

## Safe Routes to School Federal Program - State of the States

**November 2009**

*This chart details each state's progress on implementing the federal Safe Routes to School program. All dollar figures cited are as of September 30, 2009.*

- State SRTS Coordinators are required within each State DOT. State Coordinators administer the program and provide leadership to SRTS.
- State Advisory Committee, which are not required by law, often help craft the application process, promote the program to communities, and review grant applications to ensure a responsible and effective use of the federal funds.
- Awarded columns measure the amount of funding each state has announced for local grants and statewide spending—not including administrative expenses. These are the funds that will ultimately help local communities create safer routes to school.
- Obligated columns reflect the amount that the state has expended or contracted to expend on Safe Routes to School, including local grants, statewide spending, and administrative expenses. Obligation is important as it demonstrates what level of funding has been or will soon be spent to date to build infrastructure projects, support non-infrastructure activities, and implement the program.

State	SRTS State Coordinator in Place?	Advisory Committee	Funding Available (FY05-09, post-rescission) *	Total awarded**	Percent Awarded	Change in amount awarded since prior quarter	Total Obligated *	Percent Obligated	Change in amount obligated since prior quarter
ALABAMA	Yes	Yes	\$8,618,555	\$8,202,771	95%	\$2,900,000	\$2,047,525	24%	\$1,347,525
ALASKA	Yes	No	\$4,990,000	\$1,416,702	28%	\$700,851	\$4,990,000	100%	\$1,000,000
ARIZONA	Yes	Yes	\$10,793,248	\$3,700,000	34%	\$0	\$2,660,503	25%	\$0
ARKANSAS	Interim	Yes	\$5,673,027	\$4,099,340	72%	(\$18)	\$3,789,523	67%	\$1,300,087
CALIFORNIA	Yes	Yes	\$64,516,144	\$90,921,826	141%	\$0	\$30,389,823	47%	\$5,867,309
COLORADO	Yes	Yes	\$8,326,096	\$7,831,424	94%	\$0	\$3,516,051	42%	\$264,718
CONNECTICUT	Yes	Yes	\$6,655,943	\$2,911,200	44%	\$292,200	\$2,453,761	37%	\$451,484
DELAWARE	Yes	Yes	\$4,768,143	\$1,566,110	33%	\$449,701	\$4,768,142	100%	\$1,010,336
DISTRICT OF COLUMBIA	Yes	Yes	\$4,768,143	\$2,814,745	59%	\$0	\$3,261,500	68%	\$269,000
FLORIDA	Yes	No	\$27,821,870	\$49,469,328	178%	\$5,560,303	\$19,730,741	71%	\$1,687,413
GEORGIA	Yes	Yes	\$16,826,114	\$4,982,979	30%	\$0	\$3,083,467	18%	\$0
HAWAII	Interim	No	\$4,768,143	\$549,133	12%	\$0	\$818,246	17%	\$0
IDAHO	Yes	Yes	\$4,806,194	\$4,532,834	94%	\$0	\$2,766,581	58%	\$443,079
ILLINOIS	Yes	Yes	\$22,232,925	\$22,039,071	99%	\$13,701,350	\$4,744,324	21%	\$727,549
INDIANA	Yes	Yes	\$11,473,940	\$6,930,143	60%	\$0	\$1,939,136	17%	\$463,855
IOWA	Yes	Yes	\$5,836,762	\$5,364,708	92%	\$0	\$3,138,342	54%	\$0
KANSAS	Yes	Yes	\$5,747,104	\$4,562,719	79%	\$0	\$3,789,016	66%	\$1,348,250
KENTUCKY	Yes	Yes	\$7,652,586	\$9,526,165	124%	\$3,572,207	\$4,698,652	61%	\$352,551
LOUISIANA	Yes	Yes	\$8,565,206	\$6,702,343	78%	\$0	\$5,483,927	64%	\$635,712
MAINE	Interim	Yes	\$4,768,143	\$4,260,000	89%	\$0	\$1,546,071	32%	\$630,820
MARYLAND	Yes	Yes	\$10,285,378	\$8,811,920	86%	\$0	\$9,237,122	90%	\$350,022
MASSACHUSETTS	Yes	Yes	\$10,772,412	\$1,884,755	17%	\$137,135	\$4,174,480	39%	\$607,500
MICHIGAN	Interim	Yes	\$18,234,670	\$13,990,389	77%	\$0	\$6,707,574	37%	(\$1,328,179)

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MINNESOTA	Interim	Yes	\$9,218,119	\$7,517,000	82%	\$0	\$3,366,119	37%	(\$593,920)
MISSISSIPPI	Yes	Yes	\$6,216,825	\$6,246,854	100%	\$0	\$1,262,006	20%	\$146,809
MISSOURI	Yes	Yes	\$10,254,544	\$8,994,221	88%	\$0	\$3,630,489	35%	\$545,150
MONTANA	Yes	Yes	\$4,796,652	\$1,270,090	26%	\$0	\$2,319,602	48%	\$52,935
NEBRASKA	Yes	Yes	\$4,791,010	\$4,186,603	87%	\$0	\$1,794,670	37%	\$14,857
NEVADA	Yes	Yes	\$1,790,847	\$1,594,971	89%	\$0	\$715,910	40%	(\$330,293)
NEW HAMPSHIRE	Yes	Yes	\$4,775,144	\$2,381,507	50%	\$38,830	\$674,965	14%	\$93,879
NEW JERSEY	Yes	Yes	\$15,177,341	\$14,345,900	95%	\$0	\$4,224,436	28%	\$437,650
NEW MEXICO	Yes	Yes	\$4,884,983	\$1,007,262	21%	\$0	\$1,080,189	22%	\$157,774
NEW YORK	Yes	No	\$30,206,090	\$27,499,133	91%	\$0	\$1,804,400	6%	(\$14,830)
NORTH CAROLINA	Interim	No	\$14,900,398	\$6,532,817	44%	\$4,465,817	\$1,716,860	12%	(\$100,000)
NORTH DAKOTA	Yes	Yes	\$4,768,143	\$3,218,492	67%	\$0	\$1,811,273	38%	\$413,857
OHIO	Yes	Yes	\$19,599,446	\$8,792,150	45%	\$200,000	\$3,194,471	16%	\$777,126
OKLAHOMA	Yes	Yes	\$6,788,361	\$3,360,964	50%	\$11,306	\$3,408,600	50%	\$3,045,600
OREGON	Yes	Yes	\$6,439,566	\$2,940,932	46%	\$347,557	\$1,753,357	27%	\$989,597
PENNSYLVANIA	Yes	Yes	\$20,001,525	\$18,818,368	94%	\$0	\$2,879,929	14%	\$484,000
RHODE ISLAND	Yes	Yes	\$4,768,143	\$1,868,789	39%	\$0	\$658,082	14%	\$22,500
SOUTH CAROLINA	Yes	Yes	\$7,790,417	\$5,152,000	66%	\$0	\$2,073,750	27%	\$0
SOUTH DAKOTA	Yes	Yes	\$4,768,143	\$1,417,449	30%	\$715,191	\$848,258	18%	\$679,468
TENNESSEE	Yes	Yes	\$10,518,521	\$6,185,850	59%	\$0	\$1,348,743	13%	\$461,235
TEXAS	Yes	Yes	\$42,761,971	\$25,618,783	60%	\$0	\$12,010,146	28%	\$4,257,131
UTAH	Yes	Yes	\$5,865,011	\$6,268,611	107%	\$0	\$5,821,457	99%	\$2,111,128
VERMONT	Yes	Yes	\$4,768,143	\$2,680,661	56%	\$0	\$3,055,535	64%	\$684,503
VIRGINIA	Yes	Yes	\$13,381,575	\$5,903,626	44%	\$0	\$13,109,376	98%	\$0
WASHINGTON	Yes	Yes	\$10,847,576	\$10,517,000	97%	\$0	\$5,526,295	51%	\$518,700
WEST VIRGINIA	Yes	Yes	\$4,768,143	\$4,981,987	104%	\$2,102,817	\$3,249,050	68%	\$764,818
WISCONSIN	Yes	Yes	\$9,722,621	\$6,930,779	71%	\$0	\$5,662,526	58%	\$618,927
WYOMING	Yes	Yes	\$4,768,143	\$4,661,053	98%	\$0	\$3,988,573	84%	\$652,573
<b>TOTAL ***</b>			<b>\$568,238,148</b>	<b>\$417,390,265</b>	<b>73%</b>	<b>\$22,948,210</b>	<b>\$222,723,574</b>	<b>39%</b>	<b>\$34,320,207</b>

\* Provided by the Federal Highway Administration. Rescissions amounts are available at <http://www.saferoutespartnership.org/media/file/FinalSRTSrescissions.pdf>.

\*\* From the National Center for Safe Routes to Schools Fall 2009 Status report. Available at <http://www.saferoutesinfo.org/resources/tracking-reports.cfm>

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