to cover the required match for "high-need" communities (as defined by the state), as well as whether states that use the new creative and flexible provisions in the BIL to lower the required match for high-need communities. These opportunities can provide communities that most need active transportation improvements to compete for TAP funding without worrying about the financial commitment.

Additionally, for the first time, this indicator offers bonus points to states that use Highway Safety Improvement Program (HSIP) funds as the match to TAP projects. This reflects a new flexible provision in the BIL and reflects the aim of increasing access to the program and selecting TAP projects that improve not only mobility and active transportation but focus on safety, as well. This is an opportunity for TAP and HSIP managers to collaboratively support mutually beneficial active transportation projects. This is particularly relevant because HSIP is the most widely available formula funding that can be used to match TAP funding.

- 7 POINTS:** State utilizes state resources to provide required matching funds for TAP projects for high-need communities
- 0 POINTS:** State does not provide any matching assistance for high-need communities
- +2 POINTS:(BONUS)** State uses Highway Safety Improvement Program funds as match for TAP

WHERE DID THE DATA COME FROM?

The data were gathered by the Safe Routes Partnership review of publicly available information from each state's DOT. Safe Routes Partnership also performed outreach to state DOT staff to confirm the accuracy of the information to be included in the report.⁶⁵

INDICATOR:

Provides support to TAP applicants (REVISED)

The BIL creates a new flexibility for states to use up to five percent of their TAP funds to provide potential applicants and awarded recipients technical assistance. Federal guidance provides a broad definition of what this can support, including assistance applying, with project implementation, including environmental review, planning, design, permits, and project management. The scoring threshold has

increased given that states now have a funding source to support this work.

Some states provide workshops, grant writing assistance, or other application-oriented technical assistance specifically focused around how to apply for TAP funding. This can help communities understand what kinds of projects may be funded, the value of funding walking, bicycling, and Safe Routes to School infrastructure and programs, and how to plan and compete more effectively for the limited federal funding. Application assistance is particularly important for high-need communities. More points are awarded here for one on one support through calls or letters of intent. Fewer points are awarded for broadly cast support through webinars or written resources.

- 5 POINTS:** State provides one-on-one support
- 2 POINTS:** State provides broadcast support
- 0 POINTS:** State does not provide workshops, grant writing assistance, or other application assistance.

WHERE DID THE DATA COME FROM?

The data were gathered by the Safe Routes Partnership review of publicly available information from each state's DOT. Safe Routes Partnership also performed outreach to state DOT staff to confirm the accuracy of the information to be included in the report.⁶⁶

INDICATOR:

Sets aside other federal (non-TAP) funding for active transportation (REVISED)

The TAP is the primary dedicated source of federal funding for walking, bicycling, and Safe Routes to School. However, nearly all federal transportation programs can fund active transportation, including Safe Routes to School, and states use their discretion on how to allocate funds. [This table from FHWA](#) shows funding eligibilities for active transportation from U.S. Department of Transportation Highway, Transit, and Safety Funds. When a state uses a source of federal funding in addition to the TAP to improve walking, bicycling, and Safe Routes to School, it can signal that the state values active transportation. This indicator now awards points to states that set aside non-TAP federal funds to improve active transportation. Examples of directing federal funding outside of TAP toward active transportation and Safe Routes to School efforts include using sources such as federal Highway Safety Improvement Program (HSIP) funds, Congestion Mitigation Air Quality (CMAQ), State Planning and Research (SPR), Surface Transportation Block Grant (STBG) for active transportation projects. Some states are also using other sources like applying toll credits toward the non-federal share requirement (local match) for projects. States receive points under this indicator for such efforts. Note: while many states report spending non-TAP federal funds on projects that benefit people walking and bicycling,

this indicator awards points to states that proactively set funds aside for this purpose.

- 5 POINTS:** State sets-aside funds from non-TAP federal funding sources for walking and bicycling
- 0 POINTS:** State does not set-aside funds from non-TAP federal funding sources for walking and bicycling

WHERE DID THE DATA COME FROM?

The data were gathered by the Safe Routes Partnership review of publicly available information from each state's DOT. Safe Routes Partnership also performed outreach to state DOT staff to confirm the accuracy of the information to be included in the report.⁶⁷



2 State Funding for Active Transportation

25 POINTS

WHAT IS IT?

Funding for active transportation comes from federal, state, and local governments. Federal funding can help support active transportation work, but it can be insufficient for safe, equitable, convenient routes and social supports to everyday destinations. As a result, states are increasingly taking on the financial responsibility of building and maintaining active transportation infrastructure and programming. Many states are passing transportation bond measures or bills – often with significant active transportation components, which may equal or exceed the amount of money available from the federal Transportation Alternatives Program (TAP).

State active transportation funding has great variability from state to state. Some funding consists of a yearly appropriation from the state's general fund, some is provided by specialty license plate revenue that comes in irregularly to a particular fund, some is from bonds that may cover ten or twenty years, and other sources also exist. State funding for active transportation ranges from states that have 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 funding sources for which active transportation is eligible but not dedicated, such as multimodal funds.

HOW DOES IT HELP?

There have been decades of underinvestment in infrastructure and programming to support walking and bicycling. States can invest in active transportation as a critical step to improve active transportation. State funding for active transportation complements federal money, enabling state residents to access the many benefits of active transportation. With fewer requirements to meet, state money can often get into communities more rapidly than federal dollars. States can use such funding in different ways such as to prioritize transportation safety projects in communities where people outside

RESOURCES:

[Funding Beyond the Feds: How State Governments Generate Active Transportation Funding](#)

[Bicycle and Pedestrian Funding](#)

[State Implementation of the Transportation Alternatives Program](#)

of vehicles are disproportionately harmed or killed. Additionally, when used as the local match, state funding can be used as leverage to access federal funding, helping communities access larger amounts of money for walking and bicycling projects.

HOW WERE POINTS AWARDED?

INDICATOR:

Dedicates state funding for active transportation

This indicator recognizes states that have dedicated or awarded state funding for active transportation. Active transportation funding includes funding for infrastructure or non-infrastructure for walking and bicycling, including Safe Routes to School. Points are awarded for any state active transportation funding passed or in place within the past two calendar years (beginning with January 2022), with additional points available where funding is ongoing for at least four years, rather than one-time funding.⁶⁸ We included state funding awarded to active transportation projects publicly shared in budgets, program summaries, and any additions clearly summarized by DOT staff.

- 10 POINTS:** State dedicates minimum amount of state funding to active transportation on an ongoing basis (for at least four years or four award cycles)
- 5 POINTS:** State has dedicated or awarded any amount of state funding for active transportation within the past two years

- 0 POINTS:** State has no state funding dedicated or awarded to active transportation, or no funding was dedicated prior to the past two years

WHERE DID THE DATA COME FROM?

The data were gathered by the Safe Routes Partnership review of publicly available information from each state's DOT. This review included but was not limited to state budgets, state bicycle and/or pedestrian plans, state bicycle and/or pedestrian advocacy organization websites, and Google searches of active transportation and Safe Routes to School funding. Safe Routes Partnership also performed outreach to state DOT staff to confirm the accuracy of the information to be included in the report.⁶⁹

INDICATOR:

Amount of state funding for active transportation

Dedicating state funding for active transportation is an important step a state can take to make it easier and safer for more people to walk and bicycle in their state. 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. Reliable funding can help states to implement safe, connected networks that support people to conveniently walk and bicycle to essential services or everyday destinations. Knowing money is available in the future helps improve planning processes and creates more visionary and connected projects. If money has to be re-identified every year, it can be very difficult – impossible even – to plan for safe, connected bicycle and pedestrian networks, which research shows are key to getting more people to walk and bicycle.⁷⁰ Determining the best method of comparing funding amounts between states is challenging due to differences in population, density, economic strength, underlying infrastructure, development patterns, topography, and maintenance. In order to provide a meaningful and manageable comparison, we



assess the amount of annual active transportation funding provided per capita. We allocate points based upon a few broad categories, with more points awarded for higher amounts of funding per capita.⁷¹

- 10 POINTS:** State funding for active transportation is more than \$3 per capita per year
- 7 POINTS:** State funding for active transportation is between \$2.01 and \$3.00 per capita per year
- 5 POINTS:** State funding for active transportation is between \$1.01 and \$2.00 per capita per year
- 3 POINTS:** State funding for active transportation is between \$0.10 and \$1.00 per capita per year
- 1 POINT:** State funding for active transportation is less than \$0.10 per capita per year
- 0 POINTS:** State does not dedicate state funding for active transportation

WHERE DID THE DATA COME FROM?

The data were gathered by the Safe Routes Partnership review of publicly available information from each state's DOT. This review included but was not limited to state budgets, state bicycle and/or pedestrian plans, state bicycle and/or pedestrian advocacy organization websites, and Google searches of active transportation and Safe Routes to School funding. Safe Routes Partnership also performed outreach to state DOT staff to confirm the accuracy of the information to be included in the report.⁷²

INDICATOR:

Provides special consideration in awards of dedicated state funding for active transportation or Safe Routes to School for high-need communities

High-need communities may have limited or no capacity to research and apply for grants. They may also lack the funds to support engineering studies and design and construction costs which are often the responsibility of the grant applicant prior to receiving funding. States can help address these barriers by including special considerations when awarding state funding for active transportation projects in high-need communities. These special considerations often include allocating extra points in application scoring and/or funding set-asides.

- 5 POINTS:** State provides special consideration or a funding set-aside in state active transportation funding for high-need communities
- 0 POINTS:** State does not provide special consideration or a funding set-aside in state active transportation funding for high-need communities

WHERE DID THE DATA COME FROM?

The data were gathered by the Safe Routes Partnership review of publicly available information from each state's DOT. Safe Routes Partnership also performed outreach to state DOT staff to confirm the accuracy of the information to be included in the report.⁷³



C. SAFE ROUTES TO SCHOOL FUNDING AND SUPPORTIVE PRACTICES

50 TOTAL POINTS



Our third core topic area looks at Safe Routes to School, exploring how states can advance Safe Routes to School through funding allocations and awards, the types of framework that states can put in place to support local Safe Routes to School programming and infrastructure improvements, and how states can ensure equitable practices and programs.

Safe Routes to School initiatives address transportation safety, enable children to get vital physical activity, and help children build healthy life habits. Studies show that children who walk and bicycle to school have better cardiovascular fitness,⁷⁴ higher overall levels of physical activity,⁷⁵ and lower BMIs⁷⁶ than children who do not actively commute to school. Two separate studies of hundreds of schools involved in Safe Routes to School initiatives found increases in walking and bicycling to school of anywhere from 31 to 43 percent.^{77,78} A study in New York City found Safe Routes to School infrastructure reduced pedestrian injuries from school travel by 44 percent.⁷⁹ A systematic review of 52 research articles on Safe Routes to School found that it is effective at reducing traffic-related injuries around school neighborhoods.⁸⁰ Safe Routes to School programs can be 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.

Roughly 40 percent of parents who live within one mile of their children's school expressed concerns about traffic safety when asked about barriers to walking to school.⁸¹ Safe Routes to School is a movement that can comprehensively address those parental concerns and can enable students to get more regular physical activity by making it safer and easier to walk and bicycle to school. Safe Routes to School street improvements address problems like broken or missing sidewalks, faded crosswalks, and lack of safe bicycle lanes. Safe Routes to School programs can get more students walking and bicycling by bringing together partners to create culture change regarding student transportation in schools and communities. These programs also provide skills and safety education for children, create encouragement activities that get kids moving together, and build enthusiasm and support among families, teachers, school administrators, and municipal officials.

Safe Routes to School is one of only a handful of approaches that the CDC has selected as cost-effective program that can have a health impact in five years (known as HI-5 interventions).^{82,83}

The trip to school is a crucial opportunity for children to get regular physical activity by walking or bicycling. When walking and bicycling to school is more convenient, comfortable, and safe, more children can achieve these benefits. This can also expand past the walk to school to help children move more safely along routes to other places like parks and libraries. Meanwhile, motor vehicle crashes are a leading cause of death for children, whether as passengers or outside the vehicle.⁸⁴ Fifteen percent of children ages 14 and younger who died due to motor vehicle crashes in 2021 were walking⁸⁵ and four percent were bicycling.⁸⁶



1 Safe Routes to School Funding

27 POINTS

WHAT IS IT?

Safe Routes to School initiatives aim to make it safer and easier for more children to walk and bicycle to and from school. Comprehensive Safe Routes to School programs improve infrastructure near schools (i.e., sidewalks, bicycle paths, crosswalks, school zone signage, and traffic calming) and provide programming (called non-infrastructure projects) to teach children traffic safety skills, ensure that motorists are driving safely near schools, and encourage more children to walk and bicycle. However, our 2019 national census of Safe Routes to School programs found that insufficient funding was one of the biggest hurdles experienced by Safe Routes to School programs.⁸⁷ Thus, state action that eases access to funding or increases funding levels for Safe Routes to School can help communities across the state achieve the benefits of Safe Routes to School.

From 2005 to 2012, a federal transportation program called Safe Routes to School allocated \$1.1 billion to state DOTs for Safe Routes to School projects. Since 2013, Safe Routes to School has been eligible for funding through the federal Transportation Alternatives Program (TAP), discussed as part of the previous core topic area on active transportation funding. Safe Routes to School may also be funded through state or local sources.

State governments, particularly state DOTs, have influence over the funding of local Safe Routes to School initiatives. State DOTs can affect whether Safe Routes to School projects are funded by TAP by prioritizing these projects in TAP competitions, and they can direct funds from other state or federal pots toward Safe Routes to School projects. State DOTs can also influence the structure of funding, such as whether state and federal funds only go to Safe Routes to School infrastructure projects (a default for many DOTs), or whether these funds also go to non-infrastructure programs and efforts. Supporting planning grants or other small, low effort grants for Safe Routes to School initiatives is another way that DOTs can jumpstart Safe Routes to School efforts and keep different communities engaged.

HOW DOES IT HELP?

Decisions by state DOTs around how to prioritize and structure funding for Safe Routes to School can have an effect on local Safe Routes to School work and student walking and bicycling numbers and safety. When state DOTs prioritize Safe Routes to School for funding – TAP funding, other

federal funding, and state funding – they enable more transportation safety improvements to be constructed near schools and on school routes. When they ensure that funding flows to Safe Routes to School programs, not just infrastructure, they can also support the encouragement and education activities that change habits and improve safety. Other efforts that DOTs may lead, such as providing Safe Routes to School planning grants or mini-grants, can also remove or ease barriers to involvement in Safe Routes to School for local communities.

HOW WERE POINTS AWARDED?

INDICATOR:

Provides special consideration for Safe Routes to School projects using TAP funds (REVISED)

Although there is no longer a stand-alone, federally-funded Safe Routes to School program, Safe Routes to School projects are eligible for most surface transportation funding programs, and are most often funded by TAP. In setting up their competition parameters for TAP, states may choose to prioritize the funding of Safe Routes to School projects to ensure that these child safety projects are adequately funded. This can be done in a variety of ways, including providing extra points to Safe Routes to School projects when scoring applications, running a separate competition for Safe Routes to School projects using TAP resources, or dedicating a portion of TAP funding for Safe Routes to School projects. This year, the maximum number of points have been increased from 6 to 7 because we have removed an indicator and redistributed the points to important indicators that have had lower points in the past.

- 7 POINTS:** State holds a separate competition or sets aside TAP funding specifically for Safe Routes to School projects
- 3 POINTS:** State allocates extra points or otherwise incentivizes or prioritizes Safe Routes to School when scoring or selecting projects in a TAP competition
- 0 POINTS:** State does not provide any special consideration for Safe Routes to School projects

WHERE DID THE DATA COME FROM?

The data were gathered by the Safe Routes Partnership review of publicly available information from each state's DOT website. Safe Routes Partnership also performed outreach to state DOT staff to confirm the accuracy of the information to be included in the report.⁸⁸

INDICATOR:

Dedicates state or non-TAP federal funding for Safe Routes to School

Based on data from the Federal Highway Administration's annual TAP reports⁸⁹, which document all applications (awarded and not awarded) to TAP in each state, and our work with DOTs across the country, we have learned that TAP funding appears to meet only a fraction of the need for Safe Routes to School infrastructure and programs. The TAP annual reports show that states typically receive more applications than they can fund through available resources.⁹⁰ 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. We award points for state active transportation and Safe Routes to School funding as part of the subtopic on state active transportation funding, but also award additional points where funding is dedicated to Safe Routes to School. Additionally, some states direct federal funding outside of TAP toward Safe Routes to School, using sources such as federal Highway Safety Improvement Program (HSIP) funds. States also receive points under this indicator in recognition of their commitment to Safe Routes to School programs. The threshold of at least \$500,000 per year was calculated based on the amount of funding per capita provided to states from 2005 to 2012 when there was a stand-alone, federally funded Safe Routes to School program. Each year, the average funding per student hovered between \$4.42 and \$8.17, with no state averaging less than \$3 per student over that time span. This year, states dedicating less than \$500,000 per year fall below that per capita average. Any amount of funding dedicated to Safe Routes to School is a step in the right direction, and this scoring acknowledges states that are dedicating the amount needed to run strong Safe Routes to School programs.

- 7 POINTS:** State provides at least \$500,000 per year in state or non-TAP federal funding to Safe Routes to School projects
- 5 POINTS:** State provides between \$1 and \$500,000 per year in state or non-TAP federal funding to Safe Routes to School projects
- 0 POINTS:** State does not provide state or non-TAP federal funding to Safe Routes to School projects

WHERE DID THE DATA COME FROM?

The data were gathered by the Safe Routes Partnership review of publicly available information from each state's DOT. Safe Routes Partnership also performed outreach to state DOT staff to confirm the accuracy of the information to be included in the report.⁹¹

INDICATOR:

Funds Safe Routes to School non-infrastructure projects

The original federal Safe Routes to School program required state DOTs to support both infrastructure and non-infrastructure programming such as education. Now that Safe Routes to School funding is mostly funded through TAP, it is up to state DOTs to decide whether or not to make non-infrastructure programming eligible for TAP competitions. Research has found that the most effective Safe Routes to School programs include both infrastructure improvements and education and encouragement activities (such as teaching children traffic safety skills and having regular walking and biking to school events) that continue over several years.⁹² Our scoring is designed to reflect this evidence on non-infrastructure funding. States that do not use TAP to fund Safe Routes to School non-infrastructure projects may limit health and safety benefits associated with increasing access for children walking and bicycling. Safe Routes to School non-infrastructure can also be a way for higher-need communities such as those communities in more rural areas or with less resources and capacity to manage federal funding and begin improving

conditions for walking and bicycling. Additionally, non-infrastructure programming typically costs significantly less than infrastructure, making the match more realistic and attainable for high-need communities.

- 7 POINTS:** Safe Routes to School non-infrastructure projects are eligible for TAP funding, and state prioritizes their selection through extra points or a funding set-aside
- 5 POINTS:** Safe Routes to School non-infrastructure projects are eligible for TAP funding, but state does not prioritize their selection
- 0 POINTS:** Safe Routes to School non-infrastructure projects are not eligible for funding

WHERE DID THE DATA COME FROM?

The data were gathered by the Safe Routes Partnership review of publicly available information from each state's DOT. Safe Routes Partnership also performed outreach to state DOT staff to confirm the accuracy of the information to be included in the report.⁹³

INDICATOR:

Provides Safe Routes to School planning grants and/or mini-grants

Financial and administrative hurdles can be barriers for communities, especially small, rural, and low-income communities, from accessing funding from state DOTs. Many communities encounter a barrier to applying for state Safe Routes to School funds when they must engage

in unfunded planning or engineering work before the application. Our scoring of this indicator is based on states offering both planning and mini-grants. Planning grants are specific to planning efforts and can help communities put key pieces in place and engage partners before a program is implemented. Planning grants can also help communities methodically identify needs and develop projects for future funding pursuits. Mini-grants on the other hand can also support existing volunteer efforts or pilot programs. By providing mini-grants that do not require a large application or complex administrative efforts, states can help launch Safe Routes to School programs in more communities.

- 6 POINTS:** State offers communities both Safe Routes to School planning grants and mini-grants
- 3 POINTS:** State offers communities Safe Routes to School planning grants or mini-grants but not both
- 0 POINTS:** State does not offer Safe Routes to School planning grants or mini-grants

WHERE DID THE DATA COME FROM?

The data were gathered by the Safe Routes Partnership review of publicly available information from each state's DOT. Safe Routes Partnership also performed outreach to state DOT staff to confirm the accuracy of the information to be included in the report.⁹⁴

2 Safe Routes to School Supportive Practices**23 POINTS****WHAT IS IT?**

While funding for active transportation and Safe Routes to School is critical, state departments of transportation can engage in additional supportive practices that further advance Safe Routes to School initiatives. Key practices include having DOT and/or consultant staff who are experienced and knowledgeable about Safe Routes to School, technical assistance or resource centers, statewide Safe Routes to School plans, curricula or resources to help education efforts, application assistance, webinars, workshops and trainings, sample materials, and networking opportunities.

HOW DOES IT HELP?

With appropriate staffing resources to provide support, DOTs can help schools and local governments implement comprehensive Safe Routes to School initiatives based upon best practices and tailored to local needs and challenges.⁹⁵ Local communities can access key information and resources through webinars,

factsheets, sample materials, and trainings. Knowledgeable personnel can help schools and communities implement Safe Routes to School initiatives with or without funding, and can provide assistance in planning for future applications. State practices can also help local Safe Routes to School programs become more equitable. Our 2019 national census of Safe Routes to School programs found that fewer than one-third of responding programs had any outreach or tailored programming aimed at increasing participation by girls, students with disabilities, students who are immigrants, or others, but that more than a quarter of programs wanted to move into this area.⁹⁶ States can also encourage Safe Routes to School educational programming inside and outside of classrooms by developing curricula and other materials to assist with uptake. Strong state supportive practices mean more effective Safe Routes to School programming and more children safely walking and bicycling to school.

HOW WERE POINTS AWARDED?

INDICATOR:

Staffs state Safe Routes to School program through employees or consultants (REVISED)

Under the original federal Safe Routes to School program, each state DOT was required to have a full-time staff person focused on administering Safe Routes to School funding. When the federal Safe Routes to School program was folded into the new Transportation Alternatives Program in 2012, states were allowed, but no longer required, to dedicate a full-time staff person to Safe Routes to School issues. State DOT Safe Routes to School coordinators and other staff play an important role in making sure that Safe Routes to School funding is accessible, liaising between school systems and transportation professionals, and providing technical assistance to schools and communities. The BL now provides several new ways to pay for this position either housed within a DOT, another state agency, or contracted out to the private or nonprofit

sector. This flexibility was reflected in our updated scoring where the maximum number of points is now 6 instead of 5, with 2 bonus points for states with more than 2 FTE employees or consultants devoted to Safe Routes to School.

- 6 POINTS:** State devotes at least one, but less than two FTE employees or consultants to Safe Routes to School
- 1 POINTS:** State devotes a portion of one employee or consultant's time to Safe Routes to School.
- 0 POINTS:** State does not devote staff or consultants to Safe Routes to School
- 2 POINTS (BONUS):** State has 2+ FTE staff or consultants focusing on Safe Routes to School.

WHERE DID THE DATA COME FROM?

The data were gathered by the Safe Routes Partnership review of publicly available information from each state's DOT. Safe Routes Partnership also performed outreach to state DOT staff to confirm the accuracy of the information to be included in the report.⁹⁷

INDICATOR:

Provides Safe Routes to School resource center and/or technical assistance that supports strong local Safe Routes to School programs

We award points for this indicator based on states that take a comprehensive approach to technical assistance to facilitate strong Safe Routes to School programs. Some states provide more extensive assistance to schools or school systems to help them initiate Safe Routes to School programs and improve their practices and approaches. States have done this in various ways including workshops and trainings, directly helping local programs, developing toolkits, guides, and materials, or running a statewide resource center. This type of assistance is particularly important for higher need communities with limited capacity and local resources.

As part of or in addition to a Safe Routes to School resource center, states can facilitate education regarding Safe Routes to School through curricula, trainings, or related resources. Education is one of the core components of Safe Routes to School initiatives. States can support educational programming inside and outside of classrooms by developing curricula, lesson plans, and other materials. Curricula can be tailored to state educational standards. States receive points for developing curricula, trainings, or similar resources to facilitate Safe Routes to School education in schools.

Resource Center or Technical Assistance

- 7 POINTS:** State provides technical assistance or a statewide resource center to help communities start and run effective SRTS initiatives and State has developed curricula, training or similar resources to facilitate Safe Routes to School education in schools
- 5 POINTS:** State provides technical assistance or a statewide resource center to help communities start and run effective Safe Routes to School initiatives
- 0 POINTS:** State does not provide technical assistance or a statewide resource center to communities or schools

WHERE DID THE DATA COME FROM?

The data were gathered by the Safe Routes Partnership review of publicly available information from each state's DOT. Safe Routes Partnership also performed outreach to state DOT staff to confirm the accuracy of the information to be included in the report.⁹⁸

INDICATOR:

Adopted a state Safe Routes to School plan or incorporated Safe Routes to School into a state active transportation plan.

Points in this indicator are awarded based on whether a state has created a statewide plan for Safe Routes to School, either through a standalone plan or as a component of a statewide active transportation planning effort. States that have a standalone Safe Routes to School plan or a specific section, chapter, or component that details Safe Routes to School-specific goals and implementation strategies within a broader active transportation plan receive the most points. States that include mention of Safe Routes to School within another state plan, but do not provide the same level of detail, receive some points.

- 5 POINTS:** State has adopted a standalone Safe Routes to School plan or a Safe Routes to School-specific chapter or section of another state plan
- 2 POINTS:** State has included mention of Safe Routes to School in a statewide plan
- 0 POINTS:** State has not adopted a Safe Routes to School plan or incorporated Safe Routes to School into another state plan

WHERE DID THE DATA COME FROM?

The data were gathered by the Safe Routes Partnership review of publicly available information from each state's DOT. Safe Routes Partnership also performed outreach to state DOT staff to confirm the accuracy of the information to be included in the report.⁹⁹

INDICATOR:

Supports equitable Safe Routes to School programming

The benefits of walking and bicycling to school, and of Safe Routes to School programs, are not equitably distributed among students of different genders, races, nationalities, or abilities. Girls are less likely to walk and bicycle than boys; students of color walk at higher rates, but also experience traffic injuries and fatalities at higher rates; students with disabilities are often inadvertently excluded from Safe Routes to School programming, despite strong opportunities for physical activity and social benefits.^{100,101,102} As noted above, a limited number of Safe Routes to School programs are tailoring their programs or outreach to bring in under-represented demographic groups; others show interest, but have not started this work.¹⁰³ States can play a role in encouraging and incentivizing local programs to tailor programs and practices to appeal to different demographic group. This indicator awards points to states providing funding, publications, or other support dedicated to enabling local programs to engage one or more specific demographic groups, such as low-income students, students of color, English language learner students, students in rural communities, students with disabilities, or girls and non-binary students. Note that where a state is already receiving points under the Federal and State Active Transportation Funding core topic area for providing special consideration to high-need communities in TAP or state funding awards, it will not receive additional points for the same prioritization under this indicator, although it will still be eligible to earn points here for other types of support for equitable Safe Routes to School programming.

- 5 POINTS:** State provides funding, publications, or other support dedicated to enabling local programs to engage one or more specific demographic groups such as low-income students, students of color, English-language learners, students in rural communities, students with disabilities, or girls and non-binary students
- 0 POINTS:** State does not provide funding, publications, or other support dedicated to enabling local programs to engage one or more specific demographic groups such as low-income students, students of color, English-language learners, students in rural communities, students with disabilities, or girls and non-binary students

WHERE DID THE DATA COME FROM?

The data were gathered by the Safe Routes Partnership review of publicly available information from each state's DOT. Safe Routes Partnership also performed outreach to state DOT staff to confirm the accuracy of the information to be included in the report.¹⁰⁴

D. ACTIVE SCHOOLS AND NEIGHBORHOODS

30 TOTAL POINTS

Our fourth core topic area assesses the policy steps that a state takes to support the creation of neighborhoods and schools that encourage physical activity. Having access to safe places to be physically active in neighborhoods can increase physical activity¹⁰⁵. When students attend schools that provide regular opportunities for physical activity, they are able to get more daily physical activity.¹⁰⁶ In contrast, without such access and support, children and adults are less likely to be physically active, even if they have the desire and motivation.¹⁰⁷



To evaluate states' provision for active neighborhoods and schools, this report looked at state policy support for shared use of school facilities, state encouragement of school facilities that support walking, bicycling, and physical activity, and state requirements for physical education in schools.

1 Shared Use of School Facilities

15 POINTS

WHAT IS IT?

"Shared use" or "joint use" occurs when schools or other government entities (or sometimes private, nonprofit organizations) agree to open or broaden access to their property and/or facilities for community use, such as recreational activities. The partnerships can be formal (e.g., based on a written, legal document) or informal (e.g., based on historical practice). Opening school playgrounds and fields for recreational use outside of school hours can be one way to implement shared use in communities. Formal arrangements are often documented through an agreement, which sets forth the terms and conditions for the shared use of the property or facility.¹⁰⁸

HOW DOES IT HELP?

Shared use is seen as a promising strategy to address issues of physical inactivity and obesity by leading public health authorities, including the Center for Disease Control and Prevention,¹⁰⁹ the U.S. Department of Health and Human Services¹¹⁰, and the American Academy of Pediatrics¹¹¹. One study found that the number of children who are physically active outside is 84 percent higher when school playgrounds and fields are kept open for public play outside of school hours.¹¹² Schools are often centrally located in a community, providing an ideal location for opening fields and facilities to children and adults in areas that are lacking parks and other recreational facilities.¹¹³ Shared use can be a quick and affordable way to increase the number of recreational facilities open to residents in a community.

HOW WERE POINTS AWARDED?

INDICATOR:

Adopted state policy supporting shared use of school facilities

State laws can make it more or less likely that a local school will agree to open its facilities for recreational use outside of school hours. While decisions about whether and how to open school facilities outside of school hours generally happen at the local level, many states recognize the benefits of shared use and have enacted laws that encourage or even require schools to open their facilities to the community. Our scoring recognizes states that have taken these steps to help facilitate supporting increased access to school facilities for physical active.

- 10 POINTS:** State has adopted legislation that requires schools to allow communities or organizations access to schools' recreational facilities outside of school hours
- 6 POINTS:** State has adopted legislation that recommends cooperation between schools and communities or organizations to allow access to school's recreational facilities outside of school hours
- 0 POINTS:** State has not adopted legislation requiring or recommending shared use of school facilities

WHERE DID THE DATA COME FROM?

The data were gathered from the National Cancer Institute's Classification of Laws Associated with School Students (CLASS). The relevant material appeared in the physical education/joint use agreement requirement scoring system.¹¹⁴ In

addition to the CLASS website, the Safe Routes Partnership conducted outreach to state health department staff for additional confirmation.¹¹⁵

INDICATOR:

Provides funding/incentives in support of shared use of school facilities

In addition to adopting policies recommending or requiring schools to allow access to school facilities, states can further support the implementation of shared use by providing funding or other incentives such as technical assistance for local implementation.

- 5 POINTS:** State provides funding or incentives in support of shared use of school facilities
- 0 POINTS:** State does not provide funding or incentives in support of shared use of school facilities

WHERE DID THE DATA COME FROM?

Scores are based on the National Cancer Institute's Classification of Laws Associated with School Students (CLASS). The relevant material appeared in the physical education/joint use agreement requirement scoring system, with reporting as of December 31, 2019.¹¹⁶ In addition to the CLASS website, the Safe Routes Partnership conducted outreach to state health department staff for additional confirmation.¹¹⁷

2 School Siting and Design

15 POINTS

WHAT IS IT?

Schools located near where students live can support more students walking and bicycling to school and using school recreational facilities outside of school hours. School siting involves decisions made by the state and by local districts that affect where schools are located. School siting decisions include decisions about opening new schools, closing existing schools, or even investing in the rehabilitation of older or dilapidated schools. Local school districts are in charge of school siting and design decisions, but state requirements and policies affect their decisions.

HOW DOES IT HELP?

Distance from school is a primary barrier to walking to school.¹¹⁸ States can require districts to consider the distances that students must travel to school when they make decisions about school site locations. But all too often, states instead have policies that discourage or prevent school districts from making decisions that support kids walking and bicycling to school. Smart school siting policies not only support physically active kids by allowing walking and bicycling to school and shared use of school grounds, but also yield other benefits, reducing cost, air pollution, and time spent on trips to school by school buses and private vehicles. The design of school sites can also affect students' physical activity, by including outdoor space for play and physical activity and by providing ease of entry for students walking and bicycling.

HOW WERE POINTS AWARDED?

INDICATOR:

Requires large school sites (minimum acreage guidelines)

When states have large school site minimum acreage recommendations or requirements, it means that school districts must find large parcels of land for new school sites. Large minimum acreage guidelines often result in the exclusion of sites within existing towns or near residential areas, and the selection of sites that are outside of town, on undeveloped land. Such sites are often far from where students live, making walking or bicycling to school difficult or impossible. For these reasons, this indicator provides only negative points, up to a total of negative ten points. Because states generally have different requirements for different school age levels, state requirements were separately assessed for elementary, middle, and high schools. Acreage guidelines were categorized as large for elementary schools, if they called for minimum acreages of more than five acres plus one additional acre for every hundred students; for middle schools, if they called for minimum acreages

of more than ten acres plus one additional acre for every hundred students; and for high schools if they called for minimum acreages of more than fifteen acres plus one additional acre for every hundred students. States received separate negative points for large minimum acreage requirements for each of these categories, which were added to yield their final points.

Requires or Recommends Large Elementary School Sites

- 0 POINTS: State has no minimum acreage guidelines or its guidelines call for relatively small minimum site size for elementary schools
- 4 POINTS: State has large minimum acreage guidelines for elementary schools

Requires or Recommends Large Middle School Sites

- 0 POINTS: State has no minimum acreage guidelines or its guidelines call for relatively small minimum site size for middle schools
- 3 POINTS: State has large minimum acreage guidelines for middle schools

Requires or Recommends Large High School Sites

- 0 POINTS: State has no minimum acreage guidelines or its guidelines call for relatively small minimum site size for high schools
- 3 POINTS: State has large minimum acreage guidelines for high schools

WHERE DID THE DATA COME FROM?

The data were initially gathered by the Safe Routes Partnership review of publicly available information from each state's department of education, construction facilities, and other agencies. In 2024, Safe Routes Partnership performed outreach to each state to confirm the accuracy of the information to be included in the report.¹¹⁹

INDICATOR:

Supports walking, bicycling & physical activity in school siting & design guidelines

State policies around school siting and design (including handbooks and guidelines, as well as more formal regulations or statutes) may contain language that requires or recommends that school districts take factors that relate to healthy school siting into account in making siting decisions. In allocating the 15 points available for this indicator, states were rated on whether state school siting or design policies contained recommendations or requirements around these four separate factors: considerations around walking, bicycling, and Safe Routes to School;

incentives for co-locating school sites with parks or other community facilities; maximum school site acreage requirements to discourage unnecessarily large school campuses; and minimum outdoor play space requirements, to ensure that districts do not sacrifice student play and outdoor physical activity spaces for parking lots and buildings. Scores on each of these factors were added together to yield the final result for this indicator.

Walking/Bicycling/SRTS Criteria

- 6 POINTS: State school siting guidelines contain criteria encouraging or requiring consideration of walking, bicycling, or Safe Routes to School in school siting and/or design
- 0 POINTS: State school siting guidelines do not contain criteria encouraging or requiring consideration of walking, bicycling, or Safe Routes to School in school siting and/or design

Incentives for Co-location with Parks or Other Community Facilities

- 3 POINTS: State guidelines contain incentives for schools to be located next to or near to parks or other community facilities
- 0 POINTS: State guidelines do not contain incentives for schools to be located next to or near to parks or other community facilities

Maximum Acreage Requirements

- 3 POINTS: State guidelines provide maximum school site acreage requirements or recommendations
- 0 POINTS: State guidelines do not provide maximum school site acreage requirements or recommendations

Minimum Outdoor Play Space Requirements

- 3 POINTS: State guidelines require minimum outdoor play space and physical activity space for school sites
- 0 POINTS: State guidelines do not require minimum outdoor play space and physical activity space for school sites

WHERE DID THE DATA COME FROM?

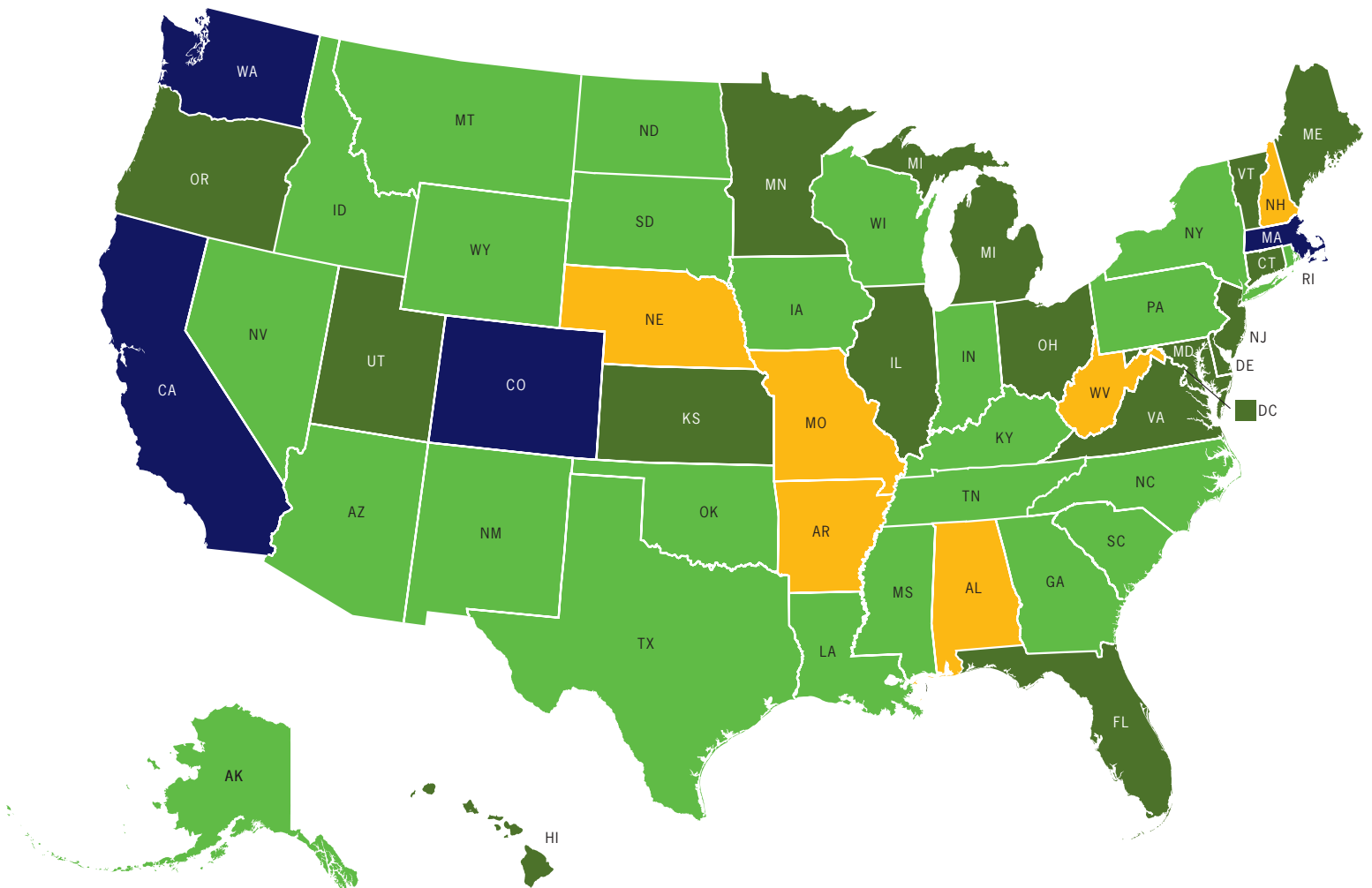
The data were initially gathered by the Safe Routes Partnership review of publicly available information from each state's department of education or other agencies. In 2018, Safe Routes Partnership performed outreach to state education and construction facilities staff. In 2024, Safe Routes Partnership also performed outreach to each state to confirm the accuracy of the information to be included in the report.¹²⁰

V.

Report Cards

The state report cards on the following pages provide a snapshot of how supportive each state is of walking, bicycling, and physical activity for children and adults as of 2022. Each state is scored in four key areas detailed in Section IV, which add up to an overall grade: *Lacing Up*, *Warming Up*, *Making Strides*, or the highest grade, *Building Speed*.

2024 OVERALL SCORES



 **LACING UP** 0 - 50 POINTS

 **MAKING STRIDES** 101 - 150 POINTS

 **WARMING UP** 51 - 100 POINTS

 **BUILDING SPEED** 151 - 200 POINTS



Scoring Key: LACING UP WARMING UP MAKING STRIDES BUILDING SPEED 100%

COMPLETE STREETS AND ACTIVE TRANSPORTATION POLICY AND PLANNING



Complete Streets Policies	Adopted state Complete Streets policy(ies)	0 / 5
	Has strong state Complete Streets policy	0 / 20
Active Transportation Goals and Planning	Adopted goals to increase walking and bicycling mode share	3 / 5
	Adopted a state pedestrian, bicycle, or active transportation plan	10 / 10
		13 / 40

FEDERAL AND STATE ACTIVE TRANSPORTATION FUNDING



Use of Federal Funding for Active Transportation	Retained TAP funding without transfers	-2 / 10
	Awarded TAP projects	10 / 10
	Obligated state-controlled TAP funds	8 / 10
	Provides special consideration for high-need communities in TAP awards	3 / 6
	Provides matching funds for high-need communities	0 / 7
	Provides support to TAP applicants	0 / 7
	Sets aside other federal (non-TAP) funding for active transportation	0 / 5
State Funding for Active Transportation	Dedicates state funding for active transportation	0 / 10
	Amount of state funding for active transportation	0 / 10
	Provides special consideration for high-need communities in state awards	0 / 5
		19 / 80

SAFE ROUTES TO SCHOOL FUNDING AND SUPPORTIVE PRACTICES



Safe Routes to School Funding	Provides special consideration for Safe Routes to School projects using TAP funds	0 / 7
	Dedicates state or other funding for Safe Routes to School	0 / 7
	Funds SRTS non-infrastructure projects	0 / 7
	Provides Safe Routes to School planning grants or minigrants	0 / 6
Safe Routes to School Supportive Practices	Staffs state Safe Routes to School program with state employees or consultants	0 / 6
	Provides a resource center or technical assistance to Safe Routes to School initiatives	0 / 7
	Adopted a state SRTS plan or incorporated SRTS into a state active transportation plan	0 / 5
	Supports equitable access to Safe Routes to School programming	0 / 5
		0 / 50

ACTIVE NEIGHBORHOODS AND SCHOOLS



Shared Use of School Facilities	Adopted state policy supporting shared use of school facilities	6 / 10
	Provides funding/incentives in support of shared use of school facilities	0 / 5
School Siting and Design	Requires large school sites (minimum acreage guideline)	0 / 0
	Supports walking, bicycling and physical activity in school design guidelines	0 / 15
		6 / 30

To review a quick summary of the report cards' scoring structure, click here: [Understanding the Scores and Grading](#)



Alaska 2024

WARMING UP



OVERALL SCORE

60 / 200



COMPLETE STREETS AND ACTIVE TRANSPORTATION POLICY AND PLANNING



Complete Streets Policies	Adopted state Complete Streets policy(ies)	0 / 5
	Has strong state Complete Streets policy	0 / 20
Active Transportation Goals and Planning	Adopted goals to increase walking and bicycling mode share	0 / 5
	Adopted a state pedestrian, bicycle, or active transportation plan	10 / 10
		10 / 40

FEDERAL AND STATE ACTIVE TRANSPORTATION FUNDING



Use of Federal Funding for Active Transportation	Retained TAP funding without transfers	10 / 10
	Awarded TAP projects	10 / 10
	Obligated state-controlled TAP funds	2 / 10
	Provides special consideration for high-need communities in TAP awards	6 / 6
	Provides matching funds for high-need communities	0 / 7
	Provides support to TAP applicants	5 / 7
	Sets aside other federal (non-TAP) funding for active transportation	0 / 5
State Funding for Active Transportation	Dedicates state funding for active transportation	0 / 10
	Amount of state funding for active transportation	0 / 10
	Provides special consideration for high-need communities in state awards	0 / 5
		33 / 80

SAFE ROUTES TO SCHOOL FUNDING AND SUPPORTIVE PRACTICES



Safe Routes to School Funding	Provides special consideration for Safe Routes to School projects using TAP funds	0 / 7
	Dedicates state or other funding for Safe Routes to School	0 / 7
	Funds SRTS non-infrastructure projects	5 / 7
	Provides Safe Routes to School planning grants or minigrants	0 / 6
Safe Routes to School Supportive Practices	Staffs state Safe Routes to School program with state employees or consultants	1 / 6
	Provides a resource center or technical assistance to Safe Routes to School initiatives	0 / 7
	Adopted a state SRTS plan or incorporated SRTS into a state active transportation plan	2 / 5
	Supports equitable access to Safe Routes to School programming	0 / 5
		8 / 50

ACTIVE NEIGHBORHOODS AND SCHOOLS



Shared Use of School Facilities	Adopted state policy supporting shared use of school facilities	0 / 10
	Provides funding/incentives in support of shared use of school facilities	0 / 5
School Siting and Design	Requires large school sites (minimum acreage guideline)	0 / 0
	Supports walking, bicycling and physical activity in school design guidelines	9 / 15
		9 / 30

To review a quick summary of the report cards' scoring structure, click here: [Understanding the Scores and Grading](#)



Arizona 2024

WARMING UP



OVERALL SCORE

87 / 200

Scoring Key: LACING UP WARMING UP MAKING STRIDES BUILDING SPEED 100%

COMPLETE STREETS AND ACTIVE TRANSPORTATION POLICY AND PLANNING



Complete Streets Policies

Adopted state Complete Streets policy(ies)	0 / 5
Has strong state Complete Streets policy	0 / 20

Active Transportation Goals and Planning

Adopted goals to increase walking and bicycling mode share	0 / 5
Adopted a state pedestrian, bicycle, or active transportation plan	10 / 10
Total	10 / 40

FEDERAL AND STATE ACTIVE TRANSPORTATION FUNDING



Use of Federal Funding for Active Transportation

Retained TAP funding without transfers	10 / 10
Awarded TAP projects	10 / 10
Obligated state-controlled TAP funds	4 / 10
Provides special consideration for high-need communities in TAP awards	6 / 6
Provides matching funds for high-need communities	0 / 7
Provides support to TAP applicants	5 / 7
Sets aside other federal (non-TAP) funding for active transportation	0 / 5

State Funding for Active Transportation

Dedicates state funding for active transportation	5 / 10
Amount of state funding for active transportation	10 / 10
Provides special consideration for high-need communities in state awards	5 / 5
Total	55 / 80

SAFE ROUTES TO SCHOOL FUNDING AND SUPPORTIVE PRACTICES



Safe Routes to School Funding

Provides special consideration for Safe Routes to School projects using TAP funds	0 / 7
Dedicates state or other funding for Safe Routes to School	0 / 7
Funds SRTS non-infrastructure projects	5 / 7
Provides Safe Routes to School planning grants or minigrants	0 / 6

Safe Routes to School Supportive Practices

Staffs state Safe Routes to School program with state employees or consultants	0 / 6
Provides a resource center or technical assistance to Safe Routes to School initiatives	0 / 7
Adopted a state SRTS plan or incorporated SRTS into a state active transportation plan	2 / 5
Supports equitable access to Safe Routes to School programming	0 / 5
Total	7 / 50

ACTIVE NEIGHBORHOODS AND SCHOOLS



Shared Use of School Facilities

Adopted state policy supporting shared use of school facilities	6 / 10
Provides funding/incentives in support of shared use of school facilities	0 / 5

School Siting and Design

Requires large school sites (minimum acreage guideline)	0 / 0
Supports walking, bicycling and physical activity in school design guidelines	9 / 15
Total	15 / 30

To review a quick summary of the report cards' scoring structure, click here: [Understanding the Scores and Grading](#)



Scoring Key: LACING UP WARMING UP MAKING STRIDES BUILDING SPEED 100%

COMPLETE STREETS AND ACTIVE TRANSPORTATION POLICY AND PLANNING



Complete Streets Policies	Adopted state Complete Streets policy(ies)	0 / 5
	Has strong state Complete Streets policy	0 / 20
Active Transportation Goals and Planning	Adopted goals to increase walking and bicycling mode share	0 / 5
	Adopted a state pedestrian, bicycle, or active transportation plan	10 / 10
		10 / 40

FEDERAL AND STATE ACTIVE TRANSPORTATION FUNDING



Use of Federal Funding for Active Transportation	Retained TAP funding without transfers	10 / 10
	Awarded TAP projects	10 / 10
	Obligated state-controlled TAP funds	6 / 10
	Provides special consideration for high-need communities in TAP awards	-5 / 6
	Provides matching funds for high-need communities	0 / 7
	Provides support to TAP applicants	2 / 7
	Sets aside other federal (non-TAP) funding for active transportation	0 / 5
State Funding for Active Transportation	Dedicates state funding for active transportation	0 / 10
	Amount of state funding for active transportation	0 / 10
	Provides special consideration for high-need communities in state awards	0 / 5
		23 / 80

SAFE ROUTES TO SCHOOL FUNDING AND SUPPORTIVE PRACTICES



Safe Routes to School Funding	Provides special consideration for Safe Routes to School projects using TAP funds	0 / 7
	Dedicates state or other funding for Safe Routes to School	0 / 7
	Funds SRTS non-infrastructure projects	5 / 7
	Provides Safe Routes to School planning grants or minigrants	0 / 6
Safe Routes to School Supportive Practices	Staffs state Safe Routes to School program with state employees or consultants	0 / 6
	Provides a resource center or technical assistance to Safe Routes to School initiatives	0 / 7
	Adopted a state SRTS plan or incorporated SRTS into a state active transportation plan	2 / 5
	Supports equitable access to Safe Routes to School programming	0 / 5
		7 / 50

ACTIVE NEIGHBORHOODS AND SCHOOLS



Shared Use of School Facilities	Adopted state policy supporting shared use of school facilities	6 / 10
	Provides funding/incentives in support of shared use of school facilities	5 / 5
School Siting and Design	Requires large school sites (minimum acreage guideline)	-10 / 0
	Supports walking, bicycling and physical activity in school design guidelines	0 / 15
		1 / 30

To review a quick summary of the report cards' scoring structure, click here: [Understanding the Scores and Grading](#)



Scoring Key: LACING UP WARMING UP MAKING STRIDES BUILDING SPEED 100%

COMPLETE STREETS AND ACTIVE TRANSPORTATION POLICY AND PLANNING



Complete Streets Policies

Adopted state Complete Streets policy(ies)	5 / 5
Has strong state Complete Streets policy	20 / 20

Active Transportation Goals and Planning

Adopted goals to increase walking and bicycling mode share	5 / 5
Adopted a state pedestrian, bicycle, or active transportation plan	10 / 10
	40 / 40

FEDERAL AND STATE ACTIVE TRANSPORTATION FUNDING



Use of Federal Funding for Active Transportation

Retained TAP funding without transfers	10 / 10
Awarded TAP projects	10 / 10
Obligated state-controlled TAP funds	10 / 10
Provides special consideration for high-need communities in TAP awards	6 / 6
Provides matching funds for high-need communities	7 / 7
Provides support to TAP applicants	2 / 7
Sets aside other federal (non-TAP) funding for active transportation	5 / 5

State Funding for Active Transportation

Dedicates state funding for active transportation	10 / 10
Amount of state funding for active transportation	10 / 10
Provides special consideration for high-need communities in state awards	5 / 5
	75 / 80

SAFE ROUTES TO SCHOOL FUNDING AND SUPPORTIVE PRACTICES



Safe Routes to School Funding

Provides special consideration for Safe Routes to School projects using TAP funds	5 / 7
Dedicates state or other funding for Safe Routes to School	7 / 7
Funds SRTS non-infrastructure projects	5 / 7
Provides Safe Routes to School planning grants or minigrants	0 / 6

Safe Routes to School Supportive Practices

Staffs state Safe Routes to School program with state employees or consultants	8 / 6+
Provides a resource center or technical assistance to Safe Routes to School initiatives	5 / 7
Adopted a state SRTS plan or incorporated SRTS into a state active transportation plan	2 / 5
Supports equitable access to Safe Routes to School programming	5 / 5
	37 / 50

ACTIVE NEIGHBORHOODS AND SCHOOLS



Shared Use of School Facilities

Adopted state policy supporting shared use of school facilities	10 / 10
Provides funding/incentives in support of shared use of school facilities	0 / 5

School Siting and Design

Requires large school sites (minimum acreage guideline)	0 / 0
Supports walking, bicycling and physical activity in school design guidelines	12 / 15
	22 / 30

+ Exceeds 6 points because of 2 point bonus for having 2+ FTE staff or consultants focusing on SRTS (see pg. 19 for more information)

To review a quick summary of the report cards' scoring structure, click here: [Understanding the Scores and Grading](#)



Scoring Key: LACING UP WARMING UP MAKING STRIDES BUILDING SPEED 100%

COMPLETE STREETS AND ACTIVE TRANSPORTATION POLICY AND PLANNING



Complete Streets Policies

Adopted state Complete Streets policy(ies)	5 / 5
Has strong state Complete Streets policy	18 / 20

Active Transportation Goals and Planning

Adopted goals to increase walking and bicycling mode share	3 / 5
Adopted a state pedestrian, bicycle, or active transportation plan	10 / 10
	36 / 40

FEDERAL AND STATE ACTIVE TRANSPORTATION FUNDING



Use of Federal Funding for Active Transportation

Retained TAP funding without transfers	10 / 10
Awarded TAP projects	10 / 10
Obligated state-controlled TAP funds	10 / 10
Provides special consideration for high-need communities in TAP awards	6 / 6
Provides matching funds for high-need communities	9 / 7*
Provides support to TAP applicants	5 / 7
Sets aside other federal (non-TAP) funding for active transportation	5 / 5

State Funding for Active Transportation

Dedicates state funding for active transportation	10 / 10
Amount of state funding for active transportation	7 / 10
Provides special consideration for high-need communities in state awards	5 / 5
	77 / 80

SAFE ROUTES TO SCHOOL FUNDING AND SUPPORTIVE PRACTICES



Safe Routes to School Funding

Provides special consideration for Safe Routes to School projects using TAP funds	5 / 7
Dedicates state or other funding for Safe Routes to School	7 / 7
Funds SRTS non-infrastructure projects	7 / 7
Provides Safe Routes to School planning grants or minigrants	0 / 6

Safe Routes to School Supportive Practices

Staffs state Safe Routes to School program with state employees or consultants	6 / 6
Provides a resource center or technical assistance to Safe Routes to School initiatives	7 / 7
Adopted a state SRTS plan or incorporated SRTS into a state active transportation plan	5 / 5
Supports equitable access to Safe Routes to School programming	5 / 5
	42 / 50

ACTIVE NEIGHBORHOODS AND SCHOOLS



Shared Use of School Facilities

Adopted state policy supporting shared use of school facilities	6 / 10
Provides funding/incentives in support of shared use of school facilities	5 / 5

School Siting and Design

Requires large school sites (minimum acreage guideline)	0 / 0
Supports walking, bicycling and physical activity in school design guidelines	6 / 15
	17 / 30

* Exceeds 7 points because of 2 point bonus for using Highway Safety Improvement Program funds as match (see pg. 13 for more information)

To review a quick summary of the report cards' scoring structure, click here: [Understanding the Scores and Grading](#)



Connecticut 2024

MAKING STRIDES



OVERALL SCORE
123 / 200

Scoring Key: LACING UP WARMING UP MAKING STRIDES BUILDING SPEED 100%

COMPLETE STREETS AND ACTIVE TRANSPORTATION POLICY AND PLANNING



Complete Streets Policies

Adopted state Complete Streets policy(ies)	5 / 5
Has strong state Complete Streets policy	16 / 20

Active Transportation Goals and Planning

Adopted goals to increase walking and bicycling mode share	0 / 5
Adopted a state pedestrian, bicycle, or active transportation plan	10 / 10
31 / 40	

FEDERAL AND STATE ACTIVE TRANSPORTATION FUNDING



Use of Federal Funding for Active Transportation

Retained TAP funding without transfers	10 / 10
Awarded TAP projects	10 / 10
Obligated state-controlled TAP funds	6 / 10
Provides special consideration for high-need communities in TAP awards	3 / 6
Provides matching funds for high-need communities	0 / 7
Provides support to TAP applicants	0 / 7
Sets aside other federal (non-TAP) funding for active transportation	0 / 5

State Funding for Active Transportation

Dedicates state funding for active transportation	10 / 10
Amount of state funding for active transportation	10 / 10
Provides special consideration for high-need communities in state awards	5 / 5
54 / 80	

SAFE ROUTES TO SCHOOL FUNDING AND SUPPORTIVE PRACTICES



Safe Routes to School Funding

Provides special consideration for Safe Routes to School projects using TAP funds	5 / 7
Dedicates state or other funding for Safe Routes to School	7 / 7
Funds SRTS non-infrastructure projects	0 / 7
Provides Safe Routes to School planning grants or minigrants	6 / 6

Safe Routes to School Supportive Practices

Staffs state Safe Routes to School program with state employees or consultants	6 / 6
Provides a resource center or technical assistance to Safe Routes to School initiatives	5 / 7
Adopted a state SRTS plan or incorporated SRTS into a state active transportation plan	2 / 5
Supports equitable access to Safe Routes to School programming	5 / 5
36 / 50	

ACTIVE NEIGHBORHOODS AND SCHOOLS



Shared Use of School Facilities

Adopted state policy supporting shared use of school facilities	6 / 10
Provides funding/incentives in support of shared use of school facilities	0 / 5

School Siting and Design

Requires large school sites (minimum acreage guideline)	-10 / 0
Supports walking, bicycling and physical activity in school design guidelines	6 / 15
2 / 30	

To review a quick summary of the report cards' scoring structure, click here: [Understanding the Scores and Grading](#)



Scoring Key: LACING UP WARMING UP MAKING STRIDES BUILDING SPEED 100%

COMPLETE STREETS AND ACTIVE TRANSPORTATION POLICY AND PLANNING



Complete Streets Policies

Adopted state Complete Streets policy(ies)	3 / 5
Has strong state Complete Streets policy	11 / 20

Active Transportation Goals and Planning

Adopted goals to increase walking and bicycling mode share	0 / 5
Adopted a state pedestrian, bicycle, or active transportation plan	10 / 10
	24 / 40

FEDERAL AND STATE ACTIVE TRANSPORTATION FUNDING



Use of Federal Funding for Active Transportation

Retained TAP funding without transfers	10 / 10
Awarded TAP projects	10 / 10
Obligated state-controlled TAP funds	10 / 10
Provides special consideration for high-need communities in TAP awards	3 / 6
Provides matching funds for high-need communities	0 / 7
Provides support to TAP applicants	5 / 7
Sets aside other federal (non-TAP) funding for active transportation	0 / 5

State Funding for Active Transportation

Dedicates state funding for active transportation	10 / 10
Amount of state funding for active transportation	10 / 10
Provides special consideration for high-need communities in state awards	0 / 5
	58 / 80

SAFE ROUTES TO SCHOOL FUNDING AND SUPPORTIVE PRACTICES



Safe Routes to School Funding

Provides special consideration for Safe Routes to School projects using TAP funds	7 / 7
Dedicates state or other funding for Safe Routes to School	5 / 7
Funds SRTS non-infrastructure projects	0 / 7
Provides Safe Routes to School planning grants or minigrants	0 / 6

Safe Routes to School Supportive Practices

Staffs state Safe Routes to School program with state employees or consultants	6 / 6
Provides a resource center or technical assistance to Safe Routes to School initiatives	5 / 7
Adopted a state SRTS plan or incorporated SRTS into a state active transportation plan	0 / 5
Supports equitable access to Safe Routes to School programming	0 / 5
	23 / 50

ACTIVE NEIGHBORHOODS AND SCHOOLS



Shared Use of School Facilities

Adopted state policy supporting shared use of school facilities	6 / 10
Provides funding/incentives in support of shared use of school facilities	0 / 5

School Siting and Design

Requires large school sites (minimum acreage guideline)	-10 / 0
Supports walking, bicycling and physical activity in school design guidelines	6 / 15
	2 / 30

To review a quick summary of the report cards' scoring structure, click here: [Understanding the Scores and Grading](#)



District of Columbia 2024

MAKING STRIDES



OVERALL SCORE

135 / 200

Scoring Key: LACING UP WARMING UP MAKING STRIDES BUILDING SPEED 100%

COMPLETE STREETS AND ACTIVE TRANSPORTATION POLICY AND PLANNING



Complete Streets Policies

Adopted state Complete Streets policy(ies)	3 / 5
Has strong state Complete Streets policy	11 / 20

Active Transportation Goals and Planning

Adopted goals to increase walking and bicycling mode share	0 / 5
Adopted a state pedestrian, bicycle, or active transportation plan	10 / 10
Total	24 / 40

FEDERAL AND STATE ACTIVE TRANSPORTATION FUNDING



Use of Federal Funding for Active Transportation

Retained TAP funding without transfers	10 / 10
Awarded TAP projects	10 / 10
Obligated state-controlled TAP funds	10 / 10
Provides special consideration for high-need communities in TAP awards	6 / 6
Provides matching funds for high-need communities	7 / 7
Provides support to TAP applicants	5 / 7
Sets aside other federal (non-TAP) funding for active transportation	0 / 5

State Funding for Active Transportation

Dedicates state funding for active transportation	10 / 10
Amount of state funding for active transportation	10 / 10
Provides special consideration for high-need communities in state awards	0 / 5
Total	68 / 80

SAFE ROUTES TO SCHOOL FUNDING AND SUPPORTIVE PRACTICES



Safe Routes to School Funding

Provides special consideration for Safe Routes to School projects using TAP funds	0 / 7
Dedicates state or other funding for Safe Routes to School	7 / 7
Funds SRTS non-infrastructure projects	5 / 7
Provides Safe Routes to School planning grants or minigrants	3 / 6

Safe Routes to School Supportive Practices

Staffs state Safe Routes to School program with state employees or consultants	8 / 6+
Provides a resource center or technical assistance to Safe Routes to School initiatives	5 / 7
Adopted a state SRTS plan or incorporated SRTS into a state active transportation plan	0 / 5
Supports equitable access to Safe Routes to School programming	5 / 5
Total	33 / 50

ACTIVE NEIGHBORHOODS AND SCHOOLS



Shared Use of School Facilities

Adopted state policy supporting shared use of school facilities	10 / 10
Provides funding/incentives in support of shared use of school facilities	0 / 5

School Siting and Design

Requires large school sites (minimum acreage guideline)	0 / 0
Supports walking, bicycling and physical activity in school design guidelines	0 / 15
Total	10 / 30

+ Exceeds 6 points because of 2 point bonus for having 2+ FTE staff or consultants focusing on SRTS (see pg. 19 for more information)

To review a quick summary of the report cards' scoring structure, click here: [Understanding the Scores and Grading](#)



Florida 2024

MAKING STRIDES



OVERALL SCORE

145 / 200

Scoring Key: ■ LACING UP ■ WARMING UP ■ MAKING STRIDES ■ BUILDING SPEED ■ 100%

COMPLETE STREETS AND ACTIVE TRANSPORTATION POLICY AND PLANNING



Complete Streets Policies

Adopted state Complete Streets policy(ies)	5 / 5
Has strong state Complete Streets policy	8 / 20

Active Transportation Goals and Planning

Adopted goals to increase walking and bicycling mode share	0 / 5
Adopted a state pedestrian, bicycle, or active transportation plan	10 / 10
Total	23 / 40

FEDERAL AND STATE ACTIVE TRANSPORTATION FUNDING



Use of Federal Funding for Active Transportation

Retained TAP funding without transfers	10 / 10
Awarded TAP projects	10 / 10
Obligated state-controlled TAP funds	10 / 10
Provides special consideration for high-need communities in TAP awards	3 / 6
Provides matching funds for high-need communities	7 / 7
Provides support to TAP applicants	5 / 7
Sets aside other federal (non-TAP) funding for active transportation	5 / 5

State Funding for Active Transportation

Dedicates state funding for active transportation	10 / 10
Amount of state funding for active transportation	10 / 10
Provides special consideration for high-need communities in state awards	0 / 5
Total	70 / 80

SAFE ROUTES TO SCHOOL FUNDING AND SUPPORTIVE PRACTICES



Safe Routes to School Funding

Provides special consideration for Safe Routes to School projects using TAP funds	0 / 7
Dedicates state or other funding for Safe Routes to School	7 / 7
Funds SRTS non-infrastructure projects	5 / 7
Provides Safe Routes to School planning grants or minigrants	3 / 6

Safe Routes to School Supportive Practices

Staffs state Safe Routes to School program with state employees or consultants	8 / 6+
Provides a resource center or technical assistance to Safe Routes to School initiatives	7 / 7
Adopted a state SRTS plan or incorporated SRTS into a state active transportation plan	5 / 5
Supports equitable access to Safe Routes to School programming	5 / 5
Total	40 / 50

ACTIVE NEIGHBORHOODS AND SCHOOLS



Shared Use of School Facilities

Adopted state policy supporting shared use of school facilities	6 / 10
Provides funding/incentives in support of shared use of school facilities	0 / 5

School Siting and Design

Requires large school sites (minimum acreage guideline)	0 / 0
Supports walking, bicycling and physical activity in school design guidelines	6 / 15
Total	12 / 30

+ Exceeds 6 points because of 2 point bonus for having 2+ FTE staff or consultants focusing on SRTS (see pg. 19 for more information)

To review a quick summary of the report cards' scoring structure, click here: [Understanding the Scores and Grading](#)



Georgia 2024

WARMING UP



OVERALL SCORE

87 / 200

Scoring Key: LACING UP WARMING UP MAKING STRIDES BUILDING SPEED 100%

COMPLETE STREETS AND ACTIVE TRANSPORTATION POLICY AND PLANNING



Complete Streets Policies

Adopted state Complete Streets policy(ies)	3 / 5
Has strong state Complete Streets policy	13 / 20

Active Transportation Goals and Planning

Adopted goals to increase walking and bicycling mode share	0 / 5
Adopted a state pedestrian, bicycle, or active transportation plan	0 / 10
Total	16 / 40

FEDERAL AND STATE ACTIVE TRANSPORTATION FUNDING



Use of Federal Funding for Active Transportation

Retained TAP funding without transfers	-2 / 10
Awarded TAP projects	10 / 10
Obligated state-controlled TAP funds	4 / 10
Provides special consideration for high-need communities in TAP awards	3 / 6
Provides matching funds for high-need communities	0 / 7
Provides support to TAP applicants	2 / 7
Sets aside other federal (non-TAP) funding for active transportation	5 / 5

State Funding for Active Transportation

Dedicates state funding for active transportation	5 / 10
Amount of state funding for active transportation	5 / 10
Provides special consideration for high-need communities in state awards	5 / 5
Total	37 / 80

SAFE ROUTES TO SCHOOL FUNDING AND SUPPORTIVE PRACTICES



Safe Routes to School Funding

Provides special consideration for Safe Routes to School projects using TAP funds	0 / 7
Dedicates state or other funding for Safe Routes to School	7 / 7
Funds SRTS non-infrastructure projects	5 / 7
Provides Safe Routes to School planning grants or minigrants	0 / 6

Safe Routes to School Supportive Practices

Staffs state Safe Routes to School program with state employees or consultants	8 / 6+
Provides a resource center or technical assistance to Safe Routes to School initiatives	7 / 7
Adopted a state SRTS plan or incorporated SRTS into a state active transportation plan	2 / 5
Supports equitable access to Safe Routes to School programming	5 / 5
Total	34 / 50

ACTIVE NEIGHBORHOODS AND SCHOOLS



Shared Use of School Facilities

Adopted state policy supporting shared use of school facilities	6 / 10
Provides funding/incentives in support of shared use of school facilities	0 / 5

School Siting and Design

Requires large school sites (minimum acreage guideline)	-6 / 0
Supports walking, bicycling and physical activity in school design guidelines	0 / 15
Total	0 / 30

+ Exceeds 6 points because of 2 point bonus for having 2+ FTE staff or consultants focusing on SRTS (see pg. 19 for more information)

To review a quick summary of the report cards' scoring structure, click here: [Understanding the Scores and Grading](#)



Hawaii 2024

MAKING STRIDES



OVERALL SCORE
132 / 200

Scoring Key: LACING UP WARMING UP MAKING STRIDES BUILDING SPEED 100%

COMPLETE STREETS AND ACTIVE TRANSPORTATION POLICY AND PLANNING



Complete Streets Policies	Adopted state Complete Streets policy(ies)	4 / 5
	Has strong state Complete Streets policy	11 / 20
Active Transportation Goals and Planning	Adopted goals to increase walking and bicycling mode share	0 / 5
	Adopted a state pedestrian, bicycle, or active transportation plan	10 / 10
		25 / 40

FEDERAL AND STATE ACTIVE TRANSPORTATION FUNDING



Use of Federal Funding for Active Transportation	Retained TAP funding without transfers	10 / 10
	Awarded TAP projects	10 / 10
	Obligated state-controlled TAP funds	8 / 10
	Provides special consideration for high-need communities in TAP awards	6 / 6
	Provides matching funds for high-need communities	0 / 7
	Provides support to TAP applicants	5 / 7
	Sets aside other federal (non-TAP) funding for active transportation	5 / 5
State Funding for Active Transportation	Dedicates state funding for active transportation	10 / 10
	Amount of state funding for active transportation	10 / 10
	Provides special consideration for high-need communities in state awards	0 / 5
		64 / 80

SAFE ROUTES TO SCHOOL FUNDING AND SUPPORTIVE PRACTICES



Safe Routes to School Funding	Provides special consideration for Safe Routes to School projects using TAP funds	5 / 7
	Dedicates state or other funding for Safe Routes to School	7 / 7
	Funds SRTS non-infrastructure projects	5 / 7
	Provides Safe Routes to School planning grants or minigrants	0 / 6
Safe Routes to School Supportive Practices	Staffs state Safe Routes to School program with state employees or consultants	8 / 6+
	Provides a resource center or technical assistance to Safe Routes to School initiatives	5 / 7
	Adopted a state SRTS plan or incorporated SRTS into a state active transportation plan	2 / 5
	Supports equitable access to Safe Routes to School programming	5 / 5
		37 / 50

ACTIVE NEIGHBORHOODS AND SCHOOLS



Shared Use of School Facilities	Adopted state policy supporting shared use of school facilities	10 / 10
	Provides funding/incentives in support of shared use of school facilities	0 / 5
School Siting and Design	Requires large school sites (minimum acreage guideline)	-10 / 0
	Supports walking, bicycling and physical activity in school design guidelines	6 / 15
		6 / 30

+ Exceeds 6 points because of 2 point bonus for having 2+ FTE staff or consultants focusing on SRTS (see pg. 19 for more information)

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Scoring Key: LACING UP WARMING UP MAKING STRIDES BUILDING SPEED 100%

COMPLETE STREETS AND ACTIVE TRANSPORTATION POLICY AND PLANNING



Complete Streets Policies	Adopted state Complete Streets policy(ies)	0 / 5
	Has strong state Complete Streets policy	0 / 20
Active Transportation Goals and Planning	Adopted goals to increase walking and bicycling mode share	5 / 5
	Adopted a state pedestrian, bicycle, or active transportation plan	10 / 10
		15 / 40

FEDERAL AND STATE ACTIVE TRANSPORTATION FUNDING



Use of Federal Funding for Active Transportation	Retained TAP funding without transfers	10 / 10
	Awarded TAP projects	10 / 10
	Obligated state-controlled TAP funds	10 / 10
	Provides special consideration for high-need communities in TAP awards	-5 / 6
	Provides matching funds for high-need communities	0 / 7
	Provides support to TAP applicants	5 / 7
	Sets aside other federal (non-TAP) funding for active transportation	0 / 5
State Funding for Active Transportation	Dedicates state funding for active transportation	5 / 10
	Amount of state funding for active transportation	10 / 10
	Provides special consideration for high-need communities in state awards	0 / 5
		45 / 80

SAFE ROUTES TO SCHOOL FUNDING AND SUPPORTIVE PRACTICES



Safe Routes to School Funding	Provides special consideration for Safe Routes to School projects using TAP funds	7 / 7
	Dedicates state or other funding for Safe Routes to School	7 / 7
	Funds SRTS non-infrastructure projects	5 / 7
	Provides Safe Routes to School planning grants or minigrants	0 / 6
Safe Routes to School Supportive Practices	Staffs state Safe Routes to School program with state employees or consultants	1 / 6
	Provides a resource center or technical assistance to Safe Routes to School initiatives	5 / 7
	Adopted a state SRTS plan or incorporated SRTS into a state active transportation plan	0 / 5
	Supports equitable access to Safe Routes to School programming	5 / 5
		30 / 50

ACTIVE NEIGHBORHOODS AND SCHOOLS



Shared Use of School Facilities	Adopted state policy supporting shared use of school facilities	6 / 10
	Provides funding/incentives in support of shared use of school facilities	0 / 5
School Siting and Design	Requires large school sites (minimum acreage guideline)	0 / 0
	Supports walking, bicycling and physical activity in school design guidelines	0 / 15
		6 / 30

To review a quick summary of the report cards' scoring structure, click here: [Understanding the Scores and Grading](#)



Illinois 2024

MAKING STRIDES



OVERALL SCORE

128 / 200

Scoring Key: LACING UP WARMING UP MAKING STRIDES BUILDING SPEED 100%

COMPLETE STREETS AND ACTIVE TRANSPORTATION POLICY AND PLANNING



Complete Streets Policies

Adopted state Complete Streets policy(ies)	4 / 5
Has strong state Complete Streets policy	3 / 20

Active Transportation Goals and Planning

Adopted goals to increase walking and bicycling mode share	0 / 5
Adopted a state pedestrian, bicycle, or active transportation plan	0 / 10
Total	7 / 40

FEDERAL AND STATE ACTIVE TRANSPORTATION FUNDING



Use of Federal Funding for Active Transportation

Retained TAP funding without transfers	10 / 10
Awarded TAP projects	10 / 10
Obligated state-controlled TAP funds	10 / 10
Provides special consideration for high-need communities in TAP awards	6 / 6
Provides matching funds for high-need communities	9 / 7*
Provides support to TAP applicants	0 / 7
Sets aside other federal (non-TAP) funding for active transportation	5 / 5

State Funding for Active Transportation

Dedicates state funding for active transportation	10 / 10
Amount of state funding for active transportation	10 / 10
Provides special consideration for high-need communities in state awards	5 / 5
Total	75 / 80

SAFE ROUTES TO SCHOOL FUNDING AND SUPPORTIVE PRACTICES



Safe Routes to School Funding

Provides special consideration for Safe Routes to School projects using TAP funds	7 / 7
Dedicates state or other funding for Safe Routes to School	5 / 7
Funds SRTS non-infrastructure projects	5 / 7
Provides Safe Routes to School planning grants or minigrants	3 / 6

Safe Routes to School Supportive Practices

Staffs state Safe Routes to School program with state employees or consultants	8 / 6+
Provides a resource center or technical assistance to Safe Routes to School initiatives	5 / 7
Adopted a state SRTS plan or incorporated SRTS into a state active transportation plan	2 / 5
Supports equitable access to Safe Routes to School programming	5 / 5
Total	40 / 50

ACTIVE NEIGHBORHOODS AND SCHOOLS



Shared Use of School Facilities

Adopted state policy supporting shared use of school facilities	6 / 10
Provides funding/incentives in support of shared use of school facilities	0 / 5

School Siting and Design

Requires large school sites (minimum acreage guideline)	0 / 0
Supports walking, bicycling and physical activity in school design guidelines	0 / 15
Total	6 / 30

* Exceeds 7 points because of 2 point bonus for using Highway Safety Improvement Program funds as match (see pg. 13 for more information)

+ Exceeds 6 points because of 2 point bonus for having 2+ FTE staff or consultants focusing on SRTS (see pg. 19 for more information)

To review a quick summary of the report cards' scoring structure, click here: [Understanding the Scores and Grading](#)



Scoring Key: LACING UP WARMING UP MAKING STRIDES BUILDING SPEED 100%

COMPLETE STREETS AND ACTIVE TRANSPORTATION POLICY AND PLANNING



Complete Streets Policies

Adopted state Complete Streets policy(ies)	3 / 5
Has strong state Complete Streets policy	11 / 20

Active Transportation Goals and Planning

Adopted goals to increase walking and bicycling mode share	0 / 5
Adopted a state pedestrian, bicycle, or active transportation plan	0 / 10
	14 / 40

FEDERAL AND STATE ACTIVE TRANSPORTATION FUNDING



Use of Federal Funding for Active Transportation

Retained TAP funding without transfers	10 / 10
Awarded TAP projects	10 / 10
Obligated state-controlled TAP funds	10 / 10
Provides special consideration for high-need communities in TAP awards	-5 / 6
Provides matching funds for high-need communities	7 / 7
Provides support to TAP applicants	0 / 7
Sets aside other federal (non-TAP) funding for active transportation	5 / 5

State Funding for Active Transportation

Dedicates state funding for active transportation	10 / 10
Amount of state funding for active transportation	10 / 10
Provides special consideration for high-need communities in state awards	0 / 5
	57 / 80

SAFE ROUTES TO SCHOOL FUNDING AND SUPPORTIVE PRACTICES



Safe Routes to School Funding

Provides special consideration for Safe Routes to School projects using TAP funds	0 / 7
Dedicates state or other funding for Safe Routes to School	0 / 7
Funds SRTS non-infrastructure projects	0 / 7
Provides Safe Routes to School planning grants or minigrants	0 / 6

Safe Routes to School Supportive Practices

Staffs state Safe Routes to School program with state employees or consultants	6 / 6
Provides a resource center or technical assistance to Safe Routes to School initiatives	5 / 7
Adopted a state SRTS plan or incorporated SRTS into a state active transportation plan	0 / 5
Supports equitable access to Safe Routes to School programming	0 / 5
	11 / 50

ACTIVE NEIGHBORHOODS AND SCHOOLS



Shared Use of School Facilities

Adopted state policy supporting shared use of school facilities	6 / 10
Provides funding/incentives in support of shared use of school facilities	0 / 5

School Siting and Design

Requires large school sites (minimum acreage guideline)	0 / 0
Supports walking, bicycling and physical activity in school design guidelines	0 / 15
	6 / 30

To review a quick summary of the report cards' scoring structure, click here: [Understanding the Scores and Grading](#)



Iowa 2024

WARMING UP



OVERALL SCORE

90 / 200

Scoring Key: LACING UP WARMING UP MAKING STRIDES BUILDING SPEED 100%

COMPLETE STREETS AND ACTIVE TRANSPORTATION POLICY AND PLANNING



Complete Streets Policies

Adopted state Complete Streets policy(ies)	3 / 5
Has strong state Complete Streets policy	15 / 20

Active Transportation Goals and Planning

Adopted goals to increase walking and bicycling mode share	0 / 5
Adopted a state pedestrian, bicycle, or active transportation plan	10 / 10
Total	28 / 40

FEDERAL AND STATE ACTIVE TRANSPORTATION FUNDING



Use of Federal Funding for Active Transportation

Retained TAP funding without transfers	10 / 10
Awarded TAP projects	10 / 10
Obligated state-controlled TAP funds	4 / 10
Provides special consideration for high-need communities in TAP awards	3 / 6
Provides matching funds for high-need communities	0 / 7
Provides support to TAP applicants	2 / 7
Sets aside other federal (non-TAP) funding for active transportation	0 / 5

State Funding for Active Transportation

Dedicates state funding for active transportation	0 / 10
Amount of state funding for active transportation	0 / 10
Provides special consideration for high-need communities in state awards	0 / 5
Total	29 / 80

SAFE ROUTES TO SCHOOL FUNDING AND SUPPORTIVE PRACTICES



Safe Routes to School Funding

Provides special consideration for Safe Routes to School projects using TAP funds	7 / 7
Dedicates state or other funding for Safe Routes to School	0 / 7
Funds SRTS non-infrastructure projects	5 / 7
Provides Safe Routes to School planning grants or minigrants	0 / 6

Safe Routes to School Supportive Practices

Staffs state Safe Routes to School program with state employees or consultants	8 / 6+
Provides a resource center or technical assistance to Safe Routes to School initiatives	5 / 7
Adopted a state SRTS plan or incorporated SRTS into a state active transportation plan	2 / 5
Supports equitable access to Safe Routes to School programming	0 / 5
Total	27 / 50

ACTIVE NEIGHBORHOODS AND SCHOOLS



Shared Use of School Facilities

Adopted state policy supporting shared use of school facilities	6 / 10
Provides funding/incentives in support of shared use of school facilities	0 / 5

School Siting and Design

Requires large school sites (minimum acreage guideline)	0 / 0
Supports walking, bicycling and physical activity in school design guidelines	0 / 15
Total	6 / 30

+ Exceeds 6 points because of 2 point bonus for having 2+ FTE staff or consultants focusing on SRTS (see pg. 19 for more information)

To review a quick summary of the report cards' scoring structure, click here: [Understanding the Scores and Grading](#)



Scoring Key: LACING UP WARMING UP MAKING STRIDES BUILDING SPEED 100%

COMPLETE STREETS AND ACTIVE TRANSPORTATION POLICY AND PLANNING



Complete Streets Policies

Adopted state Complete Streets policy(ies)	0 / 5
Has strong state Complete Streets policy	0 / 20

Active Transportation Goals and Planning

Adopted goals to increase walking and bicycling mode share	3 / 5
Adopted a state pedestrian, bicycle, or active transportation plan	10 / 10
	13 / 40

FEDERAL AND STATE ACTIVE TRANSPORTATION FUNDING



Use of Federal Funding for Active Transportation

Retained TAP funding without transfers	10 / 10
Awarded TAP projects	10 / 10
Obligated state-controlled TAP funds	10 / 10
Provides special consideration for high-need communities in TAP awards	6 / 6
Provides matching funds for high-need communities	9 / 7*
Provides support to TAP applicants	5 / 7
Sets aside other federal (non-TAP) funding for active transportation	5 / 5

State Funding for Active Transportation

Dedicates state funding for active transportation	10 / 10
Amount of state funding for active transportation	10 / 10
Provides special consideration for high-need communities in state awards	5 / 5
	80 / 80

SAFE ROUTES TO SCHOOL FUNDING AND SUPPORTIVE PRACTICES



Safe Routes to School Funding

Provides special consideration for Safe Routes to School projects using TAP funds	5 / 7
Dedicates state or other funding for Safe Routes to School	7 / 7
Funds SRTS non-infrastructure projects	7 / 7
Provides Safe Routes to School planning grants or minigrants	6 / 6

Safe Routes to School Supportive Practices

Staffs state Safe Routes to School program with state employees or consultants	8 / 6+
Provides a resource center or technical assistance to Safe Routes to School initiatives	5 / 7
Adopted a state SRTS plan or incorporated SRTS into a state active transportation plan	2 / 5
Supports equitable access to Safe Routes to School programming	5 / 5
	45 / 50

ACTIVE NEIGHBORHOODS AND SCHOOLS



Shared Use of School Facilities

Adopted state policy supporting shared use of school facilities	6 / 10
Provides funding/incentives in support of shared use of school facilities	5 / 5

School Siting and Design

Requires large school sites (minimum acreage guideline)	0 / 0
Supports walking, bicycling and physical activity in school design guidelines	0 / 15
	11 / 30

* Exceeds 7 points because of 2 point bonus for using Highway Safety Improvement Program funds as match (see pg. 13 for more information)

+ Exceeds 6 points because of 2 point bonus for having 2+ FTE staff or consultants focusing on SRTS (see pg. 19 for more information)

To review a quick summary of the report cards' scoring structure, click here: [Understanding the Scores and Grading](#)



Scoring Key: LACING UP WARMING UP MAKING STRIDES BUILDING SPEED 100%

COMPLETE STREETS AND ACTIVE TRANSPORTATION POLICY AND PLANNING



Complete Streets Policies	Adopted state Complete Streets policy(ies)	3 / 5
	Has strong state Complete Streets policy	13 / 20
Active Transportation Goals and Planning	Adopted goals to increase walking and bicycling mode share	5 / 5
	Adopted a state pedestrian, bicycle, or active transportation plan	10 / 10
		31 / 40

FEDERAL AND STATE ACTIVE TRANSPORTATION FUNDING



Use of Federal Funding for Active Transportation	Retained TAP funding without transfers	10 / 10
	Awarded TAP projects	10 / 10
	Obligated state-controlled TAP funds	6 / 10
	Provides special consideration for high-need communities in TAP awards	3 / 6
	Provides matching funds for high-need communities	0 / 7
	Provides support to TAP applicants	0 / 7
	Sets aside other federal (non-TAP) funding for active transportation	0 / 5
State Funding for Active Transportation	Dedicates state funding for active transportation	5 / 10
	Amount of state funding for active transportation	1 / 10
	Provides special consideration for high-need communities in state awards	0 / 5
		35 / 80

SAFE ROUTES TO SCHOOL FUNDING AND SUPPORTIVE PRACTICES



Safe Routes to School Funding	Provides special consideration for Safe Routes to School projects using TAP funds	0 / 7
	Dedicates state or other funding for Safe Routes to School	0 / 7
	Funds SRTS non-infrastructure projects	5 / 7
	Provides Safe Routes to School planning grants or minigrants	0 / 6
Safe Routes to School Supportive Practices	Staffs state Safe Routes to School program with state employees or consultants	0 / 6
	Provides a resource center or technical assistance to Safe Routes to School initiatives	0 / 7
	Adopted a state SRTS plan or incorporated SRTS into a state active transportation plan	0 / 5
	Supports equitable access to Safe Routes to School programming	0 / 5
		5 / 50

ACTIVE NEIGHBORHOODS AND SCHOOLS



Shared Use of School Facilities	Adopted state policy supporting shared use of school facilities	6 / 10
	Provides funding/incentives in support of shared use of school facilities	0 / 5
School Siting and Design	Requires large school sites (minimum acreage guideline)	-7 / 0
	Supports walking, bicycling and physical activity in school design guidelines	3 / 15
		2 / 30

To review a quick summary of the report cards' scoring structure, click here: [Understanding the Scores and Grading](#)



Louisiana 2024

WARMING UP



OVERALL SCORE

93 / 200

Scoring Key: LACING UP WARMING UP MAKING STRIDES BUILDING SPEED 100%

COMPLETE STREETS AND ACTIVE TRANSPORTATION POLICY AND PLANNING



Complete Streets Policies

Adopted state Complete Streets policy(ies)	3 / 5
Has strong state Complete Streets policy	15 / 20

Active Transportation Goals and Planning

Adopted goals to increase walking and bicycling mode share	3 / 5
Adopted a state pedestrian, bicycle, or active transportation plan	10 / 10
	31 / 40

FEDERAL AND STATE ACTIVE TRANSPORTATION FUNDING



Use of Federal Funding for Active Transportation

Retained TAP funding without transfers	10 / 10
Awarded TAP projects	10 / 10
Obligated state-controlled TAP funds	4 / 10
Provides special consideration for high-need communities in TAP awards	3 / 6
Provides matching funds for high-need communities	9 / 7*
Provides support to TAP applicants	5 / 7
Sets aside other federal (non-TAP) funding for active transportation	5 / 5

State Funding for Active Transportation

Dedicates state funding for active transportation	0 / 10
Amount of state funding for active transportation	0 / 10
Provides special consideration for high-need communities in state awards	0 / 5
	46 / 80

SAFE ROUTES TO SCHOOL FUNDING AND SUPPORTIVE PRACTICES



Safe Routes to School Funding

Provides special consideration for Safe Routes to School projects using TAP funds	0 / 7
Dedicates state or other funding for Safe Routes to School	7 / 7
Funds SRTS non-infrastructure projects	0 / 7
Provides Safe Routes to School planning grants or minigrants	0 / 6

Safe Routes to School Supportive Practices

Staffs state Safe Routes to School program with state employees or consultants	1 / 6
Provides a resource center or technical assistance to Safe Routes to School initiatives	0 / 7
Adopted a state SRTS plan or incorporated SRTS into a state active transportation plan	2 / 5
Supports equitable access to Safe Routes to School programming	0 / 5
	10 / 50

ACTIVE NEIGHBORHOODS AND SCHOOLS



Shared Use of School Facilities

Adopted state policy supporting shared use of school facilities	6 / 10
Provides funding/incentives in support of shared use of school facilities	0 / 5

School Siting and Design

Requires large school sites (minimum acreage guideline)	0 / 0
Supports walking, bicycling and physical activity in school design guidelines	0 / 15
	6 / 30

* Exceeds 7 points because of 2 point bonus for using Highway Safety Improvement Program funds as match (see pg. 13 for more information)

To review a quick summary of the report cards' scoring structure, click here: [Understanding the Scores and Grading](#)



Maine 2024

MAKING STRIDES



OVERALL SCORE

124

/200

Scoring Key: LACING UP WARMING UP MAKING STRIDES BUILDING SPEED 100%

COMPLETE STREETS AND ACTIVE TRANSPORTATION POLICY AND PLANNING



Complete Streets Policies

Adopted state Complete Streets policy(ies)	3 / 5
Has strong state Complete Streets policy	12 / 20

Active Transportation Goals and Planning

Adopted goals to increase walking and bicycling mode share	0 / 5
Adopted a state pedestrian, bicycle, or active transportation plan	10 / 10
25 / 40	

FEDERAL AND STATE ACTIVE TRANSPORTATION FUNDING



Use of Federal Funding for Active Transportation

Retained TAP funding without transfers	10 / 10
Awarded TAP projects	10 / 10
Obligated state-controlled TAP funds	10 / 10
Provides special consideration for high-need communities in TAP awards	6 / 6
Provides matching funds for high-need communities	0 / 7
Provides support to TAP applicants	5 / 7
Sets aside other federal (non-TAP) funding for active transportation	5 / 5

State Funding for Active Transportation

Dedicates state funding for active transportation	10 / 10
Amount of state funding for active transportation	3 / 10
Provides special consideration for high-need communities in state awards	0 / 5
59 / 80	

SAFE ROUTES TO SCHOOL FUNDING AND SUPPORTIVE PRACTICES



Safe Routes to School Funding

Provides special consideration for Safe Routes to School projects using TAP funds	5 / 7
Dedicates state or other funding for Safe Routes to School	0 / 7
Funds SRTS non-infrastructure projects	0 / 7
Provides Safe Routes to School planning grants or minigrants	6 / 6

Safe Routes to School Supportive Practices

Staffs state Safe Routes to School program with state employees or consultants	6 / 6
Provides a resource center or technical assistance to Safe Routes to School initiatives	5 / 7
Adopted a state SRTS plan or incorporated SRTS into a state active transportation plan	0 / 5
Supports equitable access to Safe Routes to School programming	0 / 5
22 / 50	

ACTIVE NEIGHBORHOODS AND SCHOOLS



Shared Use of School Facilities

Adopted state policy supporting shared use of school facilities	6 / 10
Provides funding/incentives in support of shared use of school facilities	0 / 5

School Siting and Design

Requires large school sites (minimum acreage guideline)	0 / 0
Supports walking, bicycling and physical activity in school design guidelines	12 / 15
18 / 30	

To review a quick summary of the report cards' scoring structure, click here: [Understanding the Scores and Grading](#)



Maryland 2024

MAKING STRIDES



OVERALL SCORE

120 / 200

Scoring Key: LACING UP WARMING UP MAKING STRIDES BUILDING SPEED 100%

COMPLETE STREETS AND ACTIVE TRANSPORTATION POLICY AND PLANNING



Complete Streets Policies

Adopted state Complete Streets policy(ies)	5 / 5
Has strong state Complete Streets policy	11 / 20

Active Transportation Goals and Planning

Adopted goals to increase walking and bicycling mode share	3 / 5
Adopted a state pedestrian, bicycle, or active transportation plan	10 / 10
Total	29 / 40

FEDERAL AND STATE ACTIVE TRANSPORTATION FUNDING



Use of Federal Funding for Active Transportation

Retained TAP funding without transfers	10 / 10
Awarded TAP projects	10 / 10
Obligated state-controlled TAP funds	6 / 10
Provides special consideration for high-need communities in TAP awards	3 / 6
Provides matching funds for high-need communities	2 / 7
Provides support to TAP applicants	5 / 7
Sets aside other federal (non-TAP) funding for active transportation	0 / 5

State Funding for Active Transportation

Dedicates state funding for active transportation	10 / 10
Amount of state funding for active transportation	10 / 10
Provides special consideration for high-need communities in state awards	0 / 5
Total	56 / 80

SAFE ROUTES TO SCHOOL FUNDING AND SUPPORTIVE PRACTICES



Safe Routes to School Funding

Provides special consideration for Safe Routes to School projects using TAP funds	0 / 7
Dedicates state or other funding for Safe Routes to School	0 / 7
Funds SRTS non-infrastructure projects	5 / 7
Provides Safe Routes to School planning grants or minigrants	0 / 6

Safe Routes to School Supportive Practices

Staffs state Safe Routes to School program with state employees or consultants	6 / 6
Provides a resource center or technical assistance to Safe Routes to School initiatives	0 / 7
Adopted a state SRTS plan or incorporated SRTS into a state active transportation plan	0 / 5
Supports equitable access to Safe Routes to School programming	5 / 5
Total	16 / 50

ACTIVE NEIGHBORHOODS AND SCHOOLS



Shared Use of School Facilities

Adopted state policy supporting shared use of school facilities	10 / 10
Provides funding/incentives in support of shared use of school facilities	0 / 5

School Siting and Design

Requires large school sites (minimum acreage guideline)	0 / 0
Supports walking, bicycling and physical activity in school design guidelines	9 / 15
Total	19 / 30

To review a quick summary of the report cards' scoring structure, click here: [Understanding the Scores and Grading](#)



Scoring Key: LACING UP WARMING UP MAKING STRIDES BUILDING SPEED 100%

COMPLETE STREETS AND ACTIVE TRANSPORTATION POLICY AND PLANNING



Complete Streets Policies	Adopted state Complete Streets policy(ies)	5 / 5
	Has strong state Complete Streets policy	19 / 20
Active Transportation Goals and Planning	Adopted goals to increase walking and bicycling mode share	3 / 5
	Adopted a state pedestrian, bicycle, or active transportation plan	10 / 10
		37 / 40

FEDERAL AND STATE ACTIVE TRANSPORTATION FUNDING



Use of Federal Funding for Active Transportation	Retained TAP funding without transfers	10 / 10
	Awarded TAP projects	10 / 10
	Obligated state-controlled TAP funds	10 / 10
	Provides special consideration for high-need communities in TAP awards	-5 / 6
	Provides matching funds for high-need communities	0 / 7
	Provides support to TAP applicants	0 / 7
	Sets aside other federal (non-TAP) funding for active transportation	5 / 5
State Funding for Active Transportation	Dedicates state funding for active transportation	10 / 10
	Amount of state funding for active transportation	10 / 10
	Provides special consideration for high-need communities in state awards	5 / 5
		55 / 80

SAFE ROUTES TO SCHOOL FUNDING AND SUPPORTIVE PRACTICES



Safe Routes to School Funding	Provides special consideration for Safe Routes to School projects using TAP funds	7 / 7
	Dedicates state or other funding for Safe Routes to School	7 / 7
	Funds SRTS non-infrastructure projects	0 / 7
	Provides Safe Routes to School planning grants or minigrants	3 / 6
Safe Routes to School Supportive Practices	Staffs state Safe Routes to School program with state employees or consultants	8 / 6+
	Provides a resource center or technical assistance to Safe Routes to School initiatives	5 / 7
	Adopted a state SRTS plan or incorporated SRTS into a state active transportation plan	5 / 5
	Supports equitable access to Safe Routes to School programming	5 / 5
		40 / 50

ACTIVE NEIGHBORHOODS AND SCHOOLS



Shared Use of School Facilities	Adopted state policy supporting shared use of school facilities	6 / 10
	Provides funding/incentives in support of shared use of school facilities	0 / 5
School Siting and Design	Requires large school sites (minimum acreage guideline)	0 / 0
	Supports walking, bicycling and physical activity in school design guidelines	12 / 15
		18 / 30

+ Exceeds 6 points because of 2 point bonus for having 2+ FTE staff or consultants focusing on SRTS (see pg. 19 for more information)

To review a quick summary of the report cards' scoring structure, click here: [Understanding the Scores and Grading](#)



Michigan 2024

MAKING STRIDES



OVERALL SCORE

145 / 200

Scoring Key: LACING UP WARMING UP MAKING STRIDES BUILDING SPEED 100%

COMPLETE STREETS AND ACTIVE TRANSPORTATION POLICY AND PLANNING



Complete Streets Policies

Adopted state Complete Streets policy(ies)	5 / 5
Has strong state Complete Streets policy	14 / 20

Active Transportation Goals and Planning

Adopted goals to increase walking and bicycling mode share	3 / 5
Adopted a state pedestrian, bicycle, or active transportation plan	10 / 10
	32 / 40

FEDERAL AND STATE ACTIVE TRANSPORTATION FUNDING



Use of Federal Funding for Active Transportation

Retained TAP funding without transfers	10 / 10
Awarded TAP projects	10 / 10
Obligated state-controlled TAP funds	10 / 10
Provides special consideration for high-need communities in TAP awards	3 / 6
Provides matching funds for high-need communities	0 / 7
Provides support to TAP applicants	5 / 7
Sets aside other federal (non-TAP) funding for active transportation	5 / 5

State Funding for Active Transportation

Dedicates state funding for active transportation	10 / 10
Amount of state funding for active transportation	5 / 10
Provides special consideration for high-need communities in state awards	0 / 5
	58 / 80

SAFE ROUTES TO SCHOOL FUNDING AND SUPPORTIVE PRACTICES



Safe Routes to School Funding

Provides special consideration for Safe Routes to School projects using TAP funds	7 / 7
Dedicates state or other funding for Safe Routes to School	7 / 7
Funds SRTS non-infrastructure projects	7 / 7
Provides Safe Routes to School planning grants or minigrants	3 / 6

Safe Routes to School Supportive Practices

Staffs state Safe Routes to School program with state employees or consultants	8 / 6+
Provides a resource center or technical assistance to Safe Routes to School initiatives	5 / 7
Adopted a state SRTS plan or incorporated SRTS into a state active transportation plan	2 / 5
Supports equitable access to Safe Routes to School programming	5 / 5
	44 / 50

ACTIVE NEIGHBORHOODS AND SCHOOLS



Shared Use of School Facilities

Adopted state policy supporting shared use of school facilities	6 / 10
Provides funding/incentives in support of shared use of school facilities	5 / 5

School Siting and Design

Requires large school sites (minimum acreage guideline)	0 / 0
Supports walking, bicycling and physical activity in school design guidelines	0 / 15
	11 / 30

+ Exceeds 6 points because of 2 point bonus for having 2+ FTE staff or consultants focusing on SRTS (see pg. 19 for more information)

To review a quick summary of the report cards' scoring structure, click here: [Understanding the Scores and Grading](#)



Minnesota 2024

MAKING STRIDES



OVERALL SCORE

149 / 200

Scoring Key: LACING UP WARMING UP MAKING STRIDES BUILDING SPEED 100%

COMPLETE STREETS AND ACTIVE TRANSPORTATION POLICY AND PLANNING



Complete Streets Policies

Adopted state Complete Streets policy(ies)	5 / 5
Has strong state Complete Streets policy	16 / 20

Active Transportation Goals and Planning

Adopted goals to increase walking and bicycling mode share	3 / 5
Adopted a state pedestrian, bicycle, or active transportation plan	10 / 10
Total	34 / 40

FEDERAL AND STATE ACTIVE TRANSPORTATION FUNDING



Use of Federal Funding for Active Transportation

Retained TAP funding without transfers	10 / 10
Awarded TAP projects	10 / 10
Obligated state-controlled TAP funds	10 / 10
Provides special consideration for high-need communities in TAP awards	-5 / 6
Provides matching funds for high-need communities	7 / 7
Provides support to TAP applicants	0 / 7
Sets aside other federal (non-TAP) funding for active transportation	0 / 5

State Funding for Active Transportation

Dedicates state funding for active transportation	10 / 10
Amount of state funding for active transportation	5 / 10
Provides special consideration for high-need communities in state awards	5 / 5
Total	52 / 80

SAFE ROUTES TO SCHOOL FUNDING AND SUPPORTIVE PRACTICES



Safe Routes to School Funding

Provides special consideration for Safe Routes to School projects using TAP funds	0 / 7
Dedicates state or other funding for Safe Routes to School	7 / 7
Funds SRTS non-infrastructure projects	7 / 7
Provides Safe Routes to School planning grants or minigrants	6 / 6

Safe Routes to School Supportive Practices

Staffs state Safe Routes to School program with state employees or consultants	8 / 6+
Provides a resource center or technical assistance to Safe Routes to School initiatives	7 / 7
Adopted a state SRTS plan or incorporated SRTS into a state active transportation plan	5 / 5
Supports equitable access to Safe Routes to School programming	5 / 5
Total	45 / 50

ACTIVE NEIGHBORHOODS AND SCHOOLS



Shared Use of School Facilities

Adopted state policy supporting shared use of school facilities	10 / 10
Provides funding/incentives in support of shared use of school facilities	5 / 5

School Siting and Design

Requires large school sites (minimum acreage guideline)	0 / 0
Supports walking, bicycling and physical activity in school design guidelines	3 / 15
Total	18 / 30

+ Exceeds 6 points because of 2 point bonus for having 2+ FTE staff or consultants focusing on SRTS (see pg. 19 for more information)

To review a quick summary of the report cards' scoring structure, click here: [Understanding the Scores and Grading](#)



Mississippi 2024

WARMING UP



OVERALL SCORE

52 / 200

Scoring Key: LACING UP WARMING UP MAKING STRIDES BUILDING SPEED 100%

COMPLETE STREETS AND ACTIVE TRANSPORTATION POLICY AND PLANNING



Complete Streets Policies

Adopted state Complete Streets policy(ies)	3 / 5
Has strong state Complete Streets policy	5 / 20

Active Transportation Goals and Planning

Adopted goals to increase walking and bicycling mode share	0 / 5
Adopted a state pedestrian, bicycle, or active transportation plan	0 / 10
	8 / 40

FEDERAL AND STATE ACTIVE TRANSPORTATION FUNDING



Use of Federal Funding for Active Transportation

Retained TAP funding without transfers	-2 / 10
Awarded TAP projects	10 / 10
Obligated state-controlled TAP funds	8 / 10
Provides special consideration for high-need communities in TAP awards	3 / 6
Provides matching funds for high-need communities	0 / 7
Provides support to TAP applicants	5 / 7
Sets aside other federal (non-TAP) funding for active transportation	0 / 5

State Funding for Active Transportation

Dedicates state funding for active transportation	0 / 10
Amount of state funding for active transportation	0 / 10
Provides special consideration for high-need communities in state awards	0 / 5
	24 / 80

SAFE ROUTES TO SCHOOL FUNDING AND SUPPORTIVE PRACTICES



Safe Routes to School Funding

Provides special consideration for Safe Routes to School projects using TAP funds	5 / 7
Dedicates state or other funding for Safe Routes to School	5 / 7
Funds SRTS non-infrastructure projects	5 / 7
Provides Safe Routes to School planning grants or minigrants	0 / 6

Safe Routes to School Supportive Practices

Staffs state Safe Routes to School program with state employees or consultants	0 / 6
Provides a resource center or technical assistance to Safe Routes to School initiatives	5 / 7
Adopted a state SRTS plan or incorporated SRTS into a state active transportation plan	0 / 5
Supports equitable access to Safe Routes to School programming	0 / 5
	20 / 50

ACTIVE NEIGHBORHOODS AND SCHOOLS



Shared Use of School Facilities

Adopted state policy supporting shared use of school facilities	6 / 10
Provides funding/incentives in support of shared use of school facilities	0 / 5

School Siting and Design

Requires large school sites (minimum acreage guideline)	-7 / 0
Supports walking, bicycling and physical activity in school design guidelines	0 / 15
	0* / 30

*The individual indicator scores for this topic area totaled up to a negative score; however, so as not to penalize states for good work in other topic areas, negative scores for core topic areas are rounded to zero.

To review a quick summary of the report cards' scoring structure, click here: [Understanding the Scores and Grading](#)



Missouri 2024

LACING UP



OVERALL SCORE

26 / 200

Scoring Key: LACING UP WARMING UP MAKING STRIDES BUILDING SPEED 100%

COMPLETE STREETS AND ACTIVE TRANSPORTATION POLICY AND PLANNING



Complete Streets Policies

Adopted state Complete Streets policy(ies)	4 / 5
Has strong state Complete Streets policy	2 / 20

Active Transportation Goals and Planning

Adopted goals to increase walking and bicycling mode share	0 / 5
Adopted a state pedestrian, bicycle, or active transportation plan	0 / 10
6 / 40	

FEDERAL AND STATE ACTIVE TRANSPORTATION FUNDING



Use of Federal Funding for Active Transportation

Retained TAP funding without transfers	5 / 10
Awarded TAP projects	10 / 10
Obligated state-controlled TAP funds	4 / 10
Provides special consideration for high-need communities in TAP awards	-5 / 6
Provides matching funds for high-need communities	0 / 7
Provides support to TAP applicants	0 / 7
Sets aside other federal (non-TAP) funding for active transportation	0 / 5

State Funding for Active Transportation

Dedicates state funding for active transportation	0 / 10
Amount of state funding for active transportation	0 / 10
Provides special consideration for high-need communities in state awards	0 / 5
14 / 80	

SAFE ROUTES TO SCHOOL FUNDING AND SUPPORTIVE PRACTICES



Safe Routes to School Funding

Provides special consideration for Safe Routes to School projects using TAP funds	0 / 7
Dedicates state or other funding for Safe Routes to School	0 / 7
Funds SRTS non-infrastructure projects	0 / 7
Provides Safe Routes to School planning grants or minigrants	0 / 6

Safe Routes to School Supportive Practices

Staffs state Safe Routes to School program with state employees or consultants	0 / 6
Provides a resource center or technical assistance to Safe Routes to School initiatives	0 / 7
Adopted a state SRTS plan or incorporated SRTS into a state active transportation plan	0 / 5
Supports equitable access to Safe Routes to School programming	0 / 5
0 / 50	

ACTIVE NEIGHBORHOODS AND SCHOOLS



Shared Use of School Facilities

Adopted state policy supporting shared use of school facilities	6 / 10
Provides funding/incentives in support of shared use of school facilities	0 / 5

School Siting and Design

Requires large school sites (minimum acreage guideline)	0 / 0
Supports walking, bicycling and physical activity in school design guidelines	0 / 15
6 / 30	

To review a quick summary of the report cards' scoring structure, click here: [Understanding the Scores and Grading](#)



Montana 2024

WARMING UP



OVERALL SCORE

64 / 200

Scoring Key: LACING UP WARMING UP MAKING STRIDES BUILDING SPEED 100%

COMPLETE STREETS AND ACTIVE TRANSPORTATION POLICY AND PLANNING



Complete Streets Policies

Adopted state Complete Streets policy(ies)	0 / 5
Has strong state Complete Streets policy	0 / 20

Active Transportation Goals and Planning

Adopted goals to increase walking and bicycling mode share	0 / 5
Adopted a state pedestrian, bicycle, or active transportation plan	10 / 10
10 / 40	

FEDERAL AND STATE ACTIVE TRANSPORTATION FUNDING



Use of Federal Funding for Active Transportation

Retained TAP funding without transfers	10 / 10
Awarded TAP projects	10 / 10
Obligated state-controlled TAP funds	8 / 10
Provides special consideration for high-need communities in TAP awards	-5 / 6
Provides matching funds for high-need communities	0 / 7
Provides support to TAP applicants	5 / 7
Sets aside other federal (non-TAP) funding for active transportation	0 / 5

State Funding for Active Transportation

Dedicates state funding for active transportation	10 / 10
Amount of state funding for active transportation	3 / 10
Provides special consideration for high-need communities in state awards	0 / 5
41 / 80	

SAFE ROUTES TO SCHOOL FUNDING AND SUPPORTIVE PRACTICES



Safe Routes to School Funding

Provides special consideration for Safe Routes to School projects using TAP funds	0 / 7
Dedicates state or other funding for Safe Routes to School	0 / 7
Funds SRTS non-infrastructure projects	5 / 7
Provides Safe Routes to School planning grants or minigrants	0 / 6

Safe Routes to School Supportive Practices

Staffs state Safe Routes to School program with state employees or consultants	0 / 6
Provides a resource center or technical assistance to Safe Routes to School initiatives	0 / 7
Adopted a state SRTS plan or incorporated SRTS into a state active transportation plan	2 / 5
Supports equitable access to Safe Routes to School programming	0 / 5
7 / 50	

ACTIVE NEIGHBORHOODS AND SCHOOLS



Shared Use of School Facilities

Adopted state policy supporting shared use of school facilities	6 / 10
Provides funding/incentives in support of shared use of school facilities	0 / 5

School Siting and Design

Requires large school sites (minimum acreage guideline)	0 / 0
Supports walking, bicycling and physical activity in school design guidelines	0 / 15
6 / 30	

To review a quick summary of the report cards' scoring structure, click here: [Understanding the Scores and Grading](#)



Scoring Key: LACING UP WARMING UP MAKING STRIDES BUILDING SPEED 100%

COMPLETE STREETS AND ACTIVE TRANSPORTATION POLICY AND PLANNING



Complete Streets Policies	Adopted state Complete Streets policy(ies)	0 / 5
	Has strong state Complete Streets policy	0 / 20
Active Transportation Goals and Planning	Adopted goals to increase walking and bicycling mode share	0 / 5
	Adopted a state pedestrian, bicycle, or active transportation plan	0 / 10
		0 / 40

FEDERAL AND STATE ACTIVE TRANSPORTATION FUNDING

Use of Federal Funding for Active Transportation	Retained TAP funding without transfers	5 / 10
	Awarded TAP projects	10 / 10
	Obligated state-controlled TAP funds	6 / 10
	Provides special consideration for high-need communities in TAP awards	6 / 6
	Provides matching funds for high-need communities	0 / 7
	Provides support to TAP applicants	0 / 7
	Sets aside other federal (non-TAP) funding for active transportation	0 / 5
State Funding for Active Transportation	Dedicates state funding for active transportation	0 / 10
	Amount of state funding for active transportation	0 / 10
	Provides special consideration for high-need communities in state awards	0 / 5
		27 / 80

SAFE ROUTES TO SCHOOL FUNDING AND SUPPORTIVE PRACTICES



Safe Routes to School Funding	Provides special consideration for Safe Routes to School projects using TAP funds	0 / 7
	Dedicates state or other funding for Safe Routes to School	0 / 7
	Funds SRTS non-infrastructure projects	0 / 7
	Provides Safe Routes to School planning grants or minigrants	0 / 6
Safe Routes to School Supportive Practices	Staffs state Safe Routes to School program with state employees or consultants	0 / 6
	Provides a resource center or technical assistance to Safe Routes to School initiatives	0 / 7
	Adopted a state SRTS plan or incorporated SRTS into a state active transportation plan	0 / 5
	Supports equitable access to Safe Routes to School programming	0 / 5
		0 / 50

ACTIVE NEIGHBORHOODS AND SCHOOLS



Shared Use of School Facilities	Adopted state policy supporting shared use of school facilities	0 / 10
	Provides funding/incentives in support of shared use of school facilities	5 / 5
School Siting and Design	Requires large school sites (minimum acreage guideline)	0 / 0
	Supports walking, bicycling and physical activity in school design guidelines	0 / 15
		5 / 30

To review a quick summary of the report cards' scoring structure, click here: [Understanding the Scores and Grading](#)



Scoring Key: LACING UP WARMING UP MAKING STRIDES BUILDING SPEED 100%

COMPLETE STREETS AND ACTIVE TRANSPORTATION POLICY AND PLANNING



Complete Streets Policies	Adopted state Complete Streets policy(ies)	3 / 5
	Has strong state Complete Streets policy	16 / 20
Active Transportation Goals and Planning	Adopted goals to increase walking and bicycling mode share	0 / 5
	Adopted a state pedestrian, bicycle, or active transportation plan	5 / 10
		24 / 40

FEDERAL AND STATE ACTIVE TRANSPORTATION FUNDING



Use of Federal Funding for Active Transportation	Retained TAP funding without transfers	10 / 10
	Awarded TAP projects	10 / 10
	Obligated state-controlled TAP funds	10 / 10
	Provides special consideration for high-need communities in TAP awards	6 / 6
	Provides matching funds for high-need communities	0 / 7
	Provides support to TAP applicants	5 / 7
	Sets aside other federal (non-TAP) funding for active transportation	0 / 5
State Funding for Active Transportation	Dedicates state funding for active transportation	0 / 10
	Amount of state funding for active transportation	0 / 10
	Provides special consideration for high-need communities in state awards	0 / 5
		41 / 80

SAFE ROUTES TO SCHOOL FUNDING AND SUPPORTIVE PRACTICES



Safe Routes to School Funding	Provides special consideration for Safe Routes to School projects using TAP funds	0 / 7
	Dedicates state or other funding for Safe Routes to School	0 / 7
	Funds SRTS non-infrastructure projects	5 / 7
	Provides Safe Routes to School planning grants or minigrants	0 / 6
Safe Routes to School Supportive Practices	Staffs state Safe Routes to School program with state employees or consultants	8 / 6+
	Provides a resource center or technical assistance to Safe Routes to School initiatives	5 / 7
	Adopted a state SRTS plan or incorporated SRTS into a state active transportation plan	5 / 5
	Supports equitable access to Safe Routes to School programming	5 / 5
		28 / 50

ACTIVE NEIGHBORHOODS AND SCHOOLS



Shared Use of School Facilities	Adopted state policy supporting shared use of school facilities	6 / 10
	Provides funding/incentives in support of shared use of school facilities	0 / 5
School Siting and Design	Requires large school sites (minimum acreage guideline)	0 / 0
	Supports walking, bicycling and physical activity in school design guidelines	0 / 15
		6 / 30

+ Exceeds 6 points because of 2 point bonus for having 2+ FTE staff or consultants focusing on SRTS (see pg. 19 for more information)

To review a quick summary of the report cards' scoring structure, click here: [Understanding the Scores and Grading](#)

New Hampshire 2024

LACING
UP



OVERALL SCORE

37 / 200

Scoring Key: LACING UP WARMING UP MAKING STRIDES BUILDING SPEED 100%

COMPLETE STREETS AND ACTIVE TRANSPORTATION POLICY AND PLANNING



Complete Streets Policies	Adopted state Complete Streets policy(ies)	0 / 5
	Has strong state Complete Streets policy	0 / 20
Active Transportation Goals and Planning	Adopted goals to increase walking and bicycling mode share	5 / 5
	Adopted a state pedestrian, bicycle, or active transportation plan	5 / 10
		10 / 40

FEDERAL AND STATE ACTIVE TRANSPORTATION FUNDING



Use of Federal Funding for Active Transportation	Retained TAP funding without transfers	10 / 10
	Awarded TAP projects	10 / 10
	Obligated state-controlled TAP funds	6 / 10
	Provides special consideration for high-need communities in TAP awards	-5 / 6
	Provides matching funds for high-need communities	0 / 7
	Provides support to TAP applicants	0 / 7
	Sets aside other federal (non-TAP) funding for active transportation	0 / 5
State Funding for Active Transportation	Dedicates state funding for active transportation	0 / 10
	Amount of state funding for active transportation	0 / 10
	Provides special consideration for high-need communities in state awards	0 / 5
		21 / 80

SAFE ROUTES TO SCHOOL FUNDING AND SUPPORTIVE PRACTICES



Safe Routes to School Funding	Provides special consideration for Safe Routes to School projects using TAP funds	0 / 7
	Dedicates state or other funding for Safe Routes to School	0 / 7
	Funds SRTS non-infrastructure projects	0 / 7
	Provides Safe Routes to School planning grants or minigrants	0 / 6
Safe Routes to School Supportive Practices	Staffs state Safe Routes to School program with state employees or consultants	0 / 6
	Provides a resource center or technical assistance to Safe Routes to School initiatives	0 / 7
	Adopted a state SRTS plan or incorporated SRTS into a state active transportation plan	0 / 5
	Supports equitable access to Safe Routes to School programming	0 / 5
		0 / 50

ACTIVE NEIGHBORHOODS AND SCHOOLS



Shared Use of School Facilities	Adopted state policy supporting shared use of school facilities	6 / 10
	Provides funding/incentives in support of shared use of school facilities	0 / 5
School Siting and Design	Requires large school sites (minimum acreage guideline)	0 / 0
	Supports walking, bicycling and physical activity in school design guidelines	0 / 15
		6 / 30

To review a quick summary of the report cards' scoring structure, click here: [Understanding the Scores and Grading](#)



New Jersey 2024

MAKING STRIDES



OVERALL SCORE

148 / 200

Scoring Key: LACING UP WARMING UP MAKING STRIDES BUILDING SPEED 100%

COMPLETE STREETS AND ACTIVE TRANSPORTATION POLICY AND PLANNING



Complete Streets Policies

Adopted state Complete Streets policy(ies)	3 / 5
Has strong state Complete Streets policy	13 / 20

Active Transportation Goals and Planning

Adopted goals to increase walking and bicycling mode share	0 / 5
Adopted a state pedestrian, bicycle, or active transportation plan	10 / 10
Total	26 / 40

FEDERAL AND STATE ACTIVE TRANSPORTATION FUNDING



Use of Federal Funding for Active Transportation

Retained TAP funding without transfers	10 / 10
Awarded TAP projects	10 / 10
Obligated state-controlled TAP funds	6 / 10
Provides special consideration for high-need communities in TAP awards	3 / 6
Provides matching funds for high-need communities	7 / 7
Provides support to TAP applicants	5 / 7
Sets aside other federal (non-TAP) funding for active transportation	5 / 5

State Funding for Active Transportation

Dedicates state funding for active transportation	10 / 10
Amount of state funding for active transportation	7 / 10
Provides special consideration for high-need communities in state awards	5 / 5
Total	68 / 80

SAFE ROUTES TO SCHOOL FUNDING AND SUPPORTIVE PRACTICES



Safe Routes to School Funding

Provides special consideration for Safe Routes to School projects using TAP funds	7 / 7
Dedicates state or other funding for Safe Routes to School	7 / 7
Funds SRTS non-infrastructure projects	0 / 7
Provides Safe Routes to School planning grants or minigrants	3 / 6

Safe Routes to School Supportive Practices

Staffs state Safe Routes to School program with state employees or consultants	8 / 6+
Provides a resource center or technical assistance to Safe Routes to School initiatives	5 / 7
Adopted a state SRTS plan or incorporated SRTS into a state active transportation plan	5 / 5
Supports equitable access to Safe Routes to School programming	5 / 5
Total	40 / 50

ACTIVE NEIGHBORHOODS AND SCHOOLS



Shared Use of School Facilities

Adopted state policy supporting shared use of school facilities	6 / 10
Provides funding/incentives in support of shared use of school facilities	5 / 5

School Siting and Design

Requires large school sites (minimum acreage guideline)	0 / 0
Supports walking, bicycling and physical activity in school design guidelines	3 / 15
Total	14 / 30

+ Exceeds 6 points because of 2 point bonus for having 2+ FTE staff or consultants focusing on SRTS (see pg. 19 for more information)

To review a quick summary of the report cards' scoring structure, click here: [Understanding the Scores and Grading](#)



Scoring Key: LACING UP WARMING UP MAKING STRIDES BUILDING SPEED 100%

COMPLETE STREETS AND ACTIVE TRANSPORTATION POLICY AND PLANNING



Complete Streets Policies

Adopted state Complete Streets policy(ies)	4 / 5
Has strong state Complete Streets policy	1 / 20

Active Transportation Goals and Planning

Adopted goals to increase walking and bicycling mode share	0 / 5
Adopted a state pedestrian, bicycle, or active transportation plan	10 / 10
	15 / 40

FEDERAL AND STATE ACTIVE TRANSPORTATION FUNDING



Use of Federal Funding for Active Transportation

Retained TAP funding without transfers	10 / 10
Awarded TAP projects	10 / 10
Obligated state-controlled TAP funds	8 / 10
Provides special consideration for high-need communities in TAP awards	3 / 6
Provides matching funds for high-need communities	0 / 7
Provides support to TAP applicants	0 / 7
Sets aside other federal (non-TAP) funding for active transportation	0 / 5

State Funding for Active Transportation

Dedicates state funding for active transportation	0 / 10
Amount of state funding for active transportation	0 / 10
Provides special consideration for high-need communities in state awards	0 / 5
	31 / 80

SAFE ROUTES TO SCHOOL FUNDING AND SUPPORTIVE PRACTICES



Safe Routes to School Funding

Provides special consideration for Safe Routes to School projects using TAP funds	0 / 7
Dedicates state or other funding for Safe Routes to School	0 / 7
Funds SRTS non-infrastructure projects	0 / 7
Provides Safe Routes to School planning grants or minigrants	0 / 6

Safe Routes to School Supportive Practices

Staffs state Safe Routes to School program with state employees or consultants	1 / 6
Provides a resource center or technical assistance to Safe Routes to School initiatives	0 / 7
Adopted a state SRTS plan or incorporated SRTS into a state active transportation plan	0 / 5
Supports equitable access to Safe Routes to School programming	0 / 5
	1 / 50

ACTIVE NEIGHBORHOODS AND SCHOOLS



Shared Use of School Facilities

Adopted state policy supporting shared use of school facilities	6 / 10
Provides funding/incentives in support of shared use of school facilities	0 / 5

School Siting and Design

Requires large school sites (minimum acreage guideline)	0 / 0
Supports walking, bicycling and physical activity in school design guidelines	0 / 15
	6 / 30

To review a quick summary of the report cards' scoring structure, click here: [Understanding the Scores and Grading](#)



New York 2024

WARMING UP



OVERALL SCORE

62 / 200

Scoring Key: LACING UP WARMING UP MAKING STRIDES BUILDING SPEED 100%

COMPLETE STREETS AND ACTIVE TRANSPORTATION POLICY AND PLANNING



Complete Streets Policies

Adopted state Complete Streets policy(ies)	4 / 5
Has strong state Complete Streets policy	13 / 20

Active Transportation Goals and Planning

Adopted goals to increase walking and bicycling mode share	0 / 5
Adopted a state pedestrian, bicycle, or active transportation plan	0 / 10
	17 / 40

FEDERAL AND STATE ACTIVE TRANSPORTATION FUNDING



Use of Federal Funding for Active Transportation

Retained TAP funding without transfers	-8 / 10
Awarded TAP projects	10 / 10
Obligated state-controlled TAP funds	6 / 10
Provides special consideration for high-need communities in TAP awards	-5 / 6
Provides matching funds for high-need communities	0 / 7
Provides support to TAP applicants	5 / 7
Sets aside other federal (non-TAP) funding for active transportation	5 / 5

State Funding for Active Transportation

Dedicates state funding for active transportation	10 / 10
Amount of state funding for active transportation	3 / 10
Provides special consideration for high-need communities in state awards	5 / 5
	31 / 80

SAFE ROUTES TO SCHOOL FUNDING AND SUPPORTIVE PRACTICES



Safe Routes to School Funding

Provides special consideration for Safe Routes to School projects using TAP funds	0 / 7
Dedicates state or other funding for Safe Routes to School	0 / 7
Funds SRTS non-infrastructure projects	5 / 7
Provides Safe Routes to School planning grants or minigrants	0 / 6

Safe Routes to School Supportive Practices

Staffs state Safe Routes to School program with state employees or consultants	0 / 6
Provides a resource center or technical assistance to Safe Routes to School initiatives	0 / 7
Adopted a state SRTS plan or incorporated SRTS into a state active transportation plan	0 / 5
Supports equitable access to Safe Routes to School programming	0 / 5
	5 / 50

ACTIVE NEIGHBORHOODS AND SCHOOLS



Shared Use of School Facilities

Adopted state policy supporting shared use of school facilities	6 / 10
Provides funding/incentives in support of shared use of school facilities	0 / 5

School Siting and Design

Requires large school sites (minimum acreage guideline)	0 / 0
Supports walking, bicycling and physical activity in school design guidelines	3 / 15
	9 / 30

To review a quick summary of the report cards' scoring structure, click here: [Understanding the Scores and Grading](#)



North Carolina 2024

WARMING UP



OVERALL SCORE

86 / 200

Scoring Key: LACING UP WARMING UP MAKING STRIDES BUILDING SPEED 100%

COMPLETE STREETS AND ACTIVE TRANSPORTATION POLICY AND PLANNING



Complete Streets Policies	Adopted state Complete Streets policy(ies)	3 / 5
	Has strong state Complete Streets policy	11 / 20
Active Transportation Goals and Planning	Adopted goals to increase walking and bicycling mode share	0 / 5
	Adopted a state pedestrian, bicycle, or active transportation plan	10 / 10
		24 / 40

FEDERAL AND STATE ACTIVE TRANSPORTATION FUNDING



Use of Federal Funding for Active Transportation	Retained TAP funding without transfers	10 / 10
	Awarded TAP projects	10 / 10
	Obligated state-controlled TAP funds	8 / 10
	Provides special consideration for high-need communities in TAP awards	3 / 6
	Provides matching funds for high-need communities	0 / 7
	Provides support to TAP applicants	0 / 7
	Sets aside other federal (non-TAP) funding for active transportation	5 / 5
State Funding for Active Transportation	Dedicates state funding for active transportation	0 / 10
	Amount of state funding for active transportation	1 / 10
	Provides special consideration for high-need communities in state awards	0 / 5
		37 / 80

SAFE ROUTES TO SCHOOL FUNDING AND SUPPORTIVE PRACTICES



Safe Routes to School Funding	Provides special consideration for Safe Routes to School projects using TAP funds	0 / 7
	Dedicates state or other funding for Safe Routes to School	0 / 7
	Funds SRTS non-infrastructure projects	7 / 7
	Provides Safe Routes to School planning grants or minigrants	0 / 6
Safe Routes to School Supportive Practices	Staffs state Safe Routes to School program with state employees or consultants	6 / 6
	Provides a resource center or technical assistance to Safe Routes to School initiatives	7 / 7
	Adopted a state SRTS plan or incorporated SRTS into a state active transportation plan	0 / 5
	Supports equitable access to Safe Routes to School programming	5 / 5
		25 / 50

ACTIVE NEIGHBORHOODS AND SCHOOLS



Shared Use of School Facilities	Adopted state policy supporting shared use of school facilities	6 / 10
	Provides funding/incentives in support of shared use of school facilities	0 / 5
School Siting and Design	Requires large school sites (minimum acreage guideline)	-10 / 0
	Supports walking, bicycling and physical activity in school design guidelines	0 / 15
		0* / 30

*The individual indicator scores for this topic area totaled up to a negative score; however, so as not to penalize states for good work in other topic areas, negative scores for core topic areas are rounded to zero.

To review a quick summary of the report cards' scoring structure, click here: [Understanding the Scores and Grading](#)



Scoring Key: LACING UP WARMING UP MAKING STRIDES BUILDING SPEED 100%

COMPLETE STREETS AND ACTIVE TRANSPORTATION POLICY AND PLANNING



Complete Streets Policies	Adopted state Complete Streets policy(ies)	0 / 5
	Has strong state Complete Streets policy	0 / 20
Active Transportation Goals and Planning	Adopted goals to increase walking and bicycling mode share	0 / 5
	Adopted a state pedestrian, bicycle, or active transportation plan	10 / 10
		10 / 40

FEDERAL AND STATE ACTIVE TRANSPORTATION FUNDING



Use of Federal Funding for Active Transportation	Retained TAP funding without transfers	10 / 10
	Awarded TAP projects	10 / 10
	Obligated state-controlled TAP funds	10 / 10
	Provides special consideration for high-need communities in TAP awards	3 / 6
	Provides matching funds for high-need communities	0 / 7
	Provides support to TAP applicants	0 / 7
	Sets aside other federal (non-TAP) funding for active transportation	0 / 5
State Funding for Active Transportation	Dedicates state funding for active transportation	0 / 10
	Amount of state funding for active transportation	0 / 10
	Provides special consideration for high-need communities in state awards	0 / 5
		33 / 80

SAFE ROUTES TO SCHOOL FUNDING AND SUPPORTIVE PRACTICES



Safe Routes to School Funding	Provides special consideration for Safe Routes to School projects using TAP funds	0 / 7
	Dedicates state or other funding for Safe Routes to School	0 / 7
	Funds SRTS non-infrastructure projects	0 / 7
	Provides Safe Routes to School planning grants or minigrants	0 / 6
Safe Routes to School Supportive Practices	Staffs state Safe Routes to School program with state employees or consultants	1 / 6
	Provides a resource center or technical assistance to Safe Routes to School initiatives	0 / 7
	Adopted a state SRTS plan or incorporated SRTS into a state active transportation plan	2 / 5
	Supports equitable access to Safe Routes to School programming	0 / 5
		3 / 50

ACTIVE NEIGHBORHOODS AND SCHOOLS



Shared Use of School Facilities	Adopted state policy supporting shared use of school facilities	6 / 10
	Provides funding/incentives in support of shared use of school facilities	0 / 5
School Siting and Design	Requires large school sites (minimum acreage guideline)	0 / 0
	Supports walking, bicycling and physical activity in school design guidelines	3 / 15
		9 / 30

To review a quick summary of the report cards' scoring structure, click here: [Understanding the Scores and Grading](#)



Ohio 2024

WARMING UP



OVERALL SCORE

107 / 200

Scoring Key: LACING UP WARMING UP MAKING STRIDES BUILDING SPEED 100%

COMPLETE STREETS AND ACTIVE TRANSPORTATION POLICY AND PLANNING



Complete Streets Policies

Adopted state Complete Streets policy(ies)	0 / 5
Has strong state Complete Streets policy	0 / 20

Active Transportation Goals and Planning

Adopted goals to increase walking and bicycling mode share	5 / 5
Adopted a state pedestrian, bicycle, or active transportation plan	10 / 10
Total	15 / 40

FEDERAL AND STATE ACTIVE TRANSPORTATION FUNDING



Use of Federal Funding for Active Transportation

Retained TAP funding without transfers	10 / 10
Awarded TAP projects	10 / 10
Obligated state-controlled TAP funds	10 / 10
Provides special consideration for high-need communities in TAP awards	-5 / 6
Provides matching funds for high-need communities	9 / 7*
Provides support to TAP applicants	5 / 7
Sets aside other federal (non-TAP) funding for active transportation	5 / 5

State Funding for Active Transportation

Dedicates state funding for active transportation	0 / 10
Amount of state funding for active transportation	0 / 10
Provides special consideration for high-need communities in state awards	0 / 5
Total	44 / 80

SAFE ROUTES TO SCHOOL FUNDING AND SUPPORTIVE PRACTICES



Safe Routes to School Funding

Provides special consideration for Safe Routes to School projects using TAP funds	7 / 7
Dedicates state or other funding for Safe Routes to School	7 / 7
Funds SRTS non-infrastructure projects	5 / 7
Provides Safe Routes to School planning grants or minigrants	6 / 6

Safe Routes to School Supportive Practices

Staffs state Safe Routes to School program with state employees or consultants	8 / 6+
Provides a resource center or technical assistance to Safe Routes to School initiatives	5 / 7
Adopted a state SRTS plan or incorporated SRTS into a state active transportation plan	2 / 5
Supports equitable access to Safe Routes to School programming	5 / 5
Total	45 / 50

ACTIVE NEIGHBORHOODS AND SCHOOLS



Shared Use of School Facilities

Adopted state policy supporting shared use of school facilities	10 / 10
Provides funding/incentives in support of shared use of school facilities	0 / 5

School Siting and Design

Requires large school sites (minimum acreage guideline)	-10 / 0
Supports walking, bicycling and physical activity in school design guidelines	3 / 15
Total	3 / 30

* Exceeds 7 points because of 2 point bonus for using Highway Safety Improvement Program funds as match (see pg. 13 for more information)

+ Exceeds 6 points because of 2 point bonus for having 2+ FTE staff or consultants focusing on SRTS (see pg. 19 for more information)

To review a quick summary of the report cards' scoring structure, click here: [Understanding the Scores and Grading](#)



Scoring Key: LACING UP WARMING UP MAKING STRIDES BUILDING SPEED 100%

COMPLETE STREETS AND ACTIVE TRANSPORTATION POLICY AND PLANNING



Complete Streets Policies

Adopted state Complete Streets policy(ies)	0 / 5
Has strong state Complete Streets policy	0 / 20

Active Transportation Goals and Planning

Adopted goals to increase walking and bicycling mode share	0 / 5
Adopted a state pedestrian, bicycle, or active transportation plan	10 / 10
	10 / 40

FEDERAL AND STATE ACTIVE TRANSPORTATION FUNDING



Use of Federal Funding for Active Transportation

Retained TAP funding without transfers	10 / 10
Awarded TAP projects	10 / 10
Obligated state-controlled TAP funds	4 / 10
Provides special consideration for high-need communities in TAP awards	6 / 6
Provides matching funds for high-need communities	7 / 7
Provides support to TAP applicants	5 / 7
Sets aside other federal (non-TAP) funding for active transportation	0 / 5

State Funding for Active Transportation

Dedicates state funding for active transportation	5 / 10
Amount of state funding for active transportation	3 / 10
Provides special consideration for high-need communities in state awards	0 / 5
	50 / 80

SAFE ROUTES TO SCHOOL FUNDING AND SUPPORTIVE PRACTICES



Safe Routes to School Funding

Provides special consideration for Safe Routes to School projects using TAP funds	0 / 7
Dedicates state or other funding for Safe Routes to School	0 / 7
Funds SRTS non-infrastructure projects	5 / 7
Provides Safe Routes to School planning grants or minigrants	0 / 6

Safe Routes to School Supportive Practices

Staffs state Safe Routes to School program with state employees or consultants	0 / 6
Provides a resource center or technical assistance to Safe Routes to School initiatives	5 / 7
Adopted a state SRTS plan or incorporated SRTS into a state active transportation plan	0 / 5
Supports equitable access to Safe Routes to School programming	0 / 5
	10 / 50

ACTIVE NEIGHBORHOODS AND SCHOOLS



Shared Use of School Facilities

Adopted state policy supporting shared use of school facilities	6 / 10
Provides funding/incentives in support of shared use of school facilities	5 / 5

School Siting and Design

Requires large school sites (minimum acreage guideline)	-10 / 0
Supports walking, bicycling and physical activity in school design guidelines	3 / 15
	4 / 30

To review a quick summary of the report cards' scoring structure, click here: [Understanding the Scores and Grading](#)



Scoring Key: LACING UP WARMING UP MAKING STRIDES BUILDING SPEED 100%

COMPLETE STREETS AND ACTIVE TRANSPORTATION POLICY AND PLANNING



Complete Streets Policies	Adopted state Complete Streets policy(ies)	4 / 5
	Has strong state Complete Streets policy	6 / 20
Active Transportation Goals and Planning	Adopted goals to increase walking and bicycling mode share	0 / 5
	Adopted a state pedestrian, bicycle, or active transportation plan	10 / 10
		20 / 40

FEDERAL AND STATE ACTIVE TRANSPORTATION FUNDING



Use of Federal Funding for Active Transportation	Retained TAP funding without transfers	10 / 10
	Awarded TAP projects	10 / 10
	Obligated state-controlled TAP funds	10 / 10
	Provides special consideration for high-need communities in TAP awards	6 / 6
	Provides matching funds for high-need communities	0 / 7
	Provides support to TAP applicants	2 / 7
	Sets aside other federal (non-TAP) funding for active transportation	5 / 5
State Funding for Active Transportation	Dedicates state funding for active transportation	10 / 10
	Amount of state funding for active transportation	10 / 10
	Provides special consideration for high-need communities in state awards	5 / 5
		68 / 80

SAFE ROUTES TO SCHOOL FUNDING AND SUPPORTIVE PRACTICES



Safe Routes to School Funding	Provides special consideration for Safe Routes to School projects using TAP funds	5 / 7
	Dedicates state or other funding for Safe Routes to School	7 / 7
	Funds SRTS non-infrastructure projects	7 / 7
	Provides Safe Routes to School planning grants or minigrants	6 / 6
Safe Routes to School Supportive Practices	Staffs state Safe Routes to School program with state employees or consultants	8 / 6+
	Provides a resource center or technical assistance to Safe Routes to School initiatives	5 / 7
	Adopted a state SRTS plan or incorporated SRTS into a state active transportation plan	5 / 5
	Supports equitable access to Safe Routes to School programming	5 / 5
		48 / 50

ACTIVE NEIGHBORHOODS AND SCHOOLS



Shared Use of School Facilities	Adopted state policy supporting shared use of school facilities	6 / 10
	Provides funding/incentives in support of shared use of school facilities	0 / 5
School Siting and Design	Requires large school sites (minimum acreage guideline)	0 / 0
	Supports walking, bicycling and physical activity in school design guidelines	0 / 15
		6 / 30

+ Exceeds 6 points because of 2 point bonus for having 2+ FTE staff or consultants focusing on SRTS (see pg. 19 for more information)

To review a quick summary of the report cards' scoring structure, click here: [Understanding the Scores and Grading](#)

Pennsylvania 2024

WARMING UP



OVERALL SCORE

98 / 200

Scoring Key: LACING UP WARMING UP MAKING STRIDES BUILDING SPEED 100%

COMPLETE STREETS AND ACTIVE TRANSPORTATION POLICY AND PLANNING



Complete Streets Policies	Adopted state Complete Streets policy(ies)	3 / 5
	Has strong state Complete Streets policy	9 / 20
Active Transportation Goals and Planning	Adopted goals to increase walking and bicycling mode share	0 / 5
	Adopted a state pedestrian, bicycle, or active transportation plan	10 / 10
		22 / 40

FEDERAL AND STATE ACTIVE TRANSPORTATION FUNDING



Use of Federal Funding for Active Transportation	Retained TAP funding without transfers	10 / 10
	Awarded TAP projects	10 / 10
	Obligated state-controlled TAP funds	8 / 10
	Provides special consideration for high-need communities in TAP awards	3 / 6
	Provides matching funds for high-need communities	7 / 7
	Provides support to TAP applicants	5 / 7
	Sets aside other federal (non-TAP) funding for active transportation	5 / 5
State Funding for Active Transportation	Dedicates state funding for active transportation	10 / 10
	Amount of state funding for active transportation	5 / 10
	Provides special consideration for high-need communities in state awards	0 / 5
		63 / 80

SAFE ROUTES TO SCHOOL FUNDING AND SUPPORTIVE PRACTICES



Safe Routes to School Funding	Provides special consideration for Safe Routes to School projects using TAP funds	0 / 7
	Dedicates state or other funding for Safe Routes to School	0 / 7
	Funds SRTS non-infrastructure projects	5 / 7
	Provides Safe Routes to School planning grants or minigrants	0 / 6
Safe Routes to School Supportive Practices	Staffs state Safe Routes to School program with state employees or consultants	1 / 6
	Provides a resource center or technical assistance to Safe Routes to School initiatives	0 / 7
	Adopted a state SRTS plan or incorporated SRTS into a state active transportation plan	2 / 5
	Supports equitable access to Safe Routes to School programming	0 / 5
		8 / 50

ACTIVE NEIGHBORHOODS AND SCHOOLS



Shared Use of School Facilities	Adopted state policy supporting shared use of school facilities	6 / 10
	Provides funding/incentives in support of shared use of school facilities	0 / 5
School Siting and Design	Requires large school sites (minimum acreage guideline)	-10 / 0
	Supports walking, bicycling and physical activity in school design guidelines	9 / 15
		5 / 30

To review a quick summary of the report cards' scoring structure, click here: [Understanding the Scores and Grading](#)



Scoring Key: LACING UP WARMING UP MAKING STRIDES BUILDING SPEED 100%

COMPLETE STREETS AND ACTIVE TRANSPORTATION POLICY AND PLANNING



Complete Streets Policies	Adopted state Complete Streets policy(ies)	4 / 5
	Has strong state Complete Streets policy	11 / 20
Active Transportation Goals and Planning	Adopted goals to increase walking and bicycling mode share	0 / 5
	Adopted a state pedestrian, bicycle, or active transportation plan	5 / 10
		20 / 40

FEDERAL AND STATE ACTIVE TRANSPORTATION FUNDING



Use of Federal Funding for Active Transportation	Retained TAP funding without transfers	10 / 10
	Awarded TAP projects	10 / 10
	Obligated state-controlled TAP funds	10 / 10
	Provides special consideration for high-need communities in TAP awards	3 / 6
	Provides matching funds for high-need communities	7 / 7
	Provides support to TAP applicants	0 / 7
	Sets aside other federal (non-TAP) funding for active transportation	0 / 5
State Funding for Active Transportation	Dedicates state funding for active transportation	5 / 10
	Amount of state funding for active transportation	3 / 10
	Provides special consideration for high-need communities in state awards	0 / 5
		48 / 80

SAFE ROUTES TO SCHOOL FUNDING AND SUPPORTIVE PRACTICES



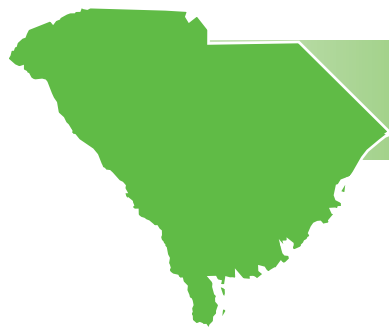
Safe Routes to School Funding	Provides special consideration for Safe Routes to School projects using TAP funds	0 / 7
	Dedicates state or other funding for Safe Routes to School	5 / 7
	Funds SRTS non-infrastructure projects	0 / 7
	Provides Safe Routes to School planning grants or minigrants	0 / 6
Safe Routes to School Supportive Practices	Staffs state Safe Routes to School program with state employees or consultants	1 / 6
	Provides a resource center or technical assistance to Safe Routes to School initiatives	0 / 7
	Adopted a state SRTS plan or incorporated SRTS into a state active transportation plan	2 / 5
	Supports equitable access to Safe Routes to School programming	0 / 5
		8 / 50

ACTIVE NEIGHBORHOODS AND SCHOOLS



Shared Use of School Facilities	Adopted state policy supporting shared use of school facilities	6 / 10
	Provides funding/incentives in support of shared use of school facilities	0 / 5
School Siting and Design	Requires large school sites (minimum acreage guideline)	0 / 0
	Supports walking, bicycling and physical activity in school design guidelines	12 / 15
		18 / 30

To review a quick summary of the report cards' scoring structure, click here: [Understanding the Scores and Grading](#)



South Carolina 2024

WARMING UP



OVERALL SCORE

80 / 200

Scoring Key: LACING UP WARMING UP MAKING STRIDES BUILDING SPEED 100%

COMPLETE STREETS AND ACTIVE TRANSPORTATION POLICY AND PLANNING



Complete Streets Policies

Adopted state Complete Streets policy(ies)	3 / 5
Has strong state Complete Streets policy	10 / 20

Active Transportation Goals and Planning

Adopted goals to increase walking and bicycling mode share	0 / 5
Adopted a state pedestrian, bicycle, or active transportation plan	10 / 10
Total	23 / 40

FEDERAL AND STATE ACTIVE TRANSPORTATION FUNDING



Use of Federal Funding for Active Transportation

Retained TAP funding without transfers	10 / 10
Awarded TAP projects	10 / 10
Obligated state-controlled TAP funds	6 / 10
Provides special consideration for high-need communities in TAP awards	6 / 6
Provides matching funds for high-need communities	7 / 7
Provides support to TAP applicants	2 / 7
Sets aside other federal (non-TAP) funding for active transportation	5 / 5

State Funding for Active Transportation

Dedicates state funding for active transportation	0 / 10
Amount of state funding for active transportation	0 / 10
Provides special consideration for high-need communities in state awards	0 / 5
Total	46 / 80

SAFE ROUTES TO SCHOOL FUNDING AND SUPPORTIVE PRACTICES



Safe Routes to School Funding

Provides special consideration for Safe Routes to School projects using TAP funds	0 / 7
Dedicates state or other funding for Safe Routes to School	0 / 7
Funds SRTS non-infrastructure projects	0 / 7
Provides Safe Routes to School planning grants or minigrants	0 / 6

Safe Routes to School Supportive Practices

Staffs state Safe Routes to School program with state employees or consultants	0 / 6
Provides a resource center or technical assistance to Safe Routes to School initiatives	0 / 7
Adopted a state SRTS plan or incorporated SRTS into a state active transportation plan	0 / 5
Supports equitable access to Safe Routes to School programming	0 / 5
Total	0 / 50

ACTIVE NEIGHBORHOODS AND SCHOOLS



Shared Use of School Facilities

Adopted state policy supporting shared use of school facilities	6 / 10
Provides funding/incentives in support of shared use of school facilities	5 / 5

School Siting and Design

Requires large school sites (minimum acreage guideline)	0 / 0
Supports walking, bicycling and physical activity in school design guidelines	0 / 15
Total	11 / 30

To review a quick summary of the report cards' scoring structure, click here: [Understanding the Scores and Grading](#)



Scoring Key: LACING UP WARMING UP MAKING STRIDES BUILDING SPEED 100%

COMPLETE STREETS AND ACTIVE TRANSPORTATION POLICY AND PLANNING



Complete Streets Policies	Adopted state Complete Streets policy(ies)	0 / 5
	Has strong state Complete Streets policy	0 / 20
Active Transportation Goals and Planning	Adopted goals to increase walking and bicycling mode share	0 / 5
	Adopted a state pedestrian, bicycle, or active transportation plan	0 / 10
		0 / 40

FEDERAL AND STATE ACTIVE TRANSPORTATION FUNDING



Use of Federal Funding for Active Transportation	Retained TAP funding without transfers	10 / 10
	Awarded TAP projects	10 / 10
	Obligated state-controlled TAP funds	8 / 10
	Provides special consideration for high-need communities in TAP awards	6 / 6
	Provides matching funds for high-need communities	0 / 7
	Provides support to TAP applicants	5 / 7
	Sets aside other federal (non-TAP) funding for active transportation	0 / 5
State Funding for Active Transportation	Dedicates state funding for active transportation	0 / 10
	Amount of state funding for active transportation	0 / 10
	Provides special consideration for high-need communities in state awards	0 / 5
		39 / 80

SAFE ROUTES TO SCHOOL FUNDING AND SUPPORTIVE PRACTICES



Safe Routes to School Funding	Provides special consideration for Safe Routes to School projects using TAP funds	0 / 7
	Dedicates state or other funding for Safe Routes to School	0 / 7
	Funds SRTS non-infrastructure projects	5 / 7
	Provides Safe Routes to School planning grants or minigrants	3 / 6
Safe Routes to School Supportive Practices	Staffs state Safe Routes to School program with state employees or consultants	0 / 6
	Provides a resource center or technical assistance to Safe Routes to School initiatives	0 / 7
	Adopted a state SRTS plan or incorporated SRTS into a state active transportation plan	0 / 5
	Supports equitable access to Safe Routes to School programming	0 / 5
		8 / 50

ACTIVE NEIGHBORHOODS AND SCHOOLS



Shared Use of School Facilities	Adopted state policy supporting shared use of school facilities	6 / 10
	Provides funding/incentives in support of shared use of school facilities	0 / 5
School Siting and Design	Requires large school sites (minimum acreage guideline)	0 / 0
	Supports walking, bicycling and physical activity in school design guidelines	0 / 15
		6 / 30

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Scoring Key: LACING UP WARMING UP MAKING STRIDES BUILDING SPEED 100%

COMPLETE STREETS AND ACTIVE TRANSPORTATION POLICY AND PLANNING



Complete Streets Policies

Adopted state Complete Streets policy(ies)	3 / 5
Has strong state Complete Streets policy	13 / 20

Active Transportation Goals and Planning

Adopted goals to increase walking and bicycling mode share	3 / 5
Adopted a state pedestrian, bicycle, or active transportation plan	10 / 10
	29 / 40

FEDERAL AND STATE ACTIVE TRANSPORTATION FUNDING



Use of Federal Funding for Active Transportation

Retained TAP funding without transfers	10 / 10
Awarded TAP projects	10 / 10
Obligated state-controlled TAP funds	4 / 10
Provides special consideration for high-need communities in TAP awards	3 / 6
Provides matching funds for high-need communities	0 / 7
Provides support to TAP applicants	0 / 7
Sets aside other federal (non-TAP) funding for active transportation	5 / 5

State Funding for Active Transportation

Dedicates state funding for active transportation	10 / 10
Amount of state funding for active transportation	7 / 10
Provides special consideration for high-need communities in state awards	5 / 5
	54 / 80

SAFE ROUTES TO SCHOOL FUNDING AND SUPPORTIVE PRACTICES



Safe Routes to School Funding

Provides special consideration for Safe Routes to School projects using TAP funds	0 / 7
Dedicates state or other funding for Safe Routes to School	0 / 7
Funds SRTS non-infrastructure projects	0 / 7
Provides Safe Routes to School planning grants or minigrants	0 / 6

Safe Routes to School Supportive Practices

Staffs state Safe Routes to School program with state employees or consultants	0 / 6
Provides a resource center or technical assistance to Safe Routes to School initiatives	0 / 7
Adopted a state SRTS plan or incorporated SRTS into a state active transportation plan	2 / 5
Supports equitable access to Safe Routes to School programming	0 / 5
	2 / 50

ACTIVE NEIGHBORHOODS AND SCHOOLS



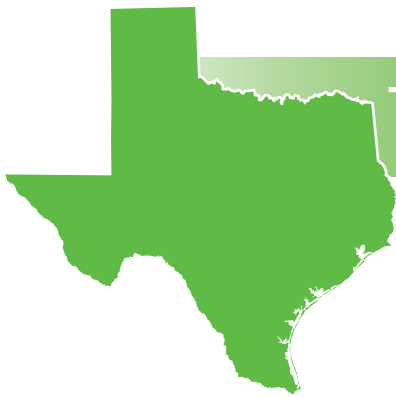
Shared Use of School Facilities

Adopted state policy supporting shared use of school facilities	6 / 10
Provides funding/incentives in support of shared use of school facilities	5 / 5

School Siting and Design

Requires large school sites (minimum acreage guideline)	0 / 0
Supports walking, bicycling and physical activity in school design guidelines	0 / 15
	11 / 30

To review a quick summary of the report cards' scoring structure, click here: [Understanding the Scores and Grading](#)



Texas 2024

WARMING UP



OVERALL SCORE

79 / 200

Scoring Key: LACING UP WARMING UP MAKING STRIDES BUILDING SPEED 100%

COMPLETE STREETS AND ACTIVE TRANSPORTATION POLICY AND PLANNING



Complete Streets Policies

Adopted state Complete Streets policy(ies)	3 / 5
Has strong state Complete Streets policy	5 / 20

Active Transportation Goals and Planning

Adopted goals to increase walking and bicycling mode share	0 / 5
Adopted a state pedestrian, bicycle, or active transportation plan	0 / 10
	8 / 40

FEDERAL AND STATE ACTIVE TRANSPORTATION FUNDING



Use of Federal Funding for Active Transportation

Retained TAP funding without transfers	10 / 10
Awarded TAP projects	10 / 10
Obligated state-controlled TAP funds	4 / 10
Provides special consideration for high-need communities in TAP awards	6 / 6
Provides matching funds for high-need communities	7 / 7
Provides support to TAP applicants	5 / 7
Sets aside other federal (non-TAP) funding for active transportation	5 / 5

State Funding for Active Transportation

Dedicates state funding for active transportation	0 / 10
Amount of state funding for active transportation	0 / 10
Provides special consideration for high-need communities in state awards	0 / 5
	47 / 80

SAFE ROUTES TO SCHOOL FUNDING AND SUPPORTIVE PRACTICES



Safe Routes to School Funding

Provides special consideration for Safe Routes to School projects using TAP funds	5 / 7
Dedicates state or other funding for Safe Routes to School	0 / 7
Funds SRTS non-infrastructure projects	5 / 7
Provides Safe Routes to School planning grants or minigrants	3 / 6

Safe Routes to School Supportive Practices

Staffs state Safe Routes to School program with state employees or consultants	0 / 6
Provides a resource center or technical assistance to Safe Routes to School initiatives	0 / 7
Adopted a state SRTS plan or incorporated SRTS into a state active transportation plan	0 / 5
Supports equitable access to Safe Routes to School programming	5 / 5
	18 / 50

ACTIVE NEIGHBORHOODS AND SCHOOLS



Shared Use of School Facilities

Adopted state policy supporting shared use of school facilities	6 / 10
Provides funding/incentives in support of shared use of school facilities	0 / 5

School Siting and Design

Requires large school sites (minimum acreage guideline)	0 / 0
Supports walking, bicycling and physical activity in school design guidelines	0 / 15
	6 / 30

To review a quick summary of the report cards' scoring structure, click here: [Understanding the Scores and Grading](#)



Scoring Key: LACING UP WARMING UP MAKING STRIDES BUILDING SPEED 100%

COMPLETE STREETS AND ACTIVE TRANSPORTATION POLICY AND PLANNING



Complete Streets Policies

Adopted state Complete Streets policy(ies)	3 / 5
Has strong state Complete Streets policy	6 / 20

Active Transportation Goals and Planning

Adopted goals to increase walking and bicycling mode share	0 / 5
Adopted a state pedestrian, bicycle, or active transportation plan	5 / 10
	14 / 40

FEDERAL AND STATE ACTIVE TRANSPORTATION FUNDING



Use of Federal Funding for Active Transportation

Retained TAP funding without transfers	10 / 10
Awarded TAP projects	10 / 10
Obligated state-controlled TAP funds	6 / 10
Provides special consideration for high-need communities in TAP awards	-5 / 6
Provides matching funds for high-need communities	0 / 7
Provides support to TAP applicants	0 / 7
Sets aside other federal (non-TAP) funding for active transportation	5 / 5

State Funding for Active Transportation

Dedicates state funding for active transportation	10 / 10
Amount of state funding for active transportation	10 / 10
Provides special consideration for high-need communities in state awards	5 / 5
	51 / 80

SAFE ROUTES TO SCHOOL FUNDING AND SUPPORTIVE PRACTICES



Safe Routes to School Funding

Provides special consideration for Safe Routes to School projects using TAP funds	7 / 7
Dedicates state or other funding for Safe Routes to School	5 / 7
Funds SRTS non-infrastructure projects	5 / 7
Provides Safe Routes to School planning grants or minigrants	0 / 6

Safe Routes to School Supportive Practices

Staffs state Safe Routes to School program with state employees or consultants	8 / 6+
Provides a resource center or technical assistance to Safe Routes to School initiatives	5 / 7
Adopted a state SRTS plan or incorporated SRTS into a state active transportation plan	0 / 5
Supports equitable access to Safe Routes to School programming	5 / 5
	35 / 50

ACTIVE NEIGHBORHOODS AND SCHOOLS



Shared Use of School Facilities

Adopted state policy supporting shared use of school facilities	10 / 10
Provides funding/incentives in support of shared use of school facilities	0 / 5

School Siting and Design

Requires large school sites (minimum acreage guideline)	-10 / 0
Supports walking, bicycling and physical activity in school design guidelines	6 / 15
	6 / 30

+ Exceeds 6 points because of 2 point bonus for having 2+ FTE staff or consultants focusing on SRTS (see pg. 19 for more information)

To review a quick summary of the report cards' scoring structure, click here: [Understanding the Scores and Grading](#)



Scoring Key: LACING UP WARMING UP MAKING STRIDES BUILDING SPEED 100%

COMPLETE STREETS AND ACTIVE TRANSPORTATION POLICY AND PLANNING



Complete Streets Policies

Adopted state Complete Streets policy(ies)	4 / 5
Has strong state Complete Streets policy	8 / 20

Active Transportation Goals and Planning

Adopted goals to increase walking and bicycling mode share	3 / 5
Adopted a state pedestrian, bicycle, or active transportation plan	10 / 10
	25 / 40

FEDERAL AND STATE ACTIVE TRANSPORTATION FUNDING



Use of Federal Funding for Active Transportation

Retained TAP funding without transfers	10 / 10
Awarded TAP projects	10 / 10
Obligated state-controlled TAP funds	6 / 10
Provides special consideration for high-need communities in TAP awards	6 / 6
Provides matching funds for high-need communities	0 / 7
Provides support to TAP applicants	2 / 7
Sets aside other federal (non-TAP) funding for active transportation	0 / 5

State Funding for Active Transportation

Dedicates state funding for active transportation	10 / 10
Amount of state funding for active transportation	7 / 10
Provides special consideration for high-need communities in state awards	5 / 5
	56 / 80

SAFE ROUTES TO SCHOOL FUNDING AND SUPPORTIVE PRACTICES



Safe Routes to School Funding

Provides special consideration for Safe Routes to School projects using TAP funds	5 / 7
Dedicates state or other funding for Safe Routes to School	0 / 7
Funds SRTS non-infrastructure projects	0 / 7
Provides Safe Routes to School planning grants or minigrants	0 / 6

Safe Routes to School Supportive Practices

Staffs state Safe Routes to School program with state employees or consultants	6 / 6
Provides a resource center or technical assistance to Safe Routes to School initiatives	5 / 7
Adopted a state SRTS plan or incorporated SRTS into a state active transportation plan	2 / 5
Supports equitable access to Safe Routes to School programming	0 / 5
	18 / 50

ACTIVE NEIGHBORHOODS AND SCHOOLS



Shared Use of School Facilities

Adopted state policy supporting shared use of school facilities	0 / 10
Provides funding/incentives in support of shared use of school facilities	0 / 5

School Siting and Design

Requires large school sites (minimum acreage guideline)	0 / 0
Supports walking, bicycling and physical activity in school design guidelines	3 / 15
	3 / 30

To review a quick summary of the report cards' scoring structure, click here: [Understanding the Scores and Grading](#)



Virginia 2024

MAKING STRIDES



OVERALL SCORE
108 / 200

Scoring Key: LACING UP WARMING UP MAKING STRIDES BUILDING SPEED 100%

COMPLETE STREETS AND ACTIVE TRANSPORTATION POLICY AND PLANNING



Complete Streets Policies

Adopted state Complete Streets policy(ies)	3 / 5
Has strong state Complete Streets policy	12 / 20

Active Transportation Goals and Planning

Adopted goals to increase walking and bicycling mode share	0 / 5
Adopted a state pedestrian, bicycle, or active transportation plan	10 / 10
	25 / 40

FEDERAL AND STATE ACTIVE TRANSPORTATION FUNDING



Use of Federal Funding for Active Transportation

Retained TAP funding without transfers	10 / 10
Awarded TAP projects	10 / 10
Obligated state-controlled TAP funds	6 / 10
Provides special consideration for high-need communities in TAP awards	-5 / 6
Provides matching funds for high-need communities	0 / 7
Provides support to TAP applicants	5 / 7
Sets aside other federal (non-TAP) funding for active transportation	5 / 5

State Funding for Active Transportation

Dedicates state funding for active transportation	0 / 10
Amount of state funding for active transportation	10 / 10
Provides special consideration for high-need communities in state awards	0 / 5
	41 / 80

SAFE ROUTES TO SCHOOL FUNDING AND SUPPORTIVE PRACTICES



Safe Routes to School Funding

Provides special consideration for Safe Routes to School projects using TAP funds	0 / 7
Dedicates state or other funding for Safe Routes to School	5 / 7
Funds SRTS non-infrastructure projects	5 / 7
Provides Safe Routes to School planning grants or minigrants	6 / 6

Safe Routes to School Supportive Practices

Staffs state Safe Routes to School program with state employees or consultants	8 / 6+
Provides a resource center or technical assistance to Safe Routes to School initiatives	5 / 7
Adopted a state SRTS plan or incorporated SRTS into a state active transportation plan	5 / 5
Supports equitable access to Safe Routes to School programming	5 / 5
	39 / 50

ACTIVE NEIGHBORHOODS AND SCHOOLS



Shared Use of School Facilities

Adopted state policy supporting shared use of school facilities	0 / 10
Provides funding/incentives in support of shared use of school facilities	0 / 5

School Siting and Design

Requires large school sites (minimum acreage guideline)	0 / 0
Supports walking, bicycling and physical activity in school design guidelines	3 / 15
	3 / 30

+ Exceeds 6 points because of 2 point bonus for having 2+ FTE staff or consultants focusing on SRTS (see pg. 19 for more information)

To review a quick summary of the report cards' scoring structure, click here: [Understanding the Scores and Grading](#)



Washington 2024

BUILDING SPEED



OVERALL SCORE

162 / 200

Scoring Key: LACING UP WARMING UP MAKING STRIDES BUILDING SPEED 100%

COMPLETE STREETS AND ACTIVE TRANSPORTATION POLICY AND PLANNING



Complete Streets Policies

Adopted state Complete Streets policy(ies)	5 / 5
Has strong state Complete Streets policy	16 / 20

Active Transportation Goals and Planning

Adopted goals to increase walking and bicycling mode share	3 / 5
Adopted a state pedestrian, bicycle, or active transportation plan	10 / 10
Total	34 / 40

FEDERAL AND STATE ACTIVE TRANSPORTATION FUNDING



Use of Federal Funding for Active Transportation

Retained TAP funding without transfers	10 / 10
Awarded TAP projects	10 / 10
Obligated state-controlled TAP funds	10 / 10
Provides special consideration for high-need communities in TAP awards	3 / 6
Provides matching funds for high-need communities	7 / 7
Provides support to TAP applicants	2 / 7
Sets aside other federal (non-TAP) funding for active transportation	5 / 5

State Funding for Active Transportation

Dedicates state funding for active transportation	10 / 10
Amount of state funding for active transportation	10 / 10
Provides special consideration for high-need communities in state awards	5 / 5
Total	72 / 80

SAFE ROUTES TO SCHOOL FUNDING AND SUPPORTIVE PRACTICES



Safe Routes to School Funding

Provides special consideration for Safe Routes to School projects using TAP funds	7 / 7
Dedicates state or other funding for Safe Routes to School	7 / 7
Funds SRTS non-infrastructure projects	5 / 7
Provides Safe Routes to School planning grants or minigrants	3 / 6

Safe Routes to School Supportive Practices

Staffs state Safe Routes to School program with state employees or consultants	8 / 6+
Provides a resource center or technical assistance to Safe Routes to School initiatives	5 / 7
Adopted a state SRTS plan or incorporated SRTS into a state active transportation plan	5 / 5
Supports equitable access to Safe Routes to School programming	5 / 5
Total	45 / 50

ACTIVE NEIGHBORHOODS AND SCHOOLS



Shared Use of School Facilities

Adopted state policy supporting shared use of school facilities	6 / 10
Provides funding/incentives in support of shared use of school facilities	5 / 5

School Siting and Design

Requires large school sites (minimum acreage guideline)	0 / 0
Supports walking, bicycling and physical activity in school design guidelines	0 / 15
Total	11 / 30

+ Exceeds 6 points because of 2 point bonus for having 2+ FTE staff or consultants focusing on SRTS (see pg. 19 for more information)

To review a quick summary of the report cards' scoring structure, click here: [Understanding the Scores and Grading](#)



West Virginia 2024

LACING UP



OVERALL SCORE

45 / 200

Scoring Key: LACING UP WARMING UP MAKING STRIDES BUILDING SPEED 100%

COMPLETE STREETS AND ACTIVE TRANSPORTATION POLICY AND PLANNING



Complete Streets Policies

Adopted state Complete Streets policy(ies)	4 / 5
Has strong state Complete Streets policy	14 / 20

Active Transportation Goals and Planning

Adopted goals to increase walking and bicycling mode share	0 / 5
Adopted a state pedestrian, bicycle, or active transportation plan	0 / 10
Total	18 / 40

FEDERAL AND STATE ACTIVE TRANSPORTATION FUNDING



Use of Federal Funding for Active Transportation

Retained TAP funding without transfers	10 / 10
Awarded TAP projects	10 / 10
Obligated state-controlled TAP funds	6 / 10
Provides special consideration for high-need communities in TAP awards	-5 / 6
Provides matching funds for high-need communities	0 / 7
Provides support to TAP applicants	0 / 7
Sets aside other federal (non-TAP) funding for active transportation	0 / 5

State Funding for Active Transportation

Dedicates state funding for active transportation	0 / 10
Amount of state funding for active transportation	0 / 10
Provides special consideration for high-need communities in state awards	0 / 5
Total	21 / 80

SAFE ROUTES TO SCHOOL FUNDING AND SUPPORTIVE PRACTICES



Safe Routes to School Funding

Provides special consideration for Safe Routes to School projects using TAP funds	0 / 7
Dedicates state or other funding for Safe Routes to School	0 / 7
Funds SRTS non-infrastructure projects	0 / 7
Provides Safe Routes to School planning grants or minigrants	0 / 6

Safe Routes to School Supportive Practices

Staffs state Safe Routes to School program with state employees or consultants	0 / 6
Provides a resource center or technical assistance to Safe Routes to School initiatives	0 / 7
Adopted a state SRTS plan or incorporated SRTS into a state active transportation plan	0 / 5
Supports equitable access to Safe Routes to School programming	0 / 5
Total	0 / 50

ACTIVE NEIGHBORHOODS AND SCHOOLS



Shared Use of School Facilities

Adopted state policy supporting shared use of school facilities	6 / 10
Provides funding/incentives in support of shared use of school facilities	0 / 5

School Siting and Design

Requires large school sites (minimum acreage guideline)	-3 / 0
Supports walking, bicycling and physical activity in school design guidelines	3 / 15
Total	6 / 30

To review a quick summary of the report cards' scoring structure, click here: [Understanding the Scores and Grading](#)



Wisconsin 2024

WARMING UP



OVERALL SCORE

54 / 200

Scoring Key: LACING UP WARMING UP MAKING STRIDES BUILDING SPEED 100%

COMPLETE STREETS AND ACTIVE TRANSPORTATION POLICY AND PLANNING



Complete Streets Policies

Adopted state Complete Streets policy(ies)	3 / 5
Has strong state Complete Streets policy	7 / 20

Active Transportation Goals and Planning

Adopted goals to increase walking and bicycling mode share	0 / 5
Adopted a state pedestrian, bicycle, or active transportation plan	0 / 10
Total	10 / 40

FEDERAL AND STATE ACTIVE TRANSPORTATION FUNDING



Use of Federal Funding for Active Transportation

Retained TAP funding without transfers	-5 / 10
Awarded TAP projects	10 / 10
Obligated state-controlled TAP funds	4 / 10
Provides special consideration for high-need communities in TAP awards	3 / 6
Provides matching funds for high-need communities	0 / 7
Provides support to TAP applicants	2 / 7
Sets aside other federal (non-TAP) funding for active transportation	0 / 5

State Funding for Active Transportation

Dedicates state funding for active transportation	0 / 10
Amount of state funding for active transportation	3 / 10
Provides special consideration for high-need communities in state awards	0 / 5
Total	17 / 80

SAFE ROUTES TO SCHOOL FUNDING AND SUPPORTIVE PRACTICES



Safe Routes to School Funding

Provides special consideration for Safe Routes to School projects using TAP funds	7 / 7
Dedicates state or other funding for Safe Routes to School	0 / 7
Funds SRTS non-infrastructure projects	5 / 7
Provides Safe Routes to School planning grants or minigrants	3 / 6

Safe Routes to School Supportive Practices

Staffs state Safe Routes to School program with state employees or consultants	1 / 6
Provides a resource center or technical assistance to Safe Routes to School initiatives	0 / 7
Adopted a state SRTS plan or incorporated SRTS into a state active transportation plan	5 / 5
Supports equitable access to Safe Routes to School programming	0 / 5
Total	21 / 50

ACTIVE NEIGHBORHOODS AND SCHOOLS



Shared Use of School Facilities

Adopted state policy supporting shared use of school facilities	6 / 10
Provides funding/incentives in support of shared use of school facilities	0 / 5

School Siting and Design

Requires large school sites (minimum acreage guideline)	0 / 0
Supports walking, bicycling and physical activity in school design guidelines	0 / 15
Total	6 / 30

To review a quick summary of the report cards' scoring structure, click here: [Understanding the Scores and Grading](#)



Scoring Key: LACING UP WARMING UP MAKING STRIDES BUILDING SPEED 100%

COMPLETE STREETS AND ACTIVE TRANSPORTATION POLICY AND PLANNING



Complete Streets Policies	Adopted state Complete Streets policy(ies)	0 / 5
	Has strong state Complete Streets policy	0 / 20
Active Transportation Goals and Planning	Adopted goals to increase walking and bicycling mode share	0 / 5
	Adopted a state pedestrian, bicycle, or active transportation plan	10 / 10
		10 / 40

FEDERAL AND STATE ACTIVE TRANSPORTATION FUNDING



Use of Federal Funding for Active Transportation	Retained TAP funding without transfers	10 / 10
	Awarded TAP projects	10 / 10
	Obligated state-controlled TAP funds	8 / 10
	Provides special consideration for high-need communities in TAP awards	6 / 6
	Provides matching funds for high-need communities	0 / 7
	Provides support to TAP applicants	5 / 7
	Sets aside other federal (non-TAP) funding for active transportation	0 / 5
State Funding for Active Transportation	Dedicates state funding for active transportation	0 / 10
	Amount of state funding for active transportation	0 / 10
	Provides special consideration for high-need communities in state awards	0 / 5
		39 / 80

SAFE ROUTES TO SCHOOL FUNDING AND SUPPORTIVE PRACTICES



Safe Routes to School Funding	Provides special consideration for Safe Routes to School projects using TAP funds	5 / 7
	Dedicates state or other funding for Safe Routes to School	0 / 7
	Funds SRTS non-infrastructure projects	0 / 7
	Provides Safe Routes to School planning grants or minigrants	0 / 6
Safe Routes to School Supportive Practices	Staffs state Safe Routes to School program with state employees or consultants	1 / 6
	Provides a resource center or technical assistance to Safe Routes to School initiatives	0 / 7
	Adopted a state SRTS plan or incorporated SRTS into a state active transportation plan	2 / 5
	Supports equitable access to Safe Routes to School programming	0 / 5
		8 / 50

ACTIVE NEIGHBORHOODS AND SCHOOLS



Shared Use of School Facilities	Adopted state policy supporting shared use of school facilities	6 / 10
	Provides funding/incentives in support of shared use of school facilities	0 / 5
School Siting and Design	Requires large school sites (minimum acreage guideline)	-3 / 0
	Supports walking, bicycling and physical activity in school design guidelines	9 / 15
		12 / 30

To review a quick summary of the report cards' scoring structure, click here: [Understanding the Scores and Grading](#)

VI.

Reflections & Comparisons

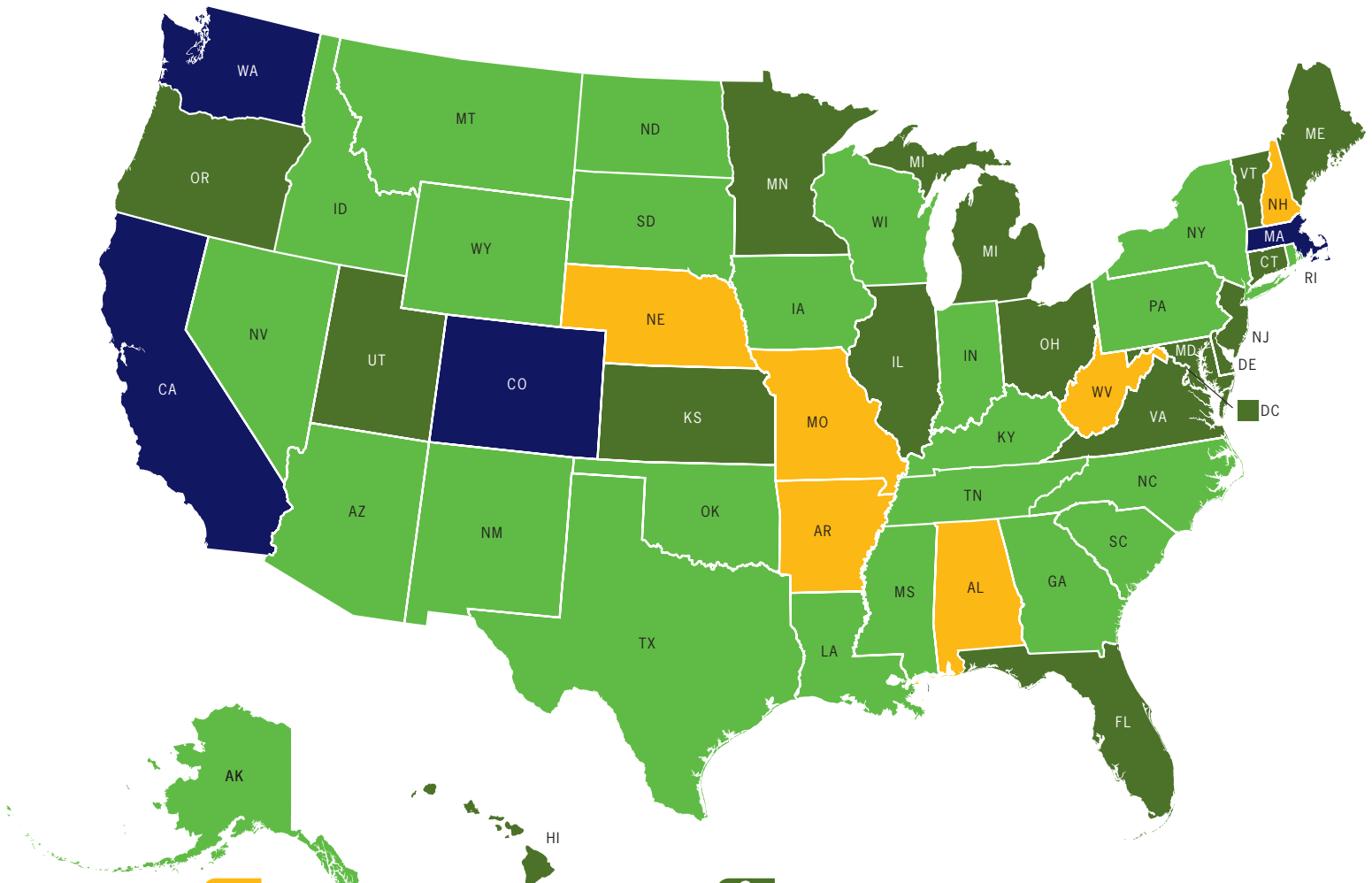
What do the 2024 report cards tell us about the state support for walking, bicycling and the ability for kids and adults to be active in their communities?

This year, six states fall into the lowest grading category, Lacing Up. Most states (24) are in the next category, Warming Up. Seventeen states are in the Making Strides category. Four states are in the highest category, Building Speed, with Colorado achieving this level for the first time. The overall average score out of 200 points

across the 50 states and DC was 95.5 points. Regionally, Western, Northeast, and Mid-Atlantic states had the highest average overall scores, with the West holding the highest average score of 134. Every region of the country has at least one state with a score that puts them in the Making Strides category (over 101 points).

While states are continuing to take important steps, there is always more to be done. Exploring the four key topic areas and indicators offers a variety of additional areas for reflection.

2024 OVERALL SCORES



 **LACING UP** 0 - 50 POINTS

 **MAKING STRIDES** 101 - 150 POINTS

 **WARMING UP** 51 - 100 POINTS

 **BUILDING SPEED** 151 - 200 POINTS

COMPLETE STREETS AND ACTIVE TRANSPORTATION POLICY AND PLANNING

When looking at the Complete Streets and Active Transportation Policy and Planning core topic area, states in the West, Mid-Atlantic, and Northeast regions are above the national average of 19 points, while the Midwest region states score significantly below average. With a maximum of 40 points allotted for this topic area, we believe this shows promise as an area for states to continue to improve their scores in the future.

The Complete Streets and Active Transportation Policy and Planning core topic area first looks at Complete Streets policies. Since 2022, only three states (Kentucky, Washington, and Wisconsin) have adopted or revised their Complete Streets policies. The strength of these new policies increased based on the National Complete Street Coalition's scoring rubric. Overall, 37 states have some form of Complete Streets policy in place, with DOT policies being the primary tool that states rely on to put in place Complete Streets at

the state level. Complete Streets policies continue to be less prevalent in the Midwest and Mountain West regions.

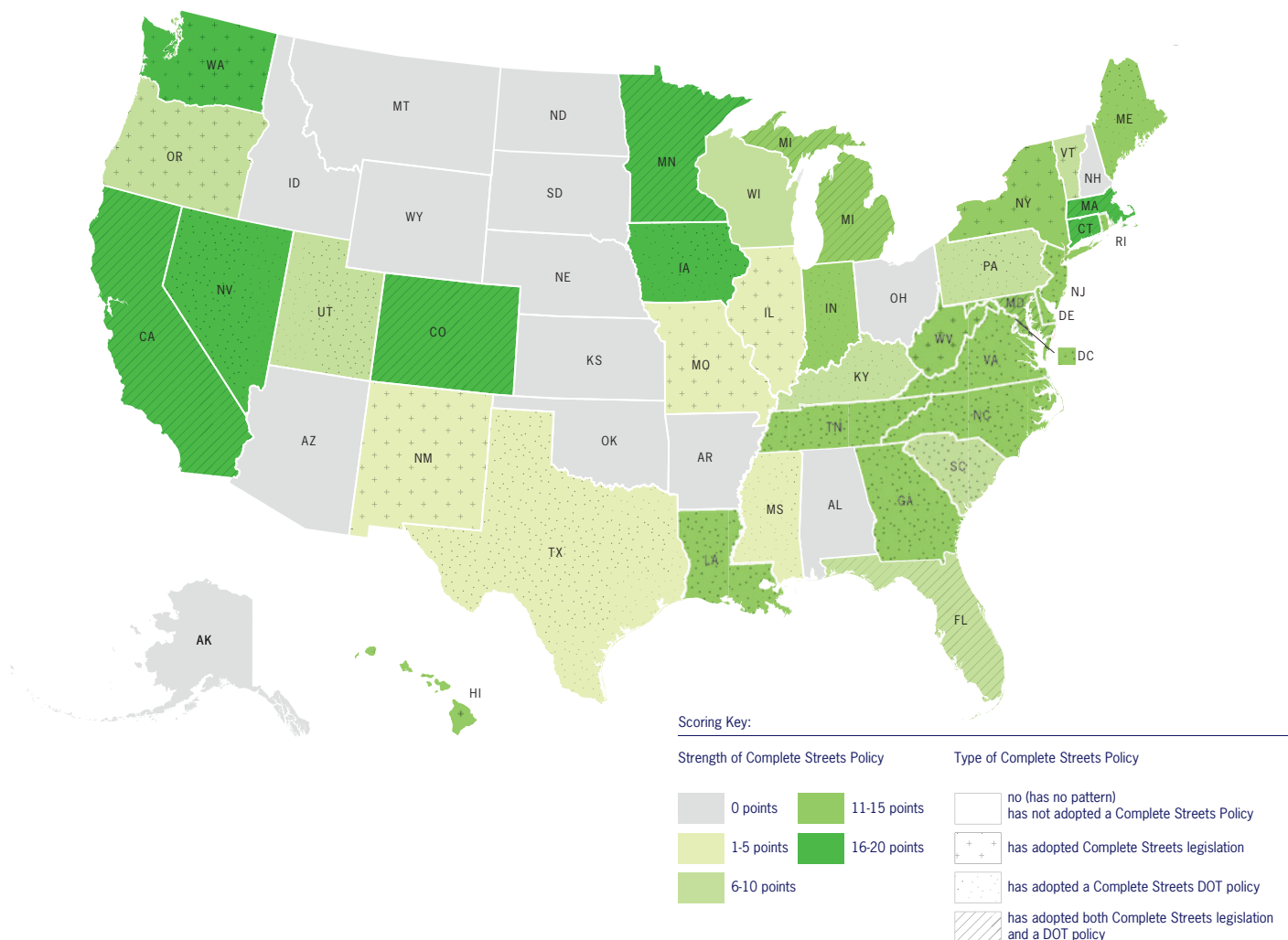
This core topic area also looks at Active Transportation Planning. There are 26 states with a bicycle and pedestrian plan adopted in the last 10 years. According to the verifications from state departments of transportation, there are also several states currently in the process of updating or creating new bicycle and pedestrian plans.

By reading through these plans, we found 16 states included goals calling for an increase in walking and bicycling. Five of those states committed to a specific percentage or numerical increase. The most common approach is to identify the current mode share and commit to working on increasing the mode share in a certain amount of time. For example, Kentucky

has a goal to increase the percentage of the state's population commuting by walking from 2 to 3 percent over the next five years. For bicycle commuting, they aim to increase from 0.2 percent to 0.3 percent.¹²¹ Outlining clear goals to increase walking and bicycling can present an opportunity for states to increase accountability and the likelihood of implementing actions to improve active transportation.

This year, there are 15 states in the lowest category (Lacing Up), 12 in the next (Warming Up), 15 in the next (Making Strides), and 9 in the highest category (Building Speed). With only 9 states scoring in the top category, there is room for many states to make more progress on this core topic area which accounts for 20 percent of a state's total score. These 9 states can offer examples for other states to learn from and inform Complete Streets and Active Transportation policies and plans.

FIGURE 1:
Complete Streets: Policy Type & Strength



FEDERAL AND STATE ACTIVE TRANSPORTATION FUNDING

This year, this core topic area saw extensive scoring revisions to reflect new and improved flexibilities in federal laws. The changes limit us from comparing to the information to previous years, but our current report card suggests states are beginning to take advantage of these flexibilities. Out of 80 total points, states are averaging 46.7 points, which suggests a strong foundation to build upon and lots of opportunity for improvement.

States in the Western regions scored significantly above the national average of 46.7 points, with an average score of 62.4. States in the Mid-Atlantic, Mountain West, and Northeast hovered around the average, and states in the South and Midwest are below the average. Arizona, in particular, made major investments in state active transportation funding and carried out a TAP competition for the first time since the program's inception in 2012, earning points on “Awarded TAP Funding” indicator for the first time since the inception of the state report cards. When reviewing scores on individual indicators, it is notable that 40 states obligate at least

60 percent of their TAP funding. States should aim to stay above a 60 percent obligation rate to ensure they are awarding and obligating funds at a rate that avoids lapses. As discussed in section IV, this year we gave states a clean slate on the TAP transfer indicator because states now must comply with three requirements before transferring funds out of TAP. Providing a fresh start gives users of the state report card a better sense of opportunities for their state under the current federal policy landscape. During the years covered by the 2024 state report cards, only five states transferred funding out of TAP, compared to 45 states that had transferred out of the program in prior years suggests the new requirements may be an effective strategy for states to use funding on its intended project-type. Relatedly, states were given a fresh start on the indicator scoring the percentage of TAP funds awarded by states. Changes to federal law on the reporting requirements for the TAP have resulted in delays from the Federal Highway Administration publishing these data on the years assessed by this state report card (2022 and 2023).

Without data available for this indicator as it has been available in the past, this indicator scores whether a state has held a TAP competition or solicited TAP projects since the passage of the BIL. While this is not as stringent of a metric, it is critical to understand the scale of increased funding and policy change states have contended with since the passage of the BIL. Scores on this indicator are expected to decrease in the future. We expect that in future versions of the state report cards, the average points will drop on this core topic area.

On a positive note, we are very pleased to see states making progress on prioritizing TAP resources for communities most in need. The BIL appears to have harnessed this energy and created a new provision requiring states to “define and prioritize” high need communities in TAP. Accordingly, we revised the scoring criteria to deduct five points from states that have not complied with this new provision and gave additional points to states that clearly and publicly communicated the definition of high-need for their state and method of prioritization.

FIGURE 2:
Special Consideration for High Need Communities in TAP

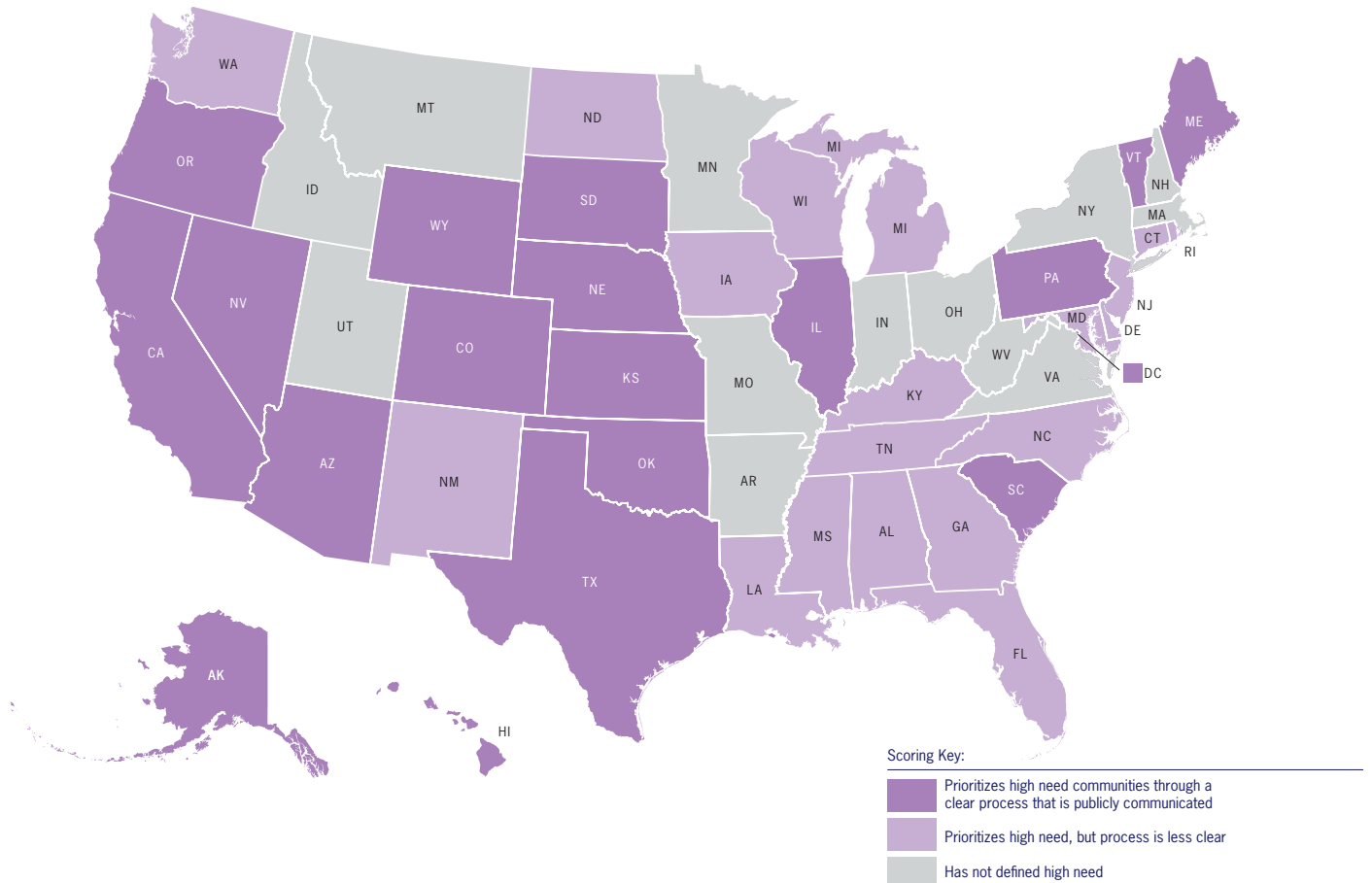


FIGURE 3:
Provides Matching Funds for High Need Communities for TAP

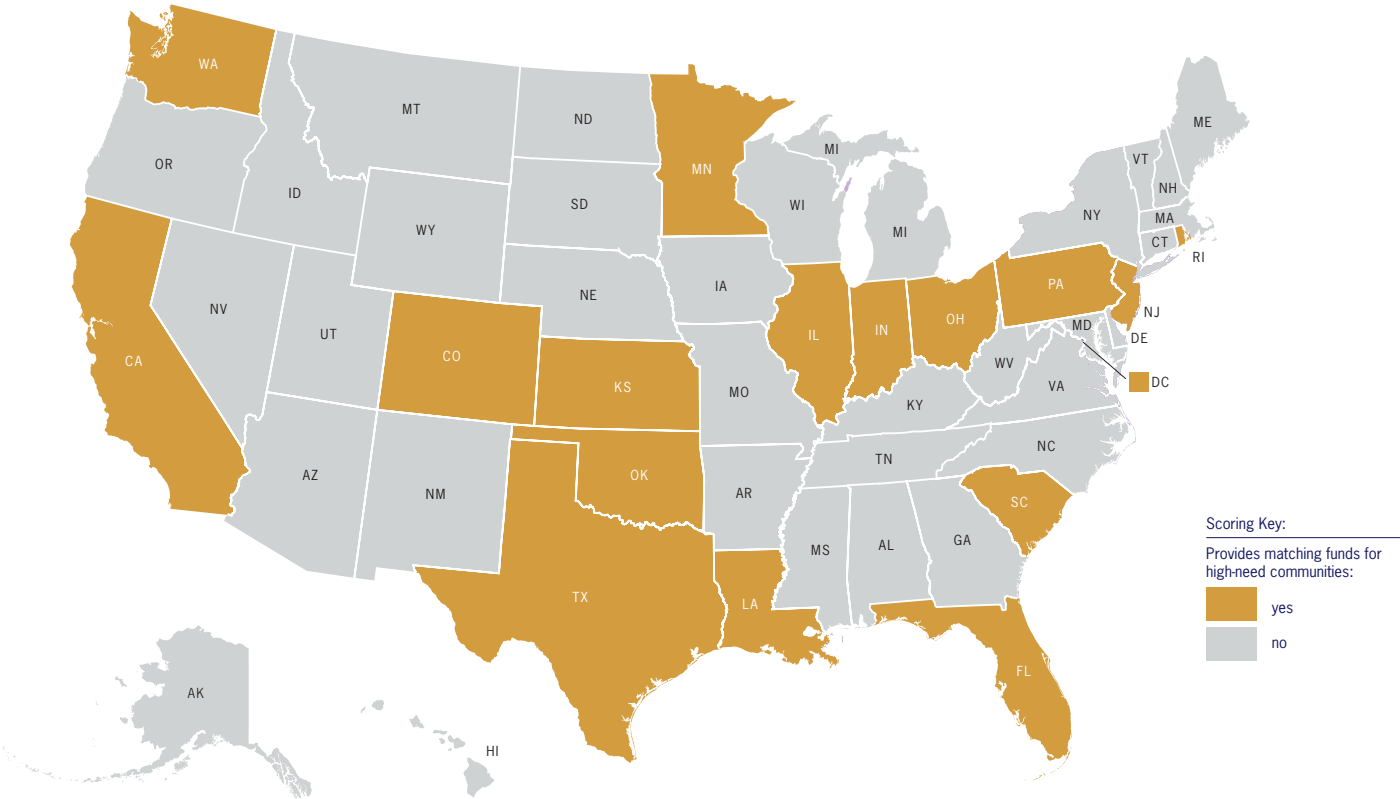
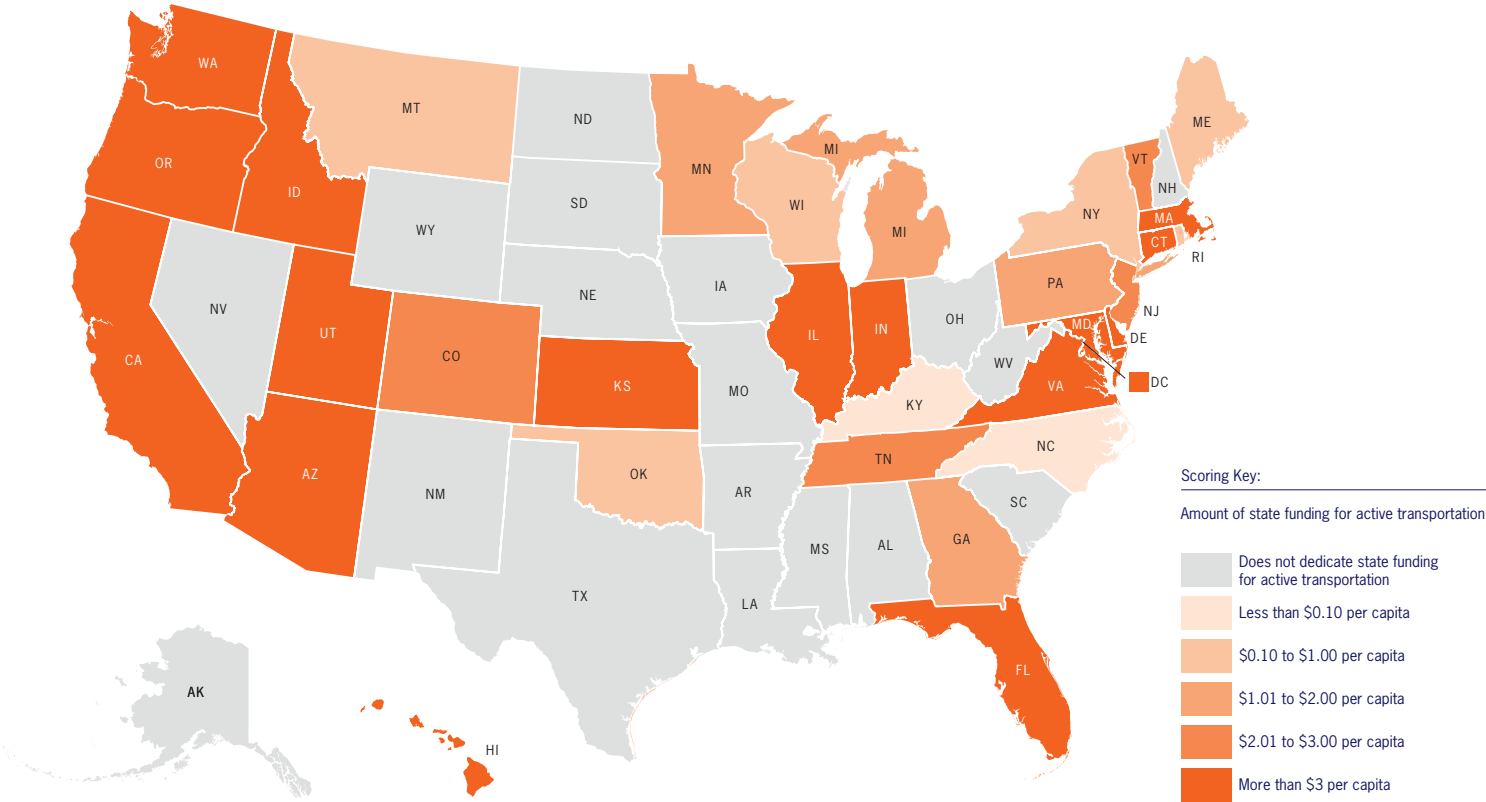


FIGURE 4:
State Active Transportation Funding



The rationale behind this is that it gives high-need communities the motivation to apply for these funds while they otherwise might view the program as inaccessible. The changes to this indicator enable us to compare overall state counts for this indicator, but not the overall score changes. In 2022, 24 states prioritized high-need communities within TAP funding. In 2024, even when revising the scoring to deduct points, 38 states defined and prioritized high-need communities within TAP suggesting many states recognize the barriers many communities face accessing these funds and are trying to reduce these barriers. Although 13 states do not explicitly prioritize TAP funding for high-need communities, a few of the 13 states do prioritize high need communities within Safe Routes to School projects funded by TAP. This can provide a strong foundation of examples for these states to apply this prioritization across all their TAP funding.

The number of states that provide matching funds for projects benefiting high-need communities is 17 states in 2024. The BIL created several new flexibilities for states on the match requirement, and we are optimistic that there will be a growing number of states taking advantage of these flexibilities in the future as they become more familiar with the flexibilities. Also, of note, we included bonus points for the first time ever as part of the report card. Six states received bonus points for using Highway Safety Improvement Program funds as match to TAP projects, reflecting another new provision within federal law.

States were awarded these bonus points for being at the cutting edge of efficient and innovative uses of existing funding streams as match.

This year, we are pleased to announce that states have surpassed one billion dollars of dedicated state money for active transportation. The state funding indicators remained consistent between 2022 and 2024, which allow us to offer some additional reflections on these indicators. The percentage of states funding active transportation with state revenue has increased from sixty to sixty-four percent.¹²²

The two-year average for annual state spending on active transportation jumped from \$612 million to \$1.7 billion, a major leap that demonstrates states' increasing investments of state money to support and promote safe walking, bicycling, and Safe Routes to School. Of the 33 states dedicating funding, 23 states increased their per capita spending since 2022. In 2020, the average per capita active transportation spending among states was \$1.93; in 2024, it increased to \$4.52. The number of states dedicating more than \$3 per capita, the highest category for this indicator, increased from 12 in 2022 to 17 in 2024.

LEVERAGING STATE FUNDS FOR MORE FEDERAL FUNDS

The Kansas Department of Transportation (KDOT) ran an innovative program leveraging state funding to pull new federal transportation money into small and rural Kansas communities. Safe Streets and Roads for All (SS4A) is a competitive federal funding opportunity to fund action plans, supplemental planning, and implementation that promotes safety. KDOT saw SS4A funding for action plans as an opportunity to help small and rural jurisdictions write the plans that set them up to attain funds to improve roadways from US DOT and KDOT. In Kansas, 70% of fatal and serious injury crashes occur on local roads but when local road safety projects are in a plan, KDOT can more easily put resources toward it. KDOT covered at

least half of the 20 percent local match required to get the federal grant with state dollars and covered more of the match for smaller cities and counties (cities with populations under 15,000 and counties under 40,000) and for jurisdictions that submitted joint applications. This was an innovative and resourceful way to use the federal funding opportunity. They leveraged one million dollars of state funds to win \$4.98 million from US DOT for 12 projects across the state. That was 2.6% of the SS4A funds awarded for action plans in 2023. Successful applications covered a total of 600,000 Kansans in 16 cities, 23 counties, one MPO, one unified government, and one tribal nation.

AN ELECTRIFYING TREND: ELECTRIC BICYCLE REBATES BOOST STATE INVESTMENTS IN ACTIVE TRANSPORTATION

One reason that state funding has increased over the last two years is that there has been a growing trend of states offering rebates for electric bicycles. These programs are often specifically tailored to allow people with lower incomes to access a reliable form of transportation. And as this trend grows, it has been positive to see states make other active transportation investments to better ensure the safety and convenience of people using active modes of transportation such as bicycles.

In Colorado, the [Community Access to Electric Bicycles Rebate Program](#) provides rebates to Colorado residents who are 18 and older and are income qualified. They determine eligibility by income and household size based on the index Area Median Income in the individual's county. Colorado residents could be eligible for up to \$1,100 for electric bicycle purchases with an additional \$100 toward a helmet and/or locks.¹²³ This investment by the state on top of existing state investments in infrastructure and programs that support community design for physical activity helped boost Colorado into the highest

category overall, Building Speed, for the first time this year.

The Connecticut Department of Energy and Environmental Protection also launched an Electric Bicycle Incentive Program in June 2023 and they experienced demand that well exceeded the initial budget. Connecticut residents can apply for a voucher online and redeem it at a participating Connecticut-based electric bicycle retailer. The standard voucher is \$500 and the Voucher+ is \$1,500. Voucher+ is available to residents who reside in an Environmental Justice (EJ) community or Distressed Municipality, participate in a state or federal income qualifying program, or have an income less than 300% of the Federal Poverty Level.¹²⁴ Like Colorado, this investment by Connecticut is on top of statewide investments in active transportation by dedicating state funding for it and prioritizing high-need communities with those investments. These efforts can better support their electric bicycle program and bicycle use for transportation at large.

Apart from the e-bicycle rebate programs, there are a number of potential explanations for the increase to active transportation per capita funding. The simplest explanation is that several states increased their existing commitments to active transportation and Safe Routes to School in recent budgets. For example, in 2023, Idaho increased funding for the Pedestrian Safety Program from \$8 million per year to \$10 million per year in state funding. Another explanation is that the influx of new federal money due to the BIL spurred states to leverage their state funds to help access those new sources of federal funding. For example, both Arizona and Kansas created new pots of state funding that help localities meet the required 20 percent match for federal transportation funding grants. State multimodal trail programs are also still going strong after increased interest in the midst of the COVID-19 pandemic. Florida SUN trails, Indiana NEXT LEVEL trails, Minnesota's Local Trails Connections, and Pennsylvania's Community Recreation and Conservation planning grants all contribute to multimodal trails that serve walking and bicycling for both transportation and recreation. A third explanation has to do more with data collection than dollar amounts. For this iteration of the state report cards, state DOT

staff provided more detailed summaries of state funding for active transportation from work plans and state budgets than they did in 2022, which likely provides a more robust portrait of state spending on active transportation. Specifically, we can see that change in Virginia and Wisconsin's scores where we were able to break out specific funding for active transportation for the first time this year.

States also use a variety of revenue sources to invest in walking, bicycling, and Safe Routes to School. State bonds are among the most popular financing mechanism. Other strategies include requirements that a state spend a certain percentage of state funds on active transportation, revenue from traffic fines and fees, state gas taxes, and general fund

appropriations. Two lesser-used revenue sources include lottery proceeds and revenue generated from specialty license plates.

When it comes to prioritizing communities that have been historically underinvested in or actively harmed by transportation policy and funding decisions, 16 states prioritize high-need communities when awarding funds made with state funding. This is an increase of five states from when we first collected these data in 2020. The two primary mechanisms states use to prioritize high-need communities are awarding points to projects that benefit certain demographic groups or locations or by designating a percentage of funding that must benefit high-need communities. While we did not award points for states that had informal ways

of prioritizing high-need communities, it is worth noting that several states shared that in their internal assessments of projects, they consider whether a project benefits high-need communities and factor that into project selection.

Overall, within the Federal and State Active Transportation Funding core topic area, only 3 states fall in the lowest category (Lacing Up), 16 in the next (Warming Up), 21 in the next (Making Strides), and 11 in the highest category (Building Speed). This upward movement in grades are reflective of changes to federal law affecting TAP, prioritization of high-need communities, and state funding for active transportation.

SAFE ROUTES TO SCHOOL FUNDING AND SUPPORTIVE PRACTICES

The scores for Safe Routes to School funding and supportive practices core topic includes two indicators that have received 1 additional point, increasing the maximum points allotted to these indicators. While overall scores in this area may not be directly comparable over time, what states were scored on did not change and we offer some reflections on how states are making specific changes to improve scores in this core topic area. The national average for this core topic area is 21.2 points in 2024. Looking at overall average scores by region, the West scores significantly above the national average with 35 points, though at least one state in every region scores close to perfect in this area. In 2024, we saw 21 states either utilize state dollars or pull in non-TAP federal funding (such as the Highway Safety Improvement Program) for Safe Routes to School Funding. Collectively, these 21 states dedicated an average of \$89.7 million to Safe Routes to School from state and non-TAP federal sources.

Specific to the Transportation Alternatives Program, the number of states that either provide a scoring preference, separate competition, or set aside TAP funding specifically for Safe Routes to School increased from 19 states in 2022 to 22 states in 2024. However, these absolute numbers do not tell the whole story. Several states administer their Safe Routes to School programs entirely with state funds, which can make these projects easier for local communities to manage. Additionally, while some states removed prioritization for Safe Routes to School within TAP, new states added it in between 2022 and 2024. This shows the fluidity of project scoring criteria and the importance of partner involvement to convey the value and importance of prioritizing Safe Routes

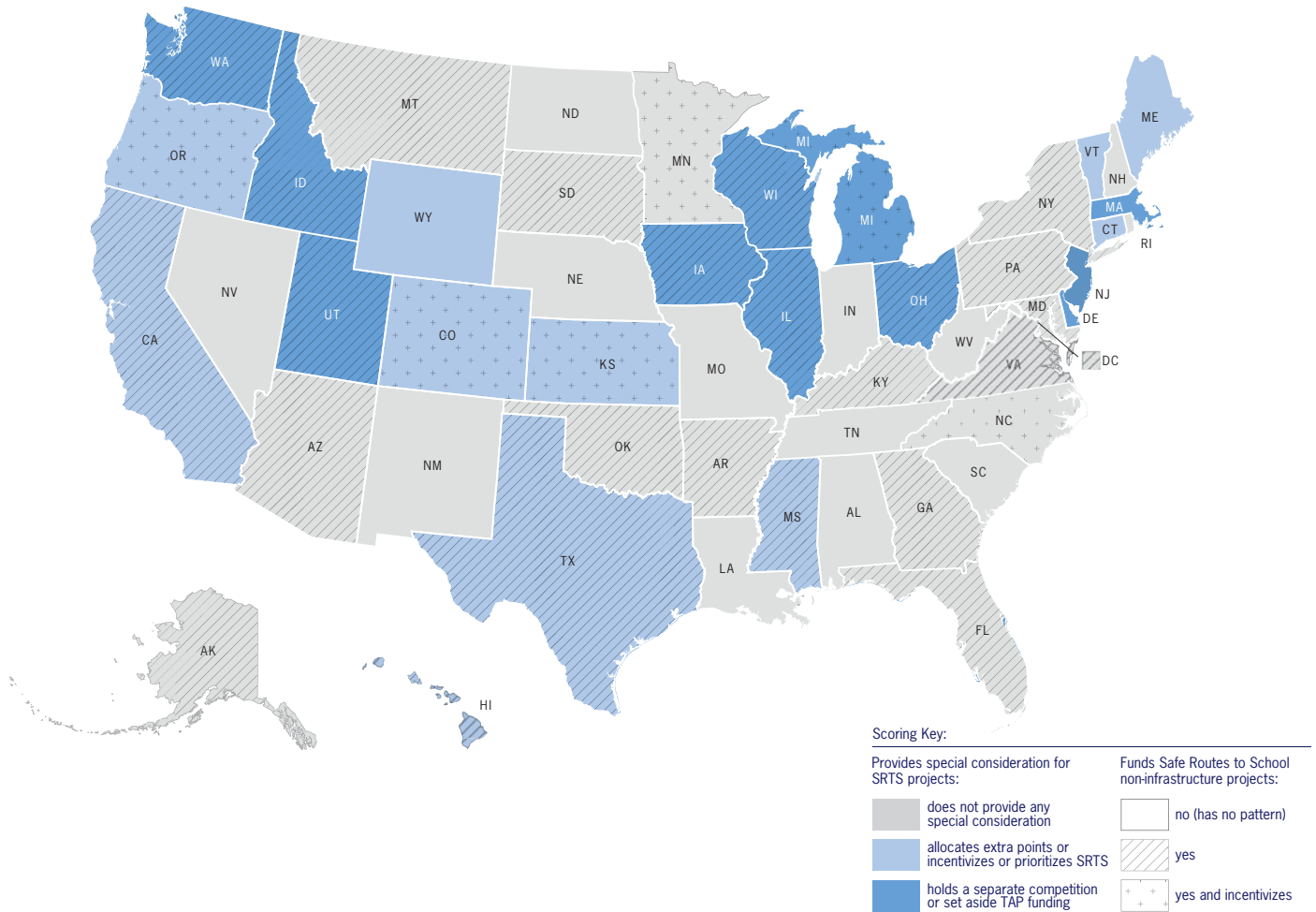
to School within TAP funding competitions. There was a slight decrease in the number of states allowing the funding of Safe Routes to School non-infrastructure, the educational and encouragement components of Safe Routes to School. Research has demonstrated that Safe Routes to School infrastructure improvements have a stronger impact on walking and bicycling rates when paired with non-infrastructure elements like education and encouragement, and the BIL affirmed its eligibility broadly across federal transportation funding programs. In 2020, only 23 states allowed funding Safe Routes to School non-infrastructure within TAP. In 2022, this increased to 34, and in 2024, it decreased to 32 states.

This core topic area also looks at state practices that support Safe Routes to School programs

at the local level. While many states have eliminated a Safe Routes to School coordinator position within the state DOT, a number of states continue to dedicate resources to staffing the state program. Recent research shows a correlation between the presence of a statewide Safe Routes to School coordinator and other best and emerging practices. From 2020 to 2022, we saw minimal changes in state staffing for Safe Routes to School. As of 2024, 18 states have at least two full-time equivalent staff (FTE) that focus on Safe Routes to School, and in addition to those 18, another 8 have at least one FTE focused on Safe Routes to School. In 2024, 28 states provide technical assistance or a statewide resource center that supports local Safe Routes to School programs, a slight increase since 2022 (25 states).



FIGURE 5:
Special Consideration for SRTS Projects Within TAP and Funding for Non-Infrastructure projects



These are indicators that we have consistently monitored and it is positive to see more dedicated support for Safe Routes to School, which can generate more effective Safe Routes to School efforts.

Providing support for equitable access to Safe Routes to School programming is an indicator that was not revised from 2022. The number of states providing this support has increased since 2022. There are 23 states that have publications, resources, or other support dedicated to enabling local programs to support underserved demographic groups, an increase from only 16 in 2022. This is still an area where states have an opportunity to grow in terms of supportive Safe Routes to School practices.

Several states have used the BIL as an opportunity to revitalize their Safe Routes to School programs. Connecticut is an example of this. Connecticut scored 0 points on this core topic area in 2022 and leapt forward to 36 points in 2024 as a result of focused efforts to build a

strong Safe Routes to School program. Kansas is another state that saw significant improvement from 2022 (14 points) to 2024 (45 points). As noted, although there was a minor change to two indicators in this core topic area that awarded two additional points to this area overall, the content of what was scored across indicators did not change. As a result, Kansas's improved score reflects specific changes they made to improve the Safe Routes to Schools program. States in the Lacing Up category can look to these states (and others) for inspiration and action steps to re-start and strengthen their Safe Routes to School programs.

The Kansas Safe Routes to School [website](#) is a one-stop shop for educational resources, grant announcements, program news, and more. Visitors can find an updated map of completed Safe Routes to School plans, one-pagers on starting a Safe Routes to School program, and materials in English and Spanish. Safe Routes novices and experienced practitioners can access the information they need to grow their programs.

Finally, the 2022 report cards included a new indicator looking at state planning for Safe Routes to School through a standalone plan or inclusion in another state's active transportation plan. This indicator remained consistent for the 2024 report cards. In 2022, only nine states had adopted a standalone Safe Routes to School strategic plan, which has increased to 10 states in 2024. In 2022, 22 states have mentioned Safe Routes to School in another state plan, in 2024, 20 states have Safe Routes to School mentioned in other state plans. Potential explanation for the decrease is that we only award points for plans adopted within the last 10 years to ensure that commitments are current.

Within the Safe Routes to School Funding and Supportive Practices core topic area, 22 states fall in the lowest category (Lacing Up), 8 in the next (Warming Up), 9 in the next (Making Strides), and 12 in the highest category (Building Speed). We note that changes in the overall scoring in this topic area since 2022 may also reflect changes to the indicators used.

ACTIVE NEIGHBORHOODS AND SCHOOLS

This core topic area had no revisions from our 2022 report cards. From 2022 to 2024, we generally saw scores in the Active Neighborhoods and Schools decrease. Out of 30 possible points, the national average is 8 points, suggesting states may need more support to address indicators across this area. Looking at overall scores by region, the Northeast and West have an average of 10.8 points. California scored the highest by far out of all of the states, earning 22 points, followed by Maine, Massachusetts, and Rhode Island all with 18 points

The Active Neighborhoods and Schools core topic area first looks at shared use. The number of state policies on shared use has not changed since 2020. The number of states providing funding or incentives to increase shared use has held steady since 2022 at eleven. More information is needed, but no movement on these indicators may suggest states do not have

the capacity to prioritize shared use efforts at the state-level and may be leaving such efforts to be addressed at the local level. Although local-level shared use efforts are valuable, states can play an important role in facilitating these efforts locally. California, D.C., Hawaii, Maryland, Minnesota, Ohio, and Utah all require schools to allow communities or organizations access to schools' recreational facilities outside of school hours. These states may help inform possible shared-use efforts at the state-level and better illuminate the role this work can play to support physical activity, especially for children.

This core topic area also looks at school siting. Unfortunately, there has not been progress since 2022 on the states that continue to include large minimum acreage requirements in their school siting guidelines. Currently, 14 states have large minimum acreage requirements for one or more school levels. This lack of change may be

indicative of the need for more guidance on how states can update acreage requirements. We continue to regard this as a policy arena where there is significant potential for additional state action.

Overall, there was a downward shift in state scores in the Active Neighborhoods and Schools topic area with 31 states in the lowest category (Lacing Up), 13 in the next (Warming Up), 7 in the next (Making Strides), and none in the highest category (Building Speed). This downward shift may be in part due to state policy and practice changes (mainly around providing incentives for shared use).

FIGURE 6:
School Siting: Supportive Guidelines & Minimum Acreage Requirements

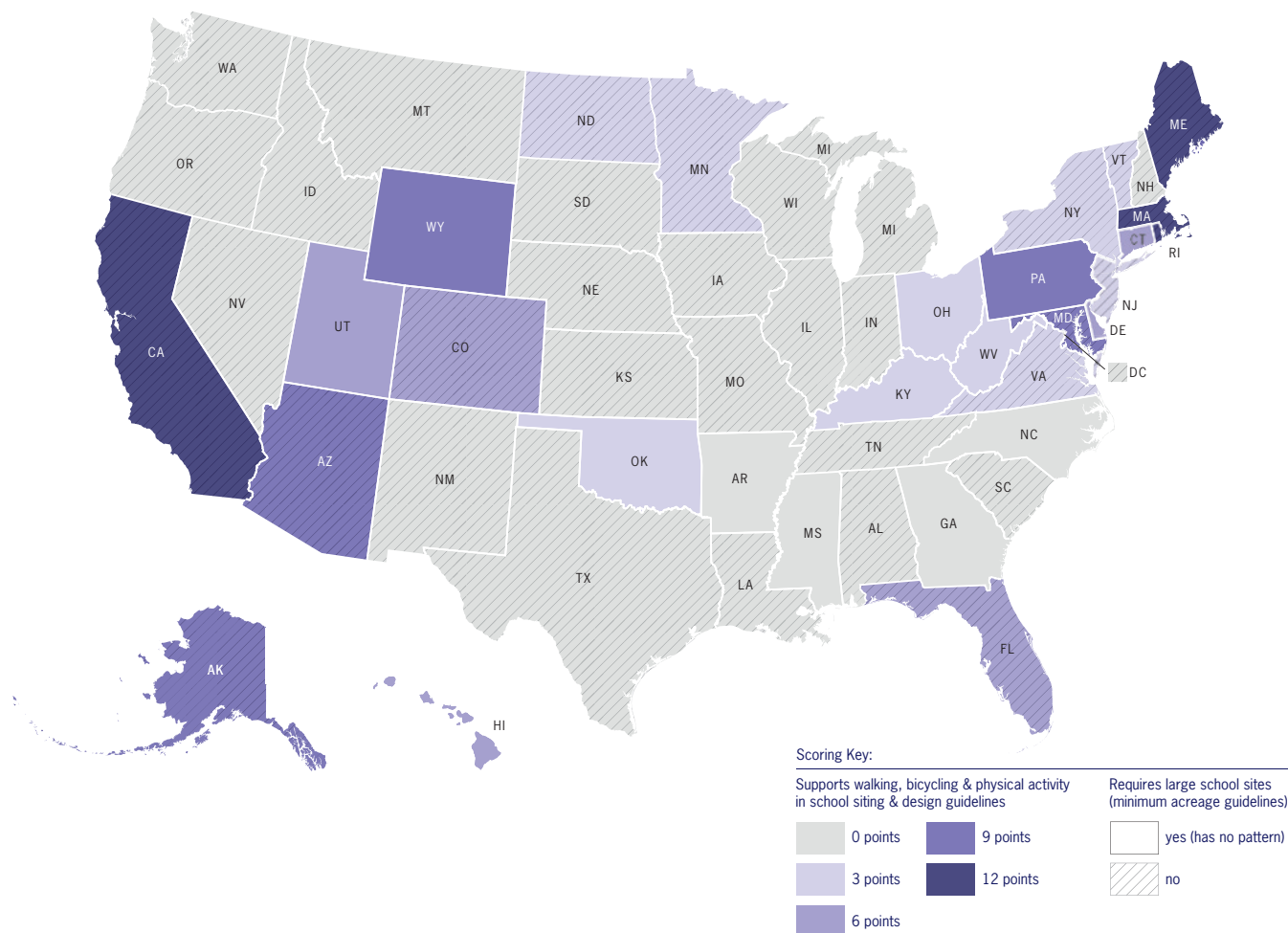
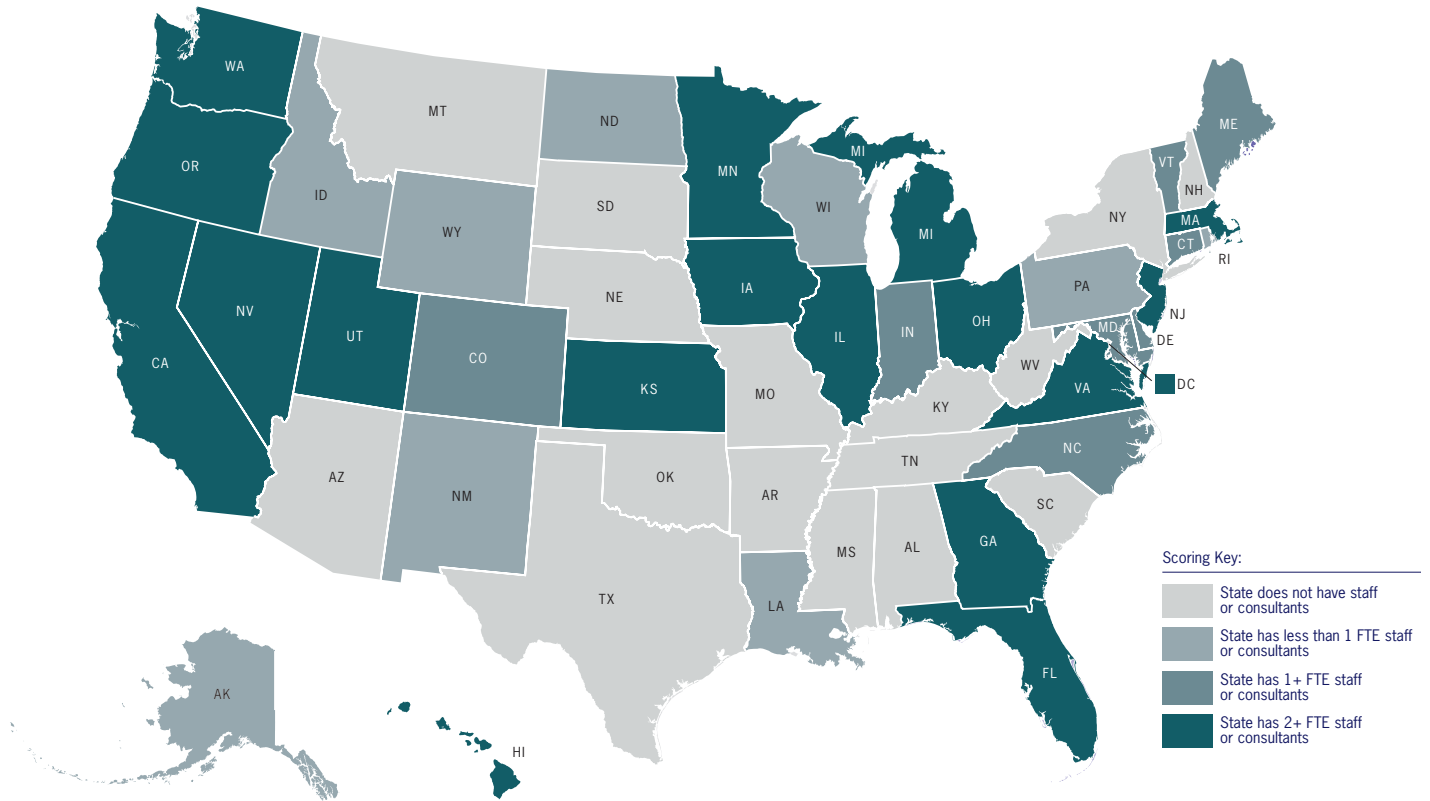


FIGURE 7:
Safe Routes to School Staffing



VII.

Conclusion

Following each edition of the Making Strides State Report Cards, we have seen states take steps to create and improve opportunities for people to safely walk, bicycle, roll, and be physically active. Although there were some revisions made to the indicators themselves and some indicators had slight scoring changes, we were still able to identify indicators where progress has been made. For example, from 2022 to 2024, some states implemented new policies and plans committing to Complete Streets and coordinated efforts to support walking and bicycling. Other states ensured critical federal dollars flowed to local jurisdictions, and others increased their own state funding for active transportation. Support for equitable access to Safe Routes to School programming increased, as did resources for Safe Routes to School education. However, even with this progress, most states fail to even earn half of the available points. There is more work to be done!



The benefits of having more physically active communities are well established. Safe walking and bicycling infrastructure to get around safely in our communities and to everyday destinations is important as we emerge from the pandemic. Safe places for community members to move outdoors and opportunities for kids to be active during and outside of the school day are key. Policies, plans, and prioritized funding at the state level can support these changes on the ground.

ARE YOU A COMMUNITY MEMBER OR ORGANIZATION LOOKING TO CHAMPION CHANGE IN YOUR STATE?

See this [factsheet](#) on how to use your state report card for tips on how to use your state's report card, key points you can use in communicating the importance of state support for walking, bicycling, and physical activity, steps to consider in using the report card, and ideas to inspire change in your state.

The indicators in the state report cards offer a roadmap for states to answer these questions: What can we do to ensure all people in all communities are able to safely walk, bicycle, roll, and be physically active? How do we more proactively address disparities to ensure that high-need communities have walking and bicycling connections to essential destinations and access to physical activity? How do we ensure we do not slip backwards on any progress that has been made? Positive change across our nation will be incremental, but now is our opportunity to make strides toward vibrant, healthy, resilient, equitable, and thriving communities.



CDC's [Active People, Healthy Nation](#) webpage provides information, examples, and resources on evidence-based strategies to increase physical activity for different sectors, including Government, Transportation, and Education.

Appendices

A Complete Streets and Active Transportation Scores by State

The tables in Appendices A through F summarize scoring for each indicator in each of the core topic areas by state. Appendix A summarizes scoring by state for the indicators in the Complete Streets and Active Transportation core topic area. Refer to *Section IV. Overview of the Report Cards: Key Topics & Grading* for information about the indicators.

STATE	Complete Streets Legislation or DOT Policy	Complete Streets Policy Strength	Mode Share Goal	State Bike/Pedestrian Plan	CS & AT Total	CS & AT Topic Grade
Alabama	0	0	3	10	13	WARMING UP
Alaska	0	0	0	10	10	LACING UP
Arizona	0	0	0	10	10	LACING UP
Arkansas	0	0	0	10	10	LACING UP
California	5	20	5	10	40	BUILDING SPEED
Colorado	5	18	3	10	36	BUILDING SPEED
Connecticut	5	16	0	10	31	BUILDING SPEED
Delaware	3	11	0	10	24	MAKING STRIDES
District of Columbia	3	11	0	10	24	MAKING STRIDES
Florida	5	8	0	10	23	MAKING STRIDES
Georgia	3	13	0	0	16	WARMING UP
Hawaii	4	11	0	10	25	MAKING STRIDES
Idaho	0	0	5	10	15	WARMING UP
Illinois	4	3	0	0	7	LACING UP
Indiana	3	11	0	0	14	WARMING UP
Iowa	3	15	0	10	28	MAKING STRIDES
Kansas	0	0	3	10	13	WARMING UP
Kentucky	3	13	5	10	31	BUILDING SPEED
Louisiana	3	15	3	10	31	BUILDING SPEED
Maine	3	12	0	10	25	MAKING STRIDES
Maryland	5	11	3	10	29	MAKING STRIDES
Massachusetts	5	19	3	10	37	BUILDING SPEED
Michigan	5	14	3	10	32	BUILDING SPEED
Minnesota	5	16	3	10	34	BUILDING SPEED
Mississippi	3	5	0	0	8	LACING UP
Missouri	4	2	0	0	6	LACING UP
Montana	0	0	0	10	10	LACING UP
Nebraska	0	0	0	0	0	LACING UP
Nevada	3	16	0	5	24	MAKING STRIDES
New Hampshire	0	0	5	5	10	LACING UP
New Jersey	3	13	0	10	26	MAKING STRIDES
New Mexico	4	1	0	10	15	WARMING UP
New York	4	13	0	0	17	WARMING UP
North Carolina	3	11	0	10	24	MAKING STRIDES
North Dakota	0	0	0	10	10	LACING UP
Ohio	0	0	5	10	15	WARMING UP
Oklahoma	0	0	0	10	10	LACING UP
Oregon	4	6	0	10	20	WARMING UP
Pennsylvania	3	9	0	10	22	MAKING STRIDES
Rhode Island	4	11	0	5	20	WARMING UP
South Carolina	3	10	0	10	23	MAKING STRIDES
South Dakota	0	0	0	0	0	LACING UP
Tennessee	3	13	3	10	29	MAKING STRIDES
Texas	3	5	0	0	8	LACING UP
Utah	3	6	0	5	14	WARMING UP
Vermont	4	8	3	10	25	MAKING STRIDES
Virginia	3	12	0	10	25	MAKING STRIDES
Washington	5	16	3	10	34	BUILDING SPEED
West Virginia	4	14	0	0	18	WARMING UP
Wisconsin	3	7	0	0	10	LACING UP
Wyoming	0	0	0	10	10	LACING UP

B Federal and State Active Transportation Funding Scores by State

The tables in Appendices A through F summarize scoring for each indicator in each of the core topic areas by state. Appendix B summarizes scoring by state for the indicators in the Federal and State Active Transportation Funding core topic area. Refer to Section IV. Overview of the Report Cards: Key Topics & Grading for information about the indicators.

STATE	TAP Transfers	TAP Competition	TAP Obligation	TAP Special Consideration for High-Need	TAP Match	HSIP Bonus	TAP Application Support	Other Federal (non-TAP) Funds for AT	Dedicates State AT Funds	Amount of State AT Funds	State Special Consideration for High-Need	AT Funding Total	AT Funding Topic Grade
Alabama	-2	10	8	3	0	0	0	0	0	0	0	19	WARMING UP
Alaska	10	10	2	6	0	0	5	0	0	0	0	33	WARMING UP
Arizona	10	10	4	6	0	0	5	0	5	10	5	55	MAKING STRIDES
Arkansas	10	10	6	-5	0	0	2	0	0	0	0	23	WARMING UP
California	10	10	10	6	7	0	2	5	10	10	5	75	BUILDING SPEED
Colorado	10	10	10	6	7	2	5	5	10	7	5	77	BUILDING SPEED
Connecticut	10	10	6	3	0	0	0	0	10	10	5	54	MAKING STRIDES
Delaware	10	10	10	3	0	0	5	0	10	10	0	58	BUILDING SPEED
District of Columbia	10	10	10	6	7	0	5	0	10	10	0	68	BUILDING SPEED
Florida	10	10	10	3	7	0	5	5	10	10	0	70	BUILDING SPEED
Georgia	-2	10	4	3	0	0	2	5	5	5	5	37	WARMING UP
Hawaii	10	10	8	6	0	0	5	5	10	10	0	64	BUILDING SPEED
Idaho	10	10	10	-5	0	0	5	0	5	10	0	45	MAKING STRIDES
Illinois	10	10	10	6	7	2	0	5	10	10	5	75	BUILDING SPEED
Indiana	10	10	10	-5	7	0	0	5	10	10	0	57	BUILDING SPEED
Iowa	10	10	4	3	0	0	0	2	0	0	0	29	WARMING UP
Kansas	10	10	10	6	7	2	5	5	10	10	5	80	BUILDING SPEED
Kentucky	10	10	6	3	0	0	0	0	5	1	0	35	WARMING UP
Louisiana	10	10	4	3	7	2	5	5	0	0	0	46	MAKING STRIDES
Maine	10	10	10	6	0	0	5	5	10	3	0	59	MAKING STRIDES
Maryland	10	10	10	-5	0	0	0	5	10	10	5	55	MAKING STRIDES
Massachusetts	10	10	10	-5	0	0	0	5	10	10	5	55	MAKING STRIDES
Michigan	10	10	10	3	0	0	5	5	10	5	0	58	MAKING STRIDES
Minnesota	10	10	10	-5	7	0	0	0	10	5	5	52	MAKING STRIDES
Mississippi	-2	10	8	3	0	0	5	0	0	0	0	24	WARMING UP
Missouri	5	10	4	-5	0	0	0	0	0	0	0	14	LACING UP
Montana	10	10	8	-5	0	0	5	0	10	3	0	41	MAKING STRIDES
Nebraska	5	10	6	6	0	0	0	0	0	0	0	27	WARMING UP
Nevada	10	10	10	6	0	0	5	0	0	0	0	41	MAKING STRIDES
New Hampshire	10	10	6	-5	0	0	0	0	0	0	0	21	WARMING UP
New Jersey	10	10	6	3	7	0	5	5	10	7	5	68	BUILDING SPEED
New Mexico	10	10	8	3	0	0	0	0	0	0	0	31	WARMING UP
New York	-8	10	6	-5	0	0	5	5	10	3	5	31	WARMING UP
North Carolina	10	10	8	3	0	0	0	5	0	1	0	37	WARMING UP
North Dakota	10	10	10	3	0	0	0	0	0	0	0	33	WARMING UP
Ohio	10	10	10	-5	7	2	5	5	0	0	0	44	MAKING STRIDES
Oklahoma	10	10	4	6	7	0	5	0	5	3	0	50	MAKING STRIDES
Oregon	10	10	10	6	0	0	2	5	10	10	5	68	BUILDING SPEED
Pennsylvania	10	10	8	3	7	0	5	5	10	5	0	63	BUILDING SPEED
Rhode Island	10	10	10	3	7	0	0	0	5	3	0	48	MAKING STRIDES
South Carolina	10	10	6	6	7	0	2	5	0	0	0	46	MAKING STRIDES
South Dakota	10	10	8	6	0	0	5	0	0	0	0	39	WARMING UP
Tennessee	10	10	4	3	0	0	0	5	10	7	5	54	MAKING STRIDES
Texas	10	10	4	6	7	0	5	5	0	0	0	47	MAKING STRIDES
Utah	10	10	6	-5	0	0	0	5	10	10	5	51	MAKING STRIDES
Vermont	10	10	6	6	0	0	2	0	10	7	5	56	MAKING STRIDES
Virginia	10	10	6	-5	0	0	5	5	0	10	0	41	MAKING STRIDES
Washington	10	10	10	3	7	0	2	5	10	10	5	72	BUILDING SPEED
West Virginia	10	10	6	-5	0	0	0	0	0	0	0	21	WARMING UP
Wisconsin	-5	10	4	3	0	0	2	0	0	3	0	17	LACING UP
Wyoming	10	10	8	6	0	0	5	0	0	0	0	39	MAKING STRIDES

C Safe Routes to School Funding and Supportive Practices by State

The tables in Appendices A through F summarize scoring for each indicator in each of the core topic areas by state. Appendix C summarizes scoring by state for the indicators in the Safe Routes to School Funding and Supportive Practices core topic area. Refer to *Section IV. Overview of the Report Cards: Key Topics & Grading* for information about the indicators.

STATE	Special Consideration for SRTS	State or Other Funds for SRTS	SRTS Non-Infrastructure	SRTS Planning/Mini-Grants	SRTS Staffing Level	SRTS TA/Resource Program	SRTS Strategic Plan	Equitable Access	SRTS Total	SRTS Topic Grade
Alabama	0	0	0	0	0	0	0	0	0	LACING UP
Alaska	0	0	5	0	1	0	2	0	8	LACING UP
Arizona	0	0	5	0	0	0	2	0	7	LACING UP
Arkansas	0	0	5	0	0	0	2	0	7	LACING UP
California	5	7	7	0	8	5	2	5	37	MAKING STRIDES
Colorado	5	7	7	0	6	7	5	5	42	BUILDING SPEED
Connecticut	5	7	0	6	6	5	2	5	36	MAKING STRIDES
Delaware	7	5	0	0	6	5	0	0	23	WARMING UP
District of Columbia	0	7	5	3	8	5	0	5	33	MAKING STRIDES
Florida	0	7	5	3	8	7	5	5	40	BUILDING SPEED
Georgia	0	7	5	0	8	7	2	5	34	MAKING STRIDES
Hawaii	5	7	5	0	8	5	2	5	37	MAKING STRIDES
Idaho	7	7	5	0	1	5	0	5	30	MAKING STRIDES
Illinois	7	5	5	3	8	5	2	5	40	BUILDING SPEED
Indiana	0	0	0	0	6	5	0	0	11	LACING UP
Iowa	7	0	5	0	8	5	2	0	27	MAKING STRIDES
Kansas	5	7	7	6	8	5	2	5	45	BUILDING SPEED
Kentucky	0	0	5	0	0	0	0	0	5	LACING UP
Louisiana	0	7	0	0	1	0	2	0	10	LACING UP
Maine	5	0	0	6	6	5	0	0	22	WARMING UP
Maryland	0	0	5	0	6	0	0	5	16	WARMING UP
Massachusetts	7	7	0	3	8	5	5	5	40	BUILDING SPEED
Michigan	7	7	7	3	8	5	2	5	44	BUILDING SPEED
Minnesota	0	7	7	6	8	7	5	5	45	BUILDING SPEED
Mississippi	5	5	5	0	0	5	0	0	20	WARMING UP
Missouri	0	0	0	0	0	0	0	0	0	LACING UP
Montana	0	0	5	0	0	0	2	0	7	LACING UP
Nebraska	0	0	0	0	0	0	0	0	0	LACING UP
Nevada	0	0	5	0	8	5	5	5	28	MAKING STRIDES
New Hampshire	0	0	0	0	0	0	0	0	0	LACING UP
New Jersey	7	7	0	3	8	5	5	5	40	BUILDING SPEED
New Mexico	0	0	0	0	1	0	0	0	1	LACING UP
New York	0	0	5	0	0	0	0	0	5	LACING UP
North Carolina	0	0	7	0	6	7	0	5	25	WARMING UP
North Dakota	0	0	0	0	1	0	2	0	3	LACING UP
Ohio	7	7	5	6	8	5	2	5	45	BUILDING SPEED
Oklahoma	0	0	5	0	0	5	0	0	10	LACING UP
Oregon	5	7	7	6	8	5	5	5	48	BUILDING SPEED
Pennsylvania	0	0	5	0	1	0	2	0	8	LACING UP
Rhode Island	0	5	0	0	1	0	2	0	8	LACING UP
South Carolina	0	0	0	0	0	0	0	0	0	LACING UP
South Dakota	0	0	5	3	0	0	0	0	8	LACING UP
Tennessee	0	0	0	0	0	0	2	0	2	LACING UP
Texas	5	0	5	3	0	0	0	5	18	WARMING UP
Utah	7	5	5	0	8	5	0	5	35	MAKING STRIDES
Vermont	5	0	0	0	6	5	2	0	18	WARMING UP
Virginia	0	5	5	6	8	5	5	5	39	BUILDING SPEED
Washington	7	7	5	3	8	5	5	5	45	BUILDING SPEED
West Virginia	0	0	0	0	0	0	0	0	0	LACING UP
Wisconsin	7	0	5	3	1	0	5	0	21	WARMING UP
Wyoming	5	0	0	0	1	0	2	0	8	LACING UP

D Active Neighborhoods and Schools Scores by State

The tables in Appendices A through F summarize scoring for each indicator in each of the core topic areas by state. Appendix D summarizes scoring by state for the indicators in the Active Neighborhoods and Schools core topic area. Refer to *Section IV. Overview of the Report Cards: Key Topics & Grading* for information about the indicators.

STATE	Shared Use Policy Score	Shared Use Appropriations	School Siting Minimum Acreage Score	School Siting SRTS Supportive Score	Active Neighborhoods & Schools Total	Active Neighborhoods & Schools Topic Grade
Alabama	6	0	0	0	6	LACING UP
Alaska	0	0	0	9	9	WARMING UP
Arizona	6	0	0	9	15	WARMING UP
Arkansas	6	5	-10	0	1	LACING UP
California	10	0	0	12	22	MAKING STRIDES
Colorado	6	5	0	6	17	WARMING UP
Connecticut	6	0	-10	6	2	LACING UP
Delaware	6	0	-10	6	2	LACING UP
District of Columbia	10	0	0	0	10	WARMING UP
Florida	6	0	0	6	12	WARMING UP
Georgia	6	0	-6	0	0	LACING UP
Hawaii	10	0	-10	6	6	LACING UP
Idaho	6	0	0	0	6	LACING UP
Illinois	6	0	0	0	6	LACING UP
Indiana	6	0	0	0	6	LACING UP
Iowa	6	0	0	0	6	LACING UP
Kansas	6	5	0	0	11	WARMING UP
Kentucky	6	0	-7	3	2	LACING UP
Louisiana	6	0	0	0	6	WARMING UP
Maine	6	0	0	12	18	MAKING STRIDES
Maryland	10	0	0	9	19	MAKING STRIDES
Massachusetts	6	0	0	12	18	MAKING STRIDES
Michigan	6	5	0	0	11	WARMING UP
Minnesota	10	5	0	3	18	MAKING STRIDES
Mississippi	6	0	-7	0	0	LACING UP
Missouri	6	0	0	0	6	LACING UP
Montana	6	0	0	0	6	LACING UP
Nebraska	0	5	0	0	5	LACING UP
Nevada	6	0	0	0	6	LACING UP
New Hampshire	6	0	0	0	6	LACING UP
New Jersey	6	5	0	3	14	WARMING UP
New Mexico	6	0	0	0	6	LACING UP
New York	6	0	0	3	9	WARMING UP
North Carolina	6	0	-10	0	0	LACING UP
North Dakota	6	0	0	3	9	WARMING UP
Ohio	10	0	-10	3	3	LACING UP
Oklahoma	6	5	-10	3	4	LACING UP
Oregon	6	0	0	0	6	LACING UP
Pennsylvania	6	0	-10	9	5	LACING UP
Rhode Island	6	0	0	12	18	MAKING STRIDES
South Carolina	6	5	0	0	11	WARMING UP
South Dakota	6	0	0	0	6	LACING UP
Tennessee	6	5	0	0	11	WARMING UP
Texas	6	0	0	0	6	LACING UP
Utah	10	0	-10	6	6	LACING UP
Vermont	0	0	0	3	3	LACING UP
Virginia	0	0	0	3	3	LACING UP
Washington	6	5	0	0	11	WARMING UP
West Virginia	6	0	-3	3	6	LACING UP
Wisconsin	6	0	0	0	6	LACING UP
Wyoming	6	0	-3	9	12	WARMING UP

E 2024 Overall Scores by State

The following table summarizes the overall scores and grades by state in 2024. Refer to *Section IV. Overview of the Report Cards: Key Topics & Grading* for information about the scoring and grading categories.

STATE	Complete Streets & Active Transportation Score	Federal and State Active Transportation Funding Score	Safe Routes to School Funding and Supportive Practices Score	Active Neighborhoods & Schools Score	2024 Overall Score	2024 Overall Grade
Alabama	13	19	0	6	38	LACING UP
Alaska	10	33	8	9	60	WARMING UP
Arizona	10	55	7	15	87	WARMING UP
Arkansas	10	23	7	1	41	LACING UP
California	40	75	37	22	174	BUILDING SPEED
Colorado	36	77	42	17	172	MAKING STRIDES
Connecticut	31	54	36	2	123	MAKING STRIDES
Delaware	24	58	23	2	107	MAKING STRIDES
District of Columbia	24	68	33	10	135	MAKING STRIDES
Florida	23	70	40	12	145	MAKING STRIDES
Georgia	16	37	34	0	87	WARMING UP
Hawaii	25	64	37	6	132	MAKING STRIDES
Idaho	15	45	30	6	96	WARMING UP
Illinois	7	75	40	6	128	MAKING STRIDES
Indiana	14	57	11	6	88	WARMING UP
Iowa	28	29	27	6	90	WARMING UP
Kansas	13	80	45	11	149	MAKING STRIDES
Kentucky	31	35	5	2	73	WARMING UP
Louisiana	31	46	10	6	93	WARMING UP
Maine	25	59	22	18	124	MAKING STRIDES
Maryland	29	56	16	19	120	MAKING STRIDES
Massachusetts	37	55	40	18	150	BUILDING SPEED
Michigan	32	58	44	11	145	MAKING STRIDES
Minnesota	34	52	45	18	149	MAKING STRIDES
Mississippi	8	24	20	0	52	WARMING UP
Missouri	6	14	0	6	26	LACING UP
Montana	10	41	7	6	64	WARMING UP
Nebraska	0	27	0	5	32	LACING UP
Nevada	24	41	28	6	99	WARMING UP
New Hampshire	10	21	0	6	37	LACING UP
New Jersey	26	68	40	14	148	MAKING STRIDES
New Mexico	15	31	1	6	53	WARMING UP
New York	17	31	5	9	62	WARMING UP
North Carolina	24	37	25	0	86	WARMING UP
North Dakota	10	33	3	9	55	WARMING UP
Ohio	15	37	45	3	100	MAKING STRIDES
Oklahoma	10	50	10	4	74	WARMING UP
Oregon	20	68	48	6	142	MAKING STRIDES
Pennsylvania	22	63	8	5	98	WARMING UP
Rhode Island	20	48	8	18	94	WARMING UP
South Carolina	23	46	0	11	80	WARMING UP
South Dakota	0	39	8	6	53	WARMING UP
Tennessee	29	54	2	11	96	WARMING UP
Texas	8	47	18	6	79	WARMING UP
Utah	14	51	35	6	106	MAKING STRIDES
Vermont	25	56	18	3	102	MAKING STRIDES
Virginia	25	41	39	3	108	MAKING STRIDES
Washington	34	72	45	11	162	BUILDING SPEED
West Virginia	18	21	0	6	45	LACING UP
Wisconsin	10	17	21	6	54	WARMING UP
Wyoming	10	39	8	12	69	WARMING UP

F School Siting and Design: School Minimum Acreage Guidelines Scoring Details by State

This table summarizes the state minimum acreage requirements for schools at each grade level (elementary, middle, and high school) by state. The first column under each grade level sets out the acreage range of the requirement and the second column indicates the scoring correlated with that range. This scoring is included in the Active Neighborhoods and Schools topic area. Refer to *Section IV. Overview of the Report Cards: Key Topics & Grading* for a full description of the indicator and scoring.

STATE	Elementary Minimum Acreage Requirement	Elementary Minimum Acreage Score	Middle School Minimum Acreage Requirement	Middle School Minimum Acreage Score	High School Minimum Acreage Requirement	High School Minimum Acreage Score	Total Minimum Acreage Requirement Score
Alabama	No min ac req or ≤ 5 ac	0	No min ac req or ≤ 10 ac	0	No min ac req or ≤ 15 ac	0	0
Alaska	No min ac req or ≤ 5 ac	0	No min ac req or ≤ 10 ac	0	No min ac req or ≤ 15 ac	0	0
Arizona	No min ac req or ≤ 5 ac	0	No min ac req or ≤ 10 ac	0	No min ac req or ≤ 15 ac	0	0
Arkansas	>5 ac req	-4	> 10 ac req	-3	>15 ac req	-3	-10
California	No min ac req or ≤ 5 ac	0	No min ac req or ≤ 10 ac	0	No min ac req or ≤ 15 ac	0	0
Colorado	No min ac req or ≤ 5 ac	0	No min ac req or ≤ 10 ac	0	No min ac req or ≤ 15 ac	0	0
Connecticut	>5 ac req	-4	> 10 ac req	-3	>15 ac req	-3	-10
Delaware	>5 ac req	-4	> 10 ac req	-3	>15 ac req	-3	-10
District of Columbia	No min ac req or ≤ 5 ac	0	No min ac req or ≤ 10 ac	0	No min ac req or ≤ 15 ac	0	0
Florida	No min ac req or ≤ 5 ac	0	No min ac req or ≤ 10 ac	0	No min ac req or ≤ 15 ac	0	0
Georgia	No min ac req or ≤ 5 ac	0	> 10 ac req	-3	>15 ac req	-3	-6
Hawaii	>5 ac req	-4	> 10 ac req	-3	>15 ac req	-3	-10
Idaho	No min ac req or ≤ 5 ac	0	No min ac req or ≤ 10 ac	0	No min ac req or ≤ 15 ac	0	0
Illinois	No min ac req or ≤ 5 ac	0	No min ac req or ≤ 10 ac	0	No min ac req or ≤ 15 ac	0	0
Indiana	No min ac req or ≤ 5 ac	0	No min ac req or ≤ 10 ac	0	No min ac req or ≤ 15 ac	0	0
Iowa	No min ac req or ≤ 5 ac	0	No min ac req or ≤ 10 ac	0	No min ac req or ≤ 15 ac	0	0
Kansas	No min ac req or ≤ 5 ac	0	No min ac req or ≤ 10 ac	0	No min ac req or ≤ 15 ac	0	0
Kentucky	>5 ac req	-4	> 10 ac req	-3	No min ac req or ≤ 15 ac	0	-7
Louisiana	No min ac req or ≤ 5 ac	0	No min ac req or ≤ 10 ac	0	No min ac req or ≤ 15 ac	0	0
Maine	No min ac req or ≤ 5 ac	0	No min ac req or ≤ 10 ac	0	No min ac req or ≤ 15 ac	0	0
Maryland	No min ac req or ≤ 5 ac	0	No min ac req or ≤ 10 ac	0	No min ac req or ≤ 15 ac	0	0
Massachusetts	No min ac req or ≤ 5 ac	0	No min ac req or ≤ 10 ac	0	No min ac req or ≤ 15 ac	0	0
Michigan	No min ac req or ≤ 5 ac	0	No min ac req or ≤ 10 ac	0	No min ac req or ≤ 15 ac	0	0
Minnesota	No min ac req or ≤ 5 ac	0	No min ac req or ≤ 10 ac	0	No min ac req or ≤ 15 ac	0	0
Mississippi	>5 ac req	-4	No min ac req or ≤ 10 ac	0	>15 ac req	-3	-7
Missouri	No min ac req or ≤ 5 ac	0	No min ac req or ≤ 10 ac	0	No min ac req or ≤ 15 ac	0	0
Montana	No min ac req or ≤ 5 ac	0	No min ac req or ≤ 10 ac	0	No min ac req or ≤ 15 ac	0	0
Nebraska	No min ac req or ≤ 5 ac	0	No min ac req or ≤ 10 ac	0	No min ac req or ≤ 15 ac	0	0
Nevada	No min ac req or ≤ 5 ac	0	No min ac req or ≤ 10 ac	0	No min ac req or ≤ 15 ac	0	0
New Hampshire	No min ac req or ≤ 5 ac	0	No min ac req or ≤ 10 ac	0	No min ac req or ≤ 15 ac	0	0
New Jersey	No min ac req or ≤ 5 ac	0	No min ac req or ≤ 10 ac	0	No min ac req or ≤ 15 ac	0	0
New Mexico	No min ac req or ≤ 5 ac	0	No min ac req or ≤ 10 ac	0	No min ac req or ≤ 15 ac	0	0
New York	No min ac req or ≤ 5 ac	0	No min ac req or ≤ 10 ac	0	No min ac req or ≤ 15 ac	0	0
North Carolina	>5 ac req	-4	> 10 ac req	-3	>15 ac req	-3	-10
North Dakota	No min ac req or ≤ 5 ac	0	No min ac req or ≤ 10 ac	0	No min ac req or ≤ 15 ac	0	0
Ohio	>5 ac req	-4	> 10 ac req	-3	>15 ac req	-3	-10
Oklahoma	>5 ac req	-4	> 10 ac req	-3	>15 ac req	-3	-10
Oregon	No min ac req or ≤ 5 ac	0	No min ac req or ≤ 10 ac	0	No min ac req or ≤ 15 ac	0	0
Pennsylvania	>5 ac req	-4	> 10 ac req	-3	>15 ac req	-3	-10
Rhode Island	No min ac req or ≤ 5 ac	0	No min ac req or ≤ 10 ac	0	No min ac req or ≤ 15 ac	0	0
South Carolina	No min ac req or ≤ 5 ac	0	No min ac req or ≤ 10 ac	0	No min ac req or ≤ 15 ac	0	0
South Dakota	No min ac req or ≤ 5 ac	0	No min ac req or ≤ 10 ac	0	No min ac req or ≤ 15 ac	0	0
Tennessee	No min ac req or ≤ 5 ac	0	No min ac req or ≤ 10 ac	0	No min ac req or ≤ 15 ac	0	0
Texas	No min ac req or ≤ 5 ac	0	No min ac req or ≤ 10 ac	0	No min ac req or ≤ 15 ac	0	0
Utah	>5 ac req	-4	> 10 ac req	-3	>15 ac req	-3	-10
Vermont	No min ac req or ≤ 5 ac	0	No min ac req or ≤ 10 ac	0	No min ac req or ≤ 15 ac	0	0
Virginia	No min ac req or ≤ 5 ac	0	No min ac req or ≤ 10 ac	0	No min ac req or ≤ 15 ac	0	0
Washington	No min ac req or ≤ 5 ac	0	No min ac req or ≤ 10 ac	0	No min ac req or ≤ 15 ac	0	0
West Virginia	No min ac req or ≤ 5 ac	0	> 10 ac req	-3	No min ac req or ≤ 15 ac	0	-3
Wisconsin	No min ac req or ≤ 5 ac	0	No min ac req or ≤ 10 ac	0	No min ac req or ≤ 15 ac	0	0
Wyoming	No min ac req or ≤ 5 ac	0	No min ac req or ≤ 10 ac	0	>15 ac req	-3	-3

G School Siting and Design: School Walking/Biking/Physical Activity Support Scoring Details by State

This table summarizes state support for walking, biking, and physical activity in four key areas within school siting and design guidelines. The first column under each support area indicates whether or not the state has supportive language in this area and the second column indicates the correlated scoring. This scoring is included in the Active Neighborhoods and Schools topic area. Refer to *Section IV. Overview of the Report Cards: Key Topics & Grading* for a full description of the indicator and scoring.

STATE	Walk/Bike/ SRTS Criteria	Walk/Bike/ SRTS Criteria Score	Park Co-location	Park Co-location Score	Max. Acreage	Max. Acreage Score	Min. Playspace	Min. Playspace Score	Total Supportive Guidelines Score
Alabama	No	0	No	0	No	0	No	0	0
Alaska	Yes	6	No	0	No	0	Yes	3	9
Arizona	No	0	Yes	3	Yes	3	Yes	3	9
Arkansas	No	0	No	0	No	0	No	0	0
California	Yes	6	Yes	3	No	0	Yes	3	12
Colorado	Yes	6	No	0	No	0	No	0	6
Connecticut	Yes	6	No	0	No	0	No	0	6
Delaware	Yes	6	No	0	No	0	No	0	6
District of Columbia	No	0	No	0	No	0	No	0	0
Florida	Yes	6	No	0	No	0	No	0	6
Georgia	No	0	No	0	No	0	No	0	0
Hawaii	Yes	6	No	0	No	0	No	0	6
Idaho	No	0	No	0	No	0	No	0	0
Illinois	No	0	No	0	No	0	No	0	0
Indiana	No	0	No	0	No	0	No	0	0
Iowa	No	0	No	0	No	0	No	0	0
Kansas	No	0	No	0	No	0	No	0	0
Kentucky	No	0	No	0	No	0	Yes	3	3
Louisiana	No	0	No	0	No	0	No	0	0
Maine	Yes	6	No	0	Yes	3	Yes	3	12
Maryland	Yes	6	Yes	3	No	0	No	0	9
Massachusetts	Yes	6	Yes	3	No	0	Yes	3	12
Michigan	No	0	No	0	No	0	No	0	0
Minnesota	No	0	No	0	No	0	Yes	3	3
Mississippi	No	0	No	0	No	0	No	0	0
Missouri	No	0	No	0	No	0	No	0	0
Montana	No	0	No	0	No	0	No	0	0
Nebraska	No	0	No	0	No	0	No	0	0
Nevada	No	0	No	0	No	0	No	0	0
New Hampshire	No	0	No	0	No	0	No	0	0
New Jersey	No	0	No	0	No	0	Yes	3	3
New Mexico	No	0	No	0	No	0	No	0	0
New York	No	0	No	0	No	0	Yes	3	3
North Carolina	No	0	No	0	No	0	No	0	0
North Dakota	No	0	No	0	No	0	Yes	3	3
Ohio	No	0	Yes	3	No	0	No	0	3
Oklahoma	No	0	Yes	3	No	0	No	0	3
Oregon	No	0	No	0	No	0	No	0	0
Pennsylvania	Yes	6	No	0	Yes	3	No	0	9
Rhode Island	Yes	6	Yes	3	No	0	Yes	3	12
South Carolina	No	0	No	0	No	0	No	0	0
South Dakota	No	0	No	0	No	0	No	0	0
Tennessee	No	0	No	0	No	0	No	0	0
Texas	No	0	No	0	No	0	No	0	0
Utah	Yes	6	No	0	No	0	No	0	6
Vermont	No	0	No	0	Yes	3	No	0	3
Virginia	No	0	No	0	No	0	Yes	3	3
Washington	No	0	No	0	No	0	No	0	0
West Virginia	No	0	No	0	No	0	Yes	3	3
Wisconsin	No	0	No	0	No	0	No	0	0
Wyoming	Yes	6	No	0	No	0	Yes	3	9

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