

# Safe Routes to School: State of the States – March 2008

Compiled by the Safe Routes to School National Partnership, [www.saferoutespartnership.org](http://www.saferoutespartnership.org)

STATE	SRTS COORDINATOR	ADVISORY COMMITTEE	APPLICATION GUIDELINES	PROJECTS SELECTED
Alabama	*	*	*	In Progress
Alaska	*		*	
Arizona	*	*	*	*
Arkansas	*	*	*	*
California	*	*	*	*
Colorado	*	*	*	*
Connecticut	*	*	*	*
Delaware	*		*	*
D.C.	*	*	*	
Florida	*		*	*
Georgia	*	*		
Hawaii	*	*	*	In Progress
Idaho	*	*	*	*
Illinois	*	*	*	*
Indiana	*	*	*	*
Iowa	*	*	*	*
Kansas	*	*	*	*
Kentucky	Interim	*	*	*
Louisiana	*	*	*	*
Maine	Interim	*	*	*
Maryland	*	*	*	*
Massachusetts	*	*	*	*
Michigan	Interim	*	*	*
Minnesota	*	*	*	*
Mississippi	*	*	*	*
Missouri	*	*	*	*
Montana	*	*	*	*
Nebraska	*	*	*	*
Nevada	*	*	*	In Progress
New Hampshire	*	*	*	*
New Jersey	*	*	*	*
New Mexico	*		*	*
New York	*		*	
North Carolina	*		*	*
North Dakota	*	*	*	*
Ohio	*	*	*	*
Oklahoma	*	*	*	
Oregon	*	*	*	*
Pennsylvania	*	*	*	*
Rhode Island	*	*	*	*
South Carolina	*	*	*	*
South Dakota	*	In Progress	*	
Tennessee	*	*	*	*
Texas	*	*	*	*
Utah	*	*	*	*
Vermont	Interim	*	*	*
Virginia	*	*	*	*
Washington	*	*	*	*
West Virginia	*	*	*	*
Wisconsin	*	*	*	*
Wyoming	*	*	*	*

## State-Level Implementation: Off to a Strong Start

The State of the States March 2008 chart shows that the federal Safe Routes to School program is off to a strong start. The milestones documented represent accomplishments achieved as of March 13, 2008.

### Chart Key

- 1) \* indicates that the state met and fulfilled the milestones as described below.
- 2) A blank cell indicates that the state has not yet taken action to complete this task.
- 3) "In progress" denotes that the State (DOT) plans to accomplish this task by April 30, 2008.
- 4) Interim SRTS Coordinators are appointed by the DOT to manage the state program but are not dedicating 100 percent of their time to the SRTS program, which is required by the legislation.

State Coordinators Hired: DOTs in all 50 states and the District of Columbia have appointed SRTS coordinators. Some coordinators do not work for the DOT, but instead have cooperative agreements with the DOT and work closely with them. The SRTS coordinator serves as the point person within the state for the development of SRTS application guidelines, program outreach, training, selection of projects, reporting requirements and collaboration with other agencies and stakeholders. Four states currently have interim coordinators because the previous staff person left the position. These four states – Kentucky, Maine, Michigan, and Vermont – are currently in the process of filling the SRTS Coordinator position.

Advisory Committee Established: Although the SRTS legislation in SAFETEA-LU does not require states to create a state-level advisory committee or task force, the FHWA encourages states to do so in their program guidance, and 44 states have taken this step so far. Advisory Committees often include other state agencies, such as Departments of Education, Health and Law Enforcement, as well as representatives from schools, cities, counties and nonprofit organizations. Advisory Committees function differently in each state but often help their DOTs with developing or refining application guidelines, creating programmatic structures, conducting outreach to local community applicants, and selecting projects for funding. The Safe Routes to School National Partnership encourages all states to form SRTS Advisory Committees.

Application Guidelines Released: Fifty of the 51 state agencies have released application guidelines so that local communities can apply for funding for infrastructure and/or non-infrastructure projects. Although the SRTS program was authorized only two and a half years ago, more than 95 percent of states were able to hire a DOT Coordinator and develop application guidelines for release within a relatively short timeframe, representing a major programmatic accomplishment for Safe Routes to School. We hope that Georgia stays on schedule to release their application guidelines as soon as possible.

Funding Awarded: Forty-two of the 51 state agencies have announced project awards for funding, and because eight additional states have released application guidelines, more awards will soon be announced. In most states, requests for project funding have far exceeded available resources, a fact that indicates a large demand for SRTS programs. Here are four examples of funding requests:

- The Arkansas State Highway and Transportation Department received 67 proposals requesting \$8.7 million for their first round of SRTS grants. They were able to award \$2.3 million in funding for 37 projects.
- The Kentucky SRTS program received 70 grant applications totaling more than \$10 million for \$2 million that was available to be awarded for their second round of funding in the spring of 2007.
- The New Jersey Department of Transportation received a total of 274 proposals for \$75 million in the program's first round of SRTS grants. They awarded \$4.15 million in SRTS grants to 29 communities across the state in July 2007.
- Indiana announced the second series of SRTS awards in November 2007. A total of 55 applications were received seeking \$9.24 million. Of that total, 13 proposals were awarded \$2.36 million in funding.