



# MAKING STRIDES

2024 STATE REPORT CARDS

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



## Making Strides 2022: A Look at Our State Report Cards

National Webinar  
September 14, 2022



## MISSION

The mission of the Safe Routes Partnership is 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.



**Safe Routes**  
**PARTNERSHIP**  
*Active Paths for Equity & Health*



Join us at the

# 2024 Safe Routes to School National Conference

Safe, Healthy, and JOYful: The Possibilities of our Movement

When: October 22–24, 2024

Where: Fort Collins, Colorado, Hilton Fort Collins



Join us for **innovative** ideas, **inspiring** speakers, great **networking** opportunities, and **engaging** field trips exploring Safe Routes to School and the joy of active transportation!

*Scan to learn more!*



Safe  
Routes  
PARTNERSHIP

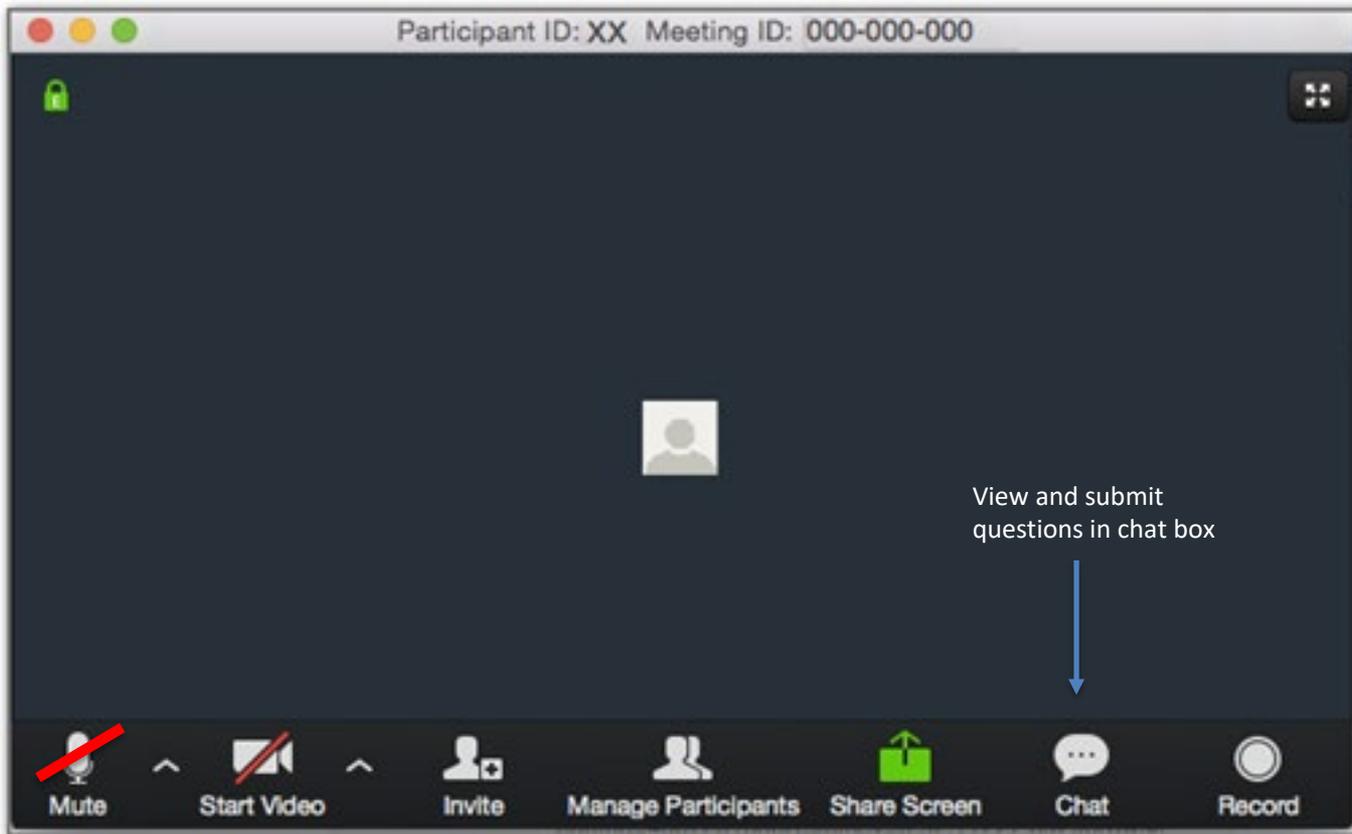
2024

Safe Routes to School  
National Conference

PRESENTING SPONSOR



**COLORADO**  
Department of Transportation



SESSION IS BEING RECORDED  
PLEASE PARTICIPATE IN THE CHAT!

# TODAY'S PRESENTERS

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MARISA



KORI



NATASHA

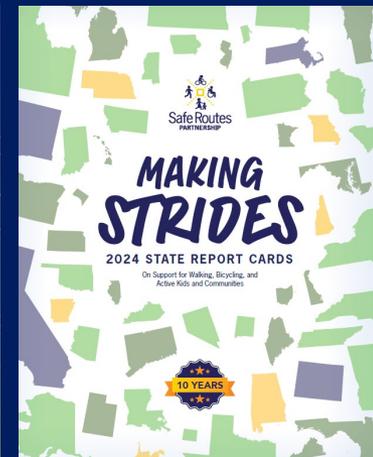
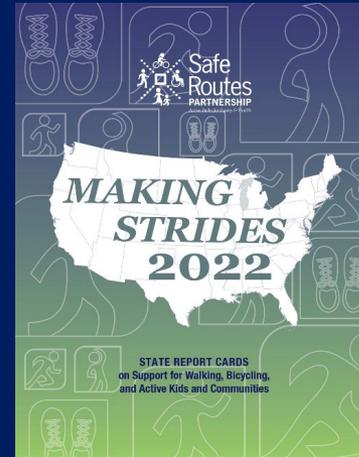
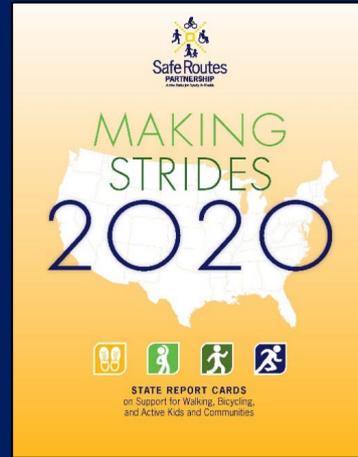
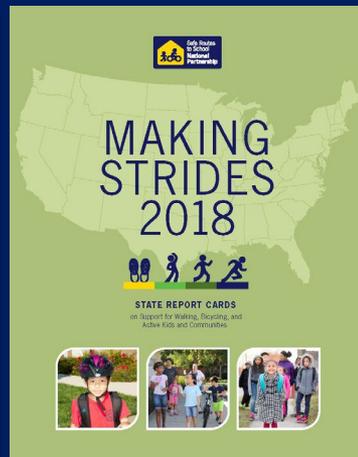
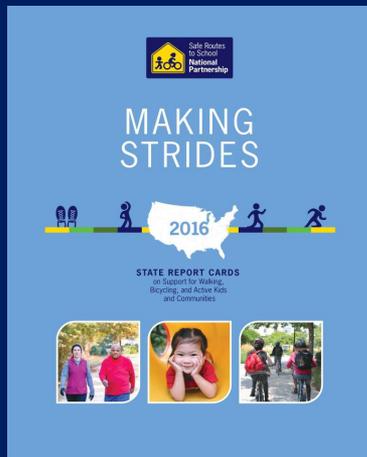


# Report Overview



# WHY STATE REPORT CARDS?

Overall goal: Provide a snapshot of how supportive each state is of walking, bicycling, and physical activity for children and adults.

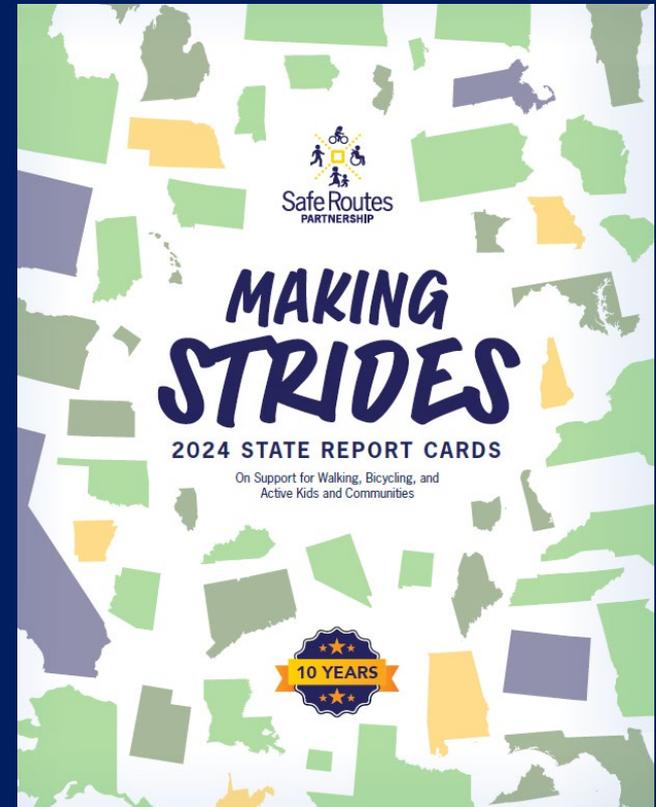


# KEY CONTENTS

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Report includes:

- Research on why physical activity, walking and bicycling matter
- Rationale for state report cards
- Detailed explanation of the scoring, indicators and core topic areas
- The report cards themselves



# CHANGES FROM 2022 REPORT CARDS

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- Removed indicators:
  - State physical education requirements
- Revised indicators:
  - Federal funding affected by changes in the Bipartisan Infrastructure Law (BIL)
  - Minor adjustments to scoring for some other indicators



# MAKING STRIDES ON OUR WEBSITE

The screenshot shows the top navigation bar with tabs for 'Safe Routes to School', 'Expert Help', 'Safe Routes PARTNERSHIP' (with logo), 'Healthy Communities', and 'Resources'. Below this is a 'Resources' sidebar with a list of links:

- BROWSE RESOURCE LIBRARY
- BLOG
- OUR PUBLICATIONS
  - 2024 State Report Cards
  - 2022 State Report Cards
  - 2020 State Report Cards
  - 2018 State Report Cards
- WEBINARS
- E-NEWS
- RESEARCH
  - RECURSOS EN ESPAÑOL
- SUBMIT A SUCCESS STORY

The main content area features a '2024 Report' section with the title '2024 State Report Cards'. Below the title is a paragraph: 'We've developed [state report cards](#) which provide a snapshot of how supportive each state is of walking, bicycling, and physical activity for children and adults as of 2024.' This is followed by another paragraph: 'The report cards primarily look at state policy, focusing on four key areas: Complete Streets and Active Transportation Policy and Planning, Federal and State Active Transportation Funding, Safe Routes to School Funding and Supportive Practices, and Active Neighborhoods and Schools. Click on the map to view each state's report card.' Below the text is a map of the United States where states are color-coded: dark blue (CA, WA, CO), orange (NE, MO, IL, KY, WV, VA, AL, MS, TN, NC, SC, GA, FL), and green (all other states).

**10 YEARS**  
**MAKING STRIDES**  
**FEATURED REPORT: 2024 STATE REPORT CARDS**  
On Support for Walking, Bicycling, and Active Kids and Communities  
CLICK TO LEARN MORE

[saferoutespartnership.org](https://saferoutespartnership.org)



# SCORING FOR THE REPORT CARDS

- 26 indicators across 4 core topic areas; each individually scored
- 200 points possible
- Numerical score and “grade” in each topic area + overall score and grade
- 4 grading categories that recognize state’s accomplishments as well as room for improvement





# 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
<b>Subtotal</b>	<b>26 / 40</b>

## 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
<b>Subtotal</b>	<b>68 / 80</b>

## 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
<b>Subtotal</b>	<b>40 / 50</b>

## 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
<b>Subtotal</b>	<b>14 / 30</b>

+ 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](#)

Overall grade

Overall points

Topic grade

Points earned (out of # points)

Subtotal



Safe Routes PARTNERSHIP



ACTIVE PEOPLE, HEALTHY NATION



Core Topic Area

Subtopic Indicator

# Overall Grades

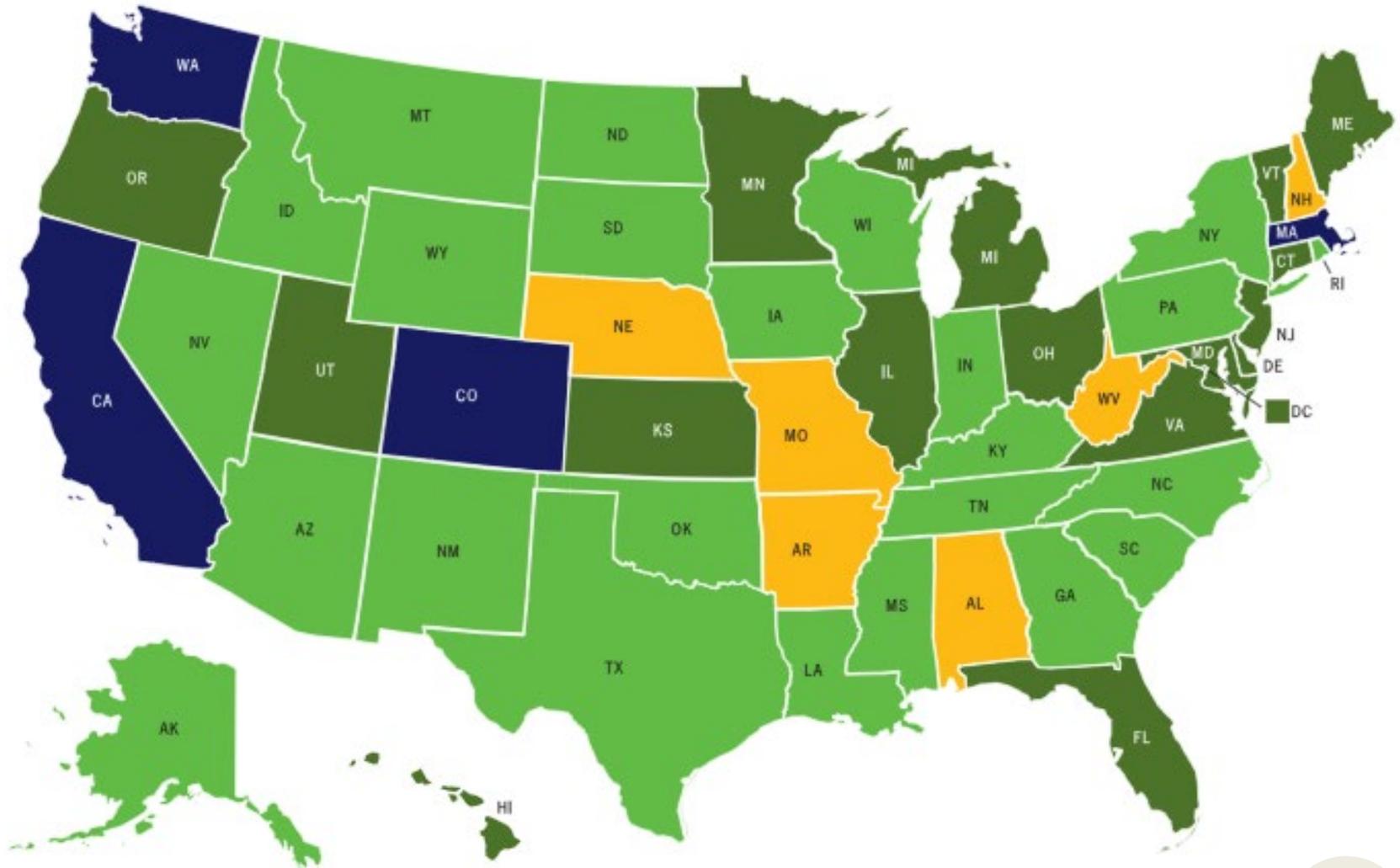
Scoring Key:

LACING UP

WARMING UP

MAKING STRIDES

BUILDING SPEED

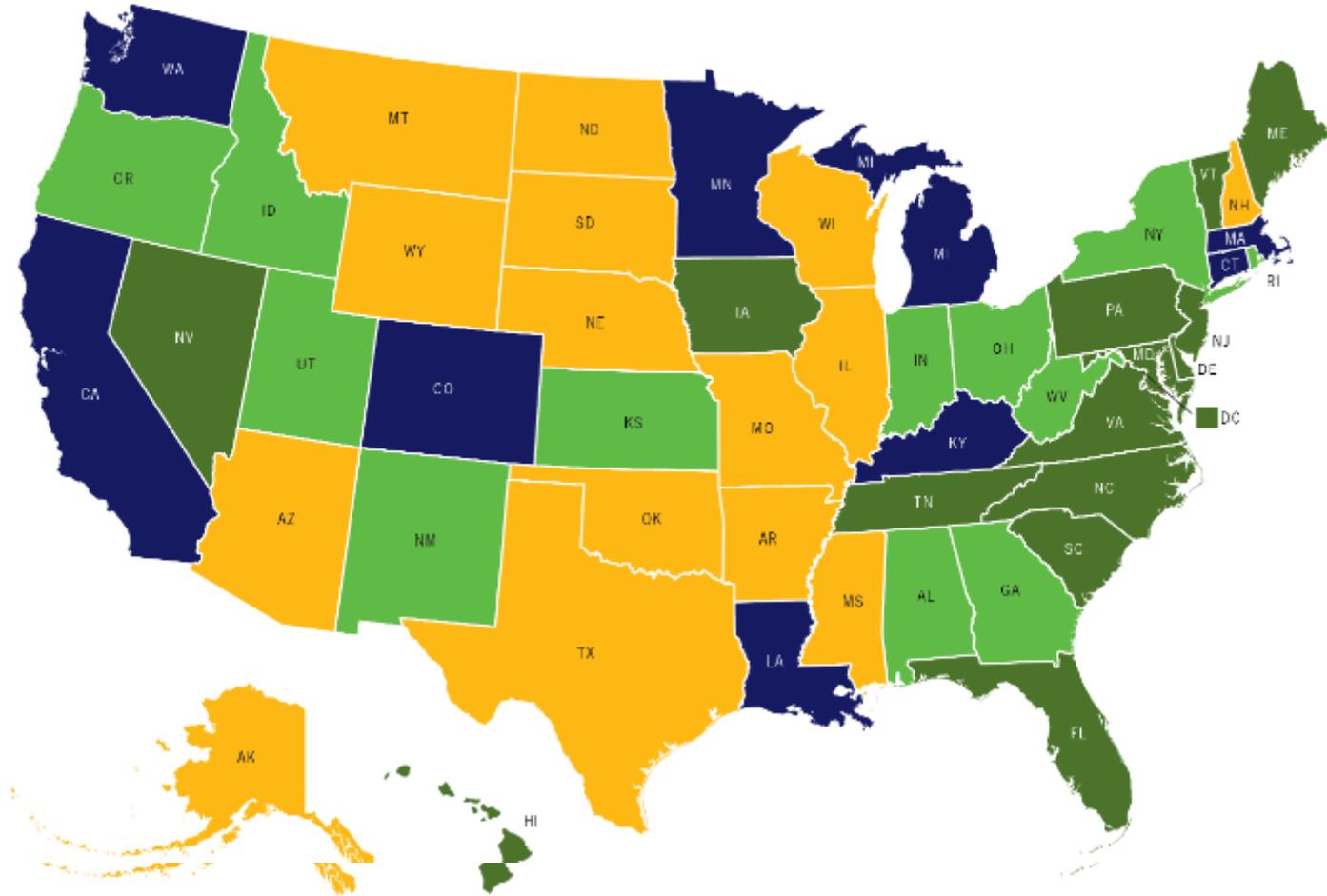




**Core Topic Area 1:  
Complete Streets and Active Transportation  
Policy and Planning**

Making Strides: 2024 State Report

# Complete Streets and Active Transportation Policy and Planning



Scoring Key:





# Florida 2024

MAKING STRIDES



OVERALL SCORE

145 / 200



## 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
	<b>23 / 40</b>



# 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

## What's a complete streets policy?

A policy that ensures that all new construction and renovation of streets creates streets that are safe, comfortable, and convenient for everyone using them

**Who?** People walking and biking, cars, public transportation riders, people with disabilities, and people of all ages.





# 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

### 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

## Goals to increase walking and bicycling

Public commitments to progress and provide accountability.

Found within a highway safety plan, bicycle/pedestrian plan, sustainability plan, or other statewide plan

## State pedestrian, bicycle, or active transportation plan

Create a planning foundation that allows state agencies and partners to coordinate on supporting prioritized projects, policies, and programs



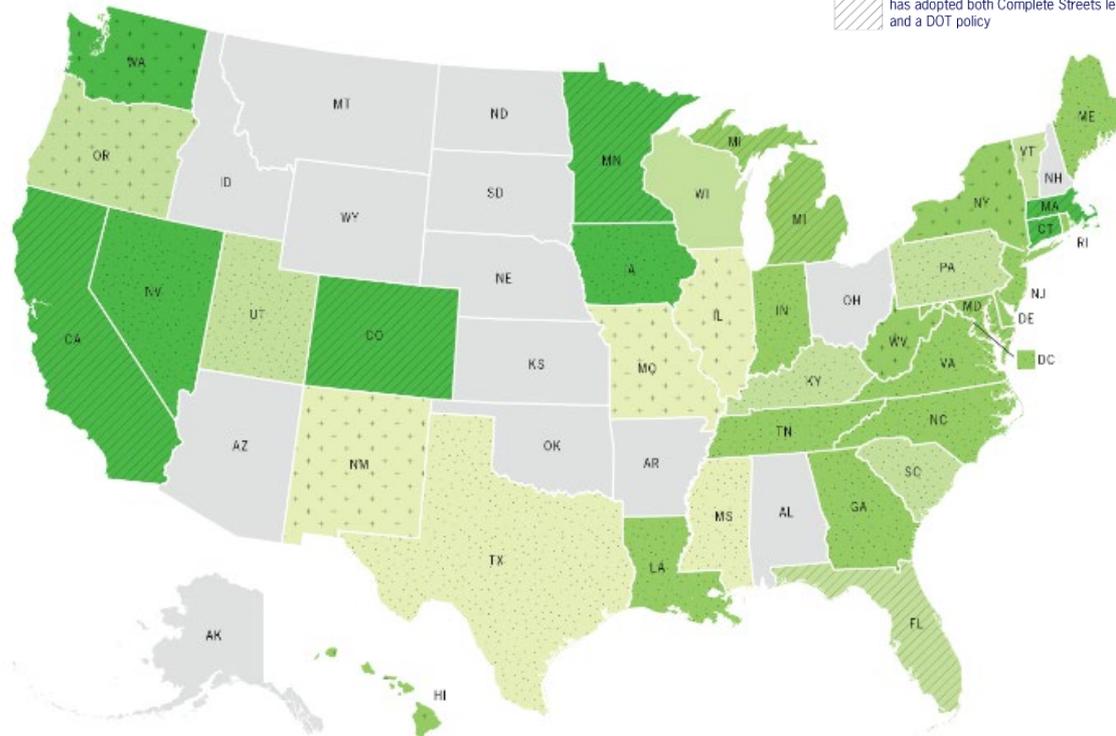
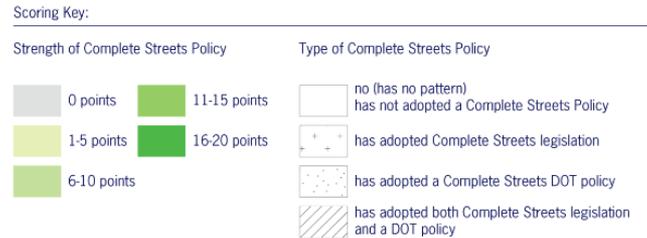
# REFLECTIONS

## Complete Streets Policies

- 37 states with Complete Streets policies
- KY, WA, and WI revised their policies since 2022

Making Strides: 2024 State Report

### Complete Streets: Policy Type & Strength



# REFLECTIONS

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## Active Transportation Goals & Planning

- Walking/Biking Goals
  - 16 states included goals for increasing both walking & biking, 5 of which included a specific percentage or numerical increase
- Bicycle and Pedestrian Plans
  - 26 states have a bicycle or pedestrian plan updated within the last 10 years, majority include both, down from 33 in 2022

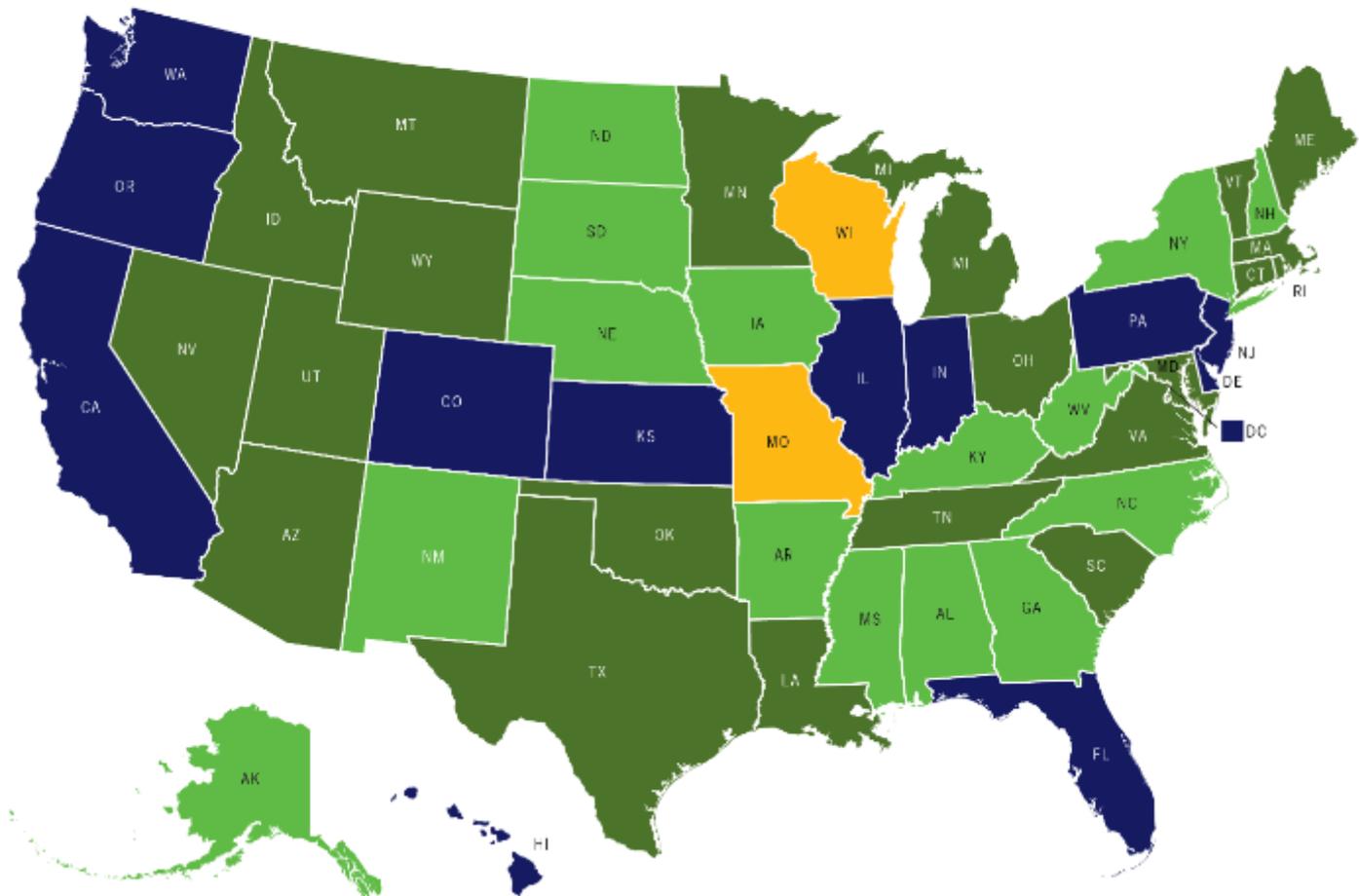




## Core Topic Area 2: Federal and State Active Transportation Funding

# Making Strides: 2024 State Report

## Federal and State Active Transportation Funding





# Arizona 2024

WARMING UP



OVERALL SCORE

87 / 200

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

## 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
<b>Total</b>	<b>55 / 80</b>





# Arizona 2024

WARMING UP



OVERALL SCORE

87 / 200

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

## 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

- Focus is on state implementation of the Transportation Alternatives Program (~\$4-128M/state/year)
- TAP is the major federal source of transportation funding for biking, walking, Safe Routes to School
- Three key phases track how states get the funding out the door: transfers, awards, and obligation



# Arizona 2024

WARMING  
UP



OVERALL SCORE

87 / 200

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

## 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

- Ensuring funding gets in the hands of those who need it most requires:
  - Prioritizing funding
  - Providing matching funds
  - Supporting TAP applicants

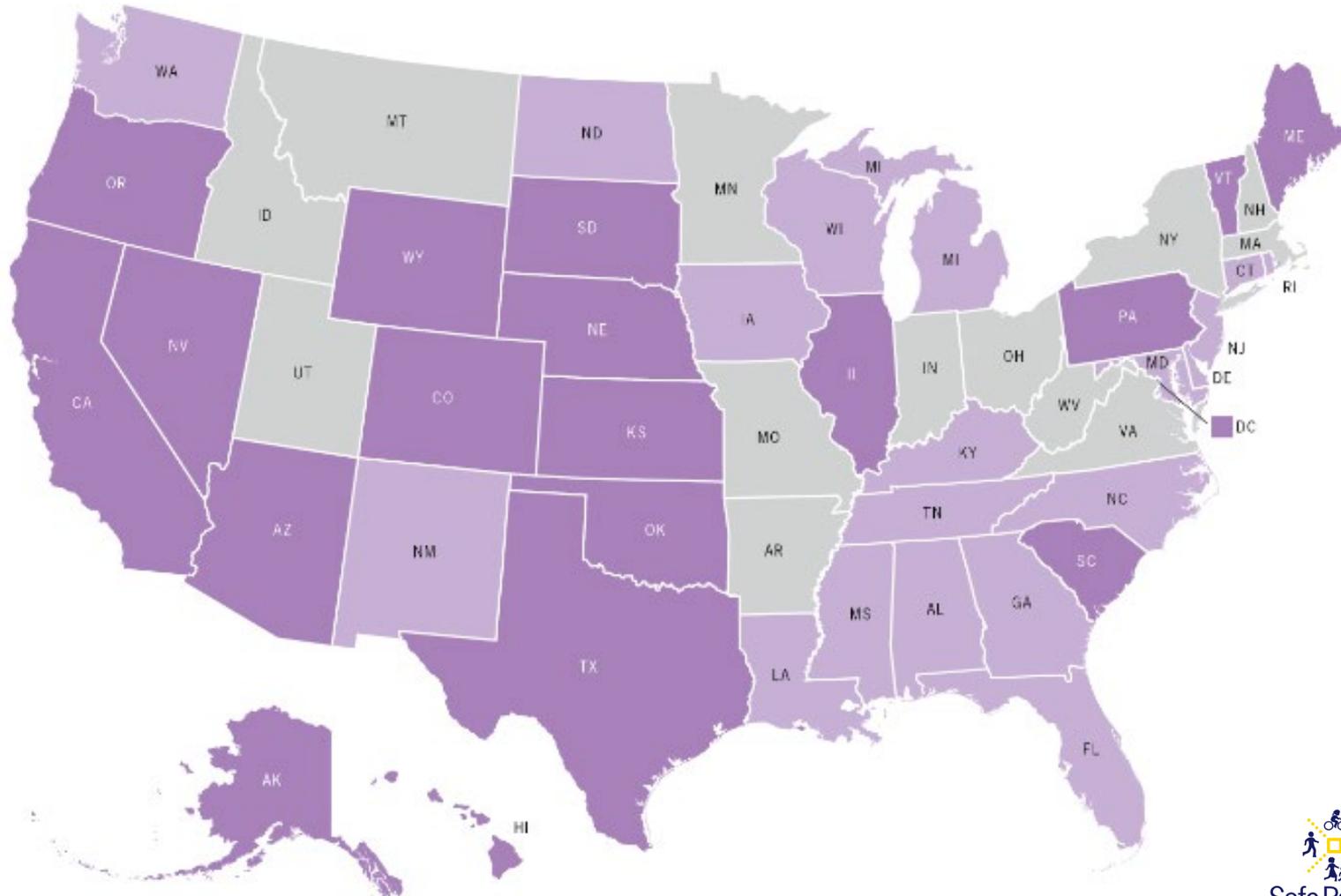


# Making Strides: 2024 State Report

## Define and Prioritize High Need Communities within TAP

### Scoring Key:

-  Prioritizes high need communities through a clear process that is publicly communicated
-  Prioritizes high need, but process is less clear
-  Has not defined high need





# Arizona 2024

WARMING UP



OVERALL SCORE

87 / 200

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

## 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





# Arizona 2024

WARMING UP



OVERALL SCORE

87 / 200

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

## FEDERAL AND STATE ACTIVE TRANSPORTATION FUNDING

### 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

- Focus is on state, not federal, money
- This section asks: Is state funding available? How much funding is spent on walking, bicycling, and Safe Routes to School per capita, and does the state consider high-need communities when spending its money?



# REFLECTIONS

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## Federal funding:



Very few states are transferring funding out of TAP  
Many more states are providing support to applicants



Several states still have not defined and prioritized high need communities

## State funding:

- Surpassed \$1 Billion in dedicated state money
- 33 states dedicate state funding for walking and biking
- The two-year average for annual state spending on active transportation rose, as did per capita spending
- 14 states prioritize high-need communities



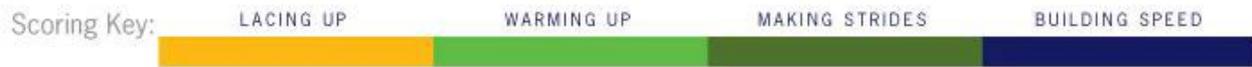
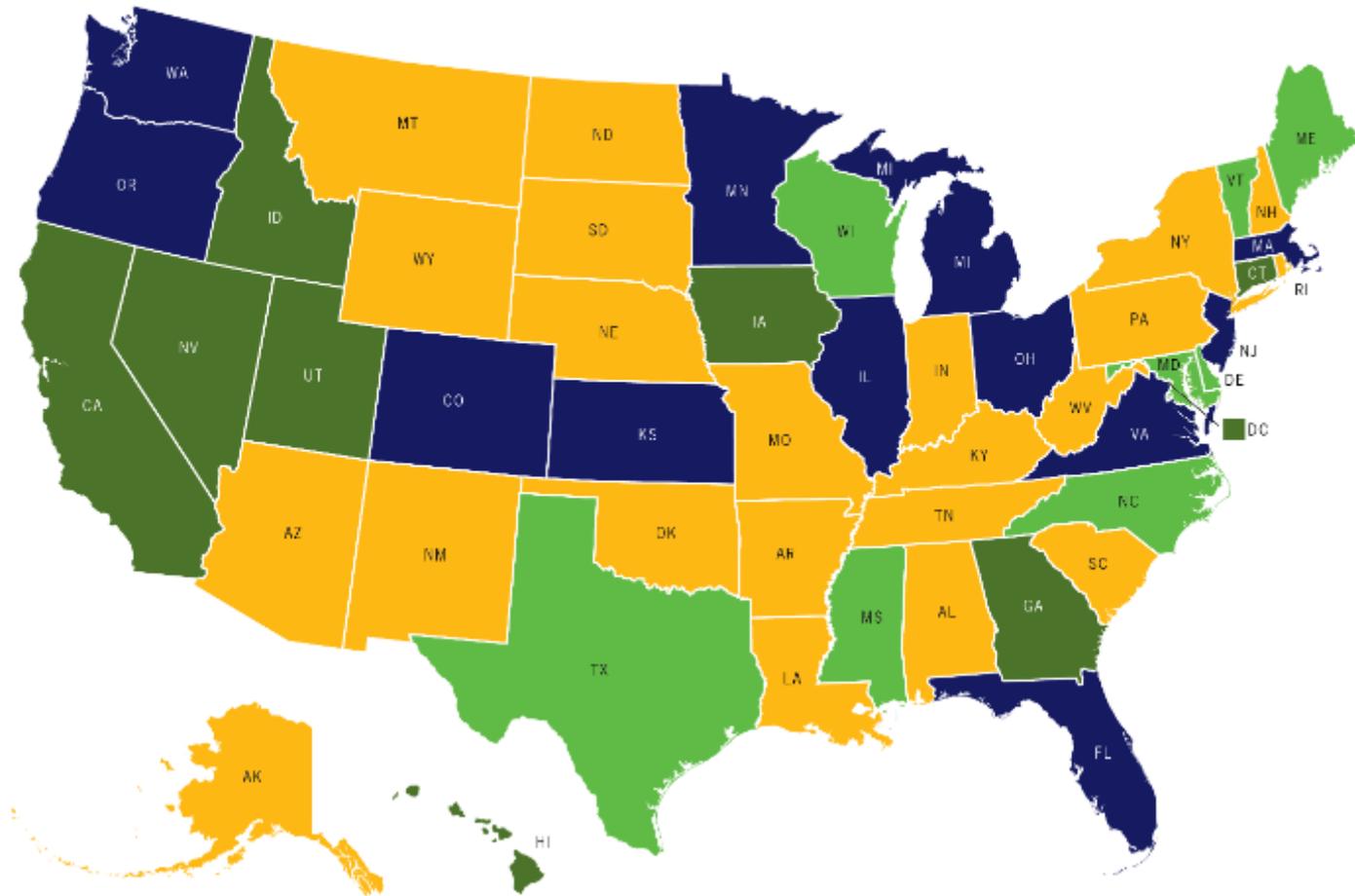
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# Core Topic Area 3: Safe Routes to School Funding and Supportive Practices

Making Strides: 2024 State Report  
Safe Routes to School Funding and Supportive Practices



# Colorado 2024

BUILDING  
SPEED



OVERALL SCORE

172 / 200

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

## 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



# Colorado 2024

BUILDING  
SPEED



OVERALL SCORE

172 / 200

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

## 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

- This subtopic is focused on getting funding into the hands of local schools / school districts so they can run effective Safe Routes to School programs

# Colorado 2024

BUILDING  
SPEED



OVERALL SCORE

172 / 200

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

## SAFE ROUTES TO SCHOOL FUNDING AND SUPPORTIVE PRACTICES



### 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

- Here we look at what types of support and technical assistance a state provides to help Safe Routes to School programs operate in accordance with best practices

# REFLECTIONS

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## Good News:

- Increased number of states prioritizing Safe Routes to School in TAP
- More states are providing resources to reach underserved demographic groups

## Needs Improvement:

- Just over half of states have at least 1 full-time SRTS coordinator, 18 have more have at least 2 FTE
- Over half of states provide technical assistance or a statewide resource center on Safe Routes to School
- Only 23 states provide resources to reach underserved demographic groups
- Only 32 states allow funding for non-infrastructure

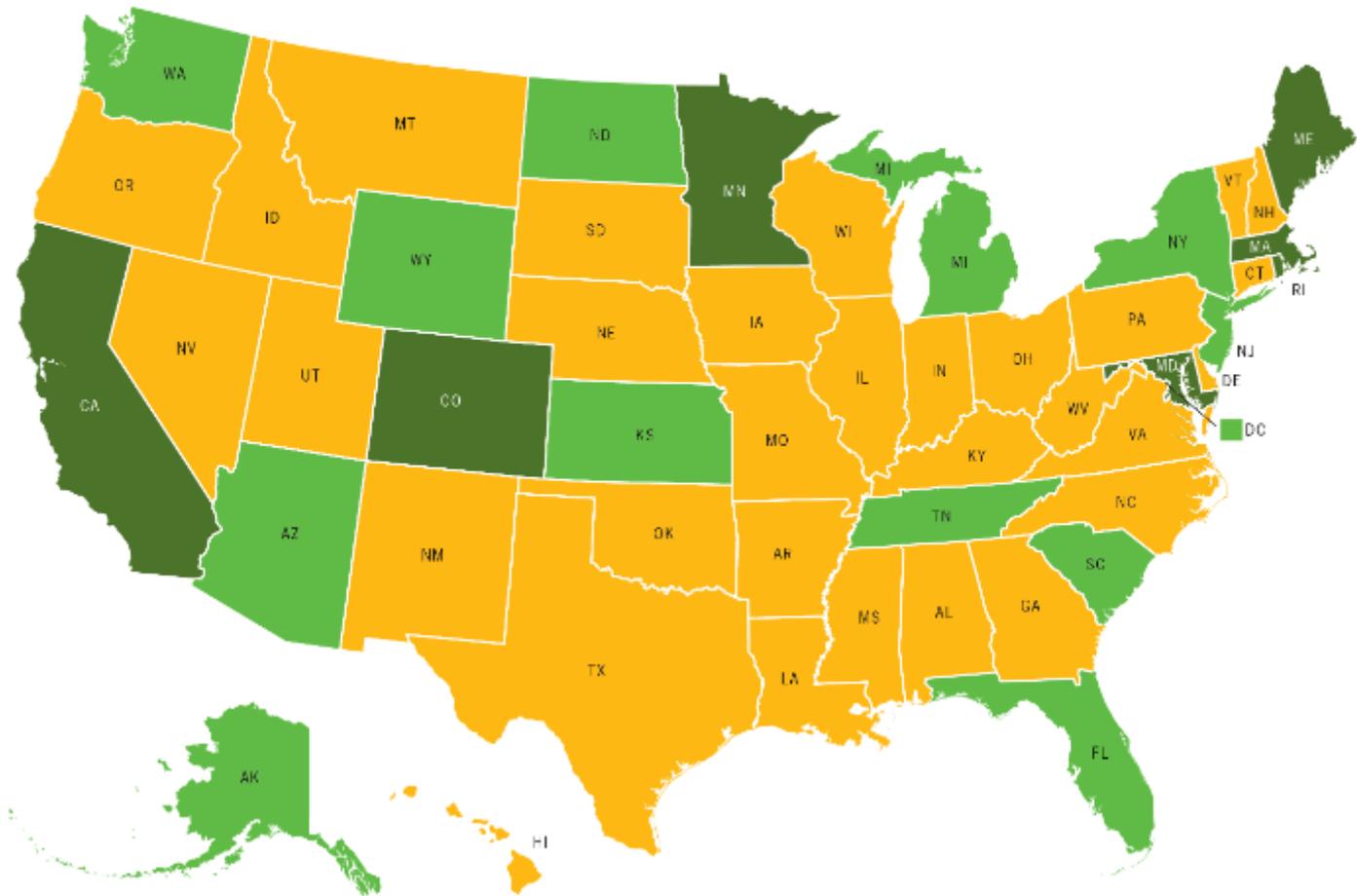




## **Core Topic Area 4: Active Schools and Neighborhoods**

# Making Strides: 2024 State Report

## Active Schools and Neighborhoods



Scoring Key:



# Tennessee 2024

WARMING  
UP



OVERALL SCORE

96 / 200

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

## 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
	<b>11 / 30</b>



# Tennessee 2024

WARMING  
UP



OVERALL SCORE

96 / 200

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

## 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 shared-use agreements open up school playgrounds, fields, and facilities for recreational use by community members outside of school hours
- Supportive state policies & funding are two of the key ways to overcome fears and challenges with shared use



# Tennessee 2024

WARMING  
UP



OVERALL SCORE

96 / 200

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

## ACTIVE NEIGHBORHOODS AND SCHOOLS

### 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

- School siting & design involves state policies that affect school siting decisions by local school districts.
- Indicators look at whether states require large school sites for new schools (which gets them negative points) & whether state siting guidelines encourage walking, biking or physical activity in other ways.



# REFLECTIONS

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- Shared use
  - The number of states with shared use policies hasn't changed since 2020
  - Number of states with incentives has been steady since 2022



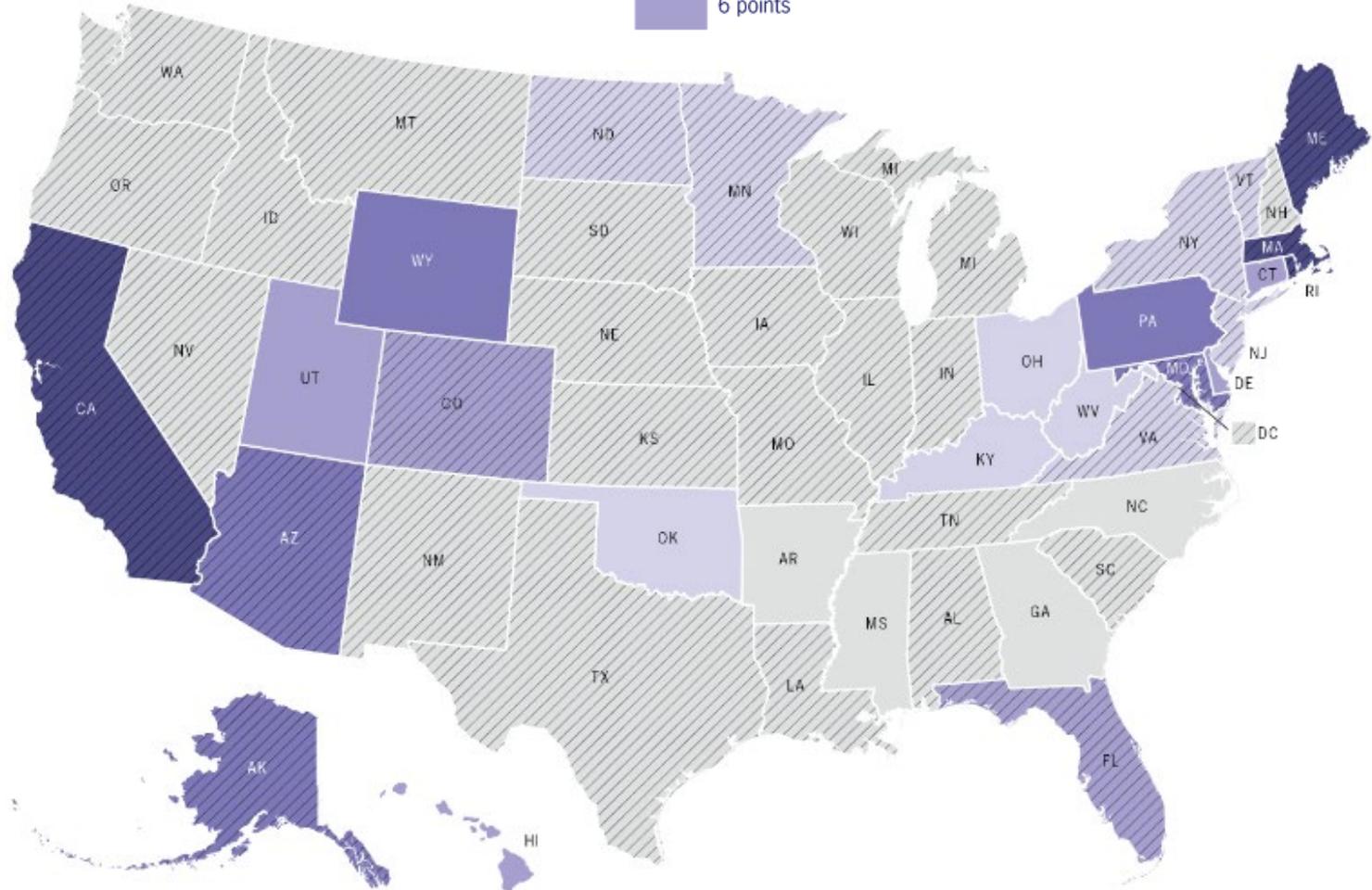
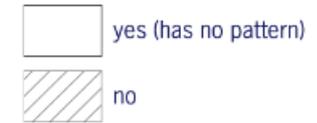
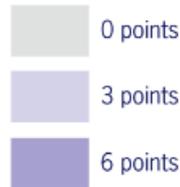
# Making Strides: 2024 State Report

## School Siting: Supportive Guidelines & Minimum Acreage Requirements

### Scoring Key:

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

Requires large school sites (minimum acreage guidelines)





# Overall Reflections & Actions



# OVERALL REFLECTIONS

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- Most states still in the middle categories
- Average score across the country was 95.5 out of 200 points
- Colorado achieved the highest grade of Building Speed for the first time
- In every region of the country, there was at least one state with a fairly high score
- Every state has at least one area where it has taken considerable steps, but every state has the opportunity to do more



# FACTSHEETS



## Making Strides: 2024 State Report Cards

UNDERSTANDING THE SCORES AND GRADING



www.saferoutespartnership.org

## Making Strides: 2024 State Report Cards

HOW TO USE YOUR STATE'S REPORT CARD ON WALKING, BIKING, AND PHYSICAL ACTIVITY

The 2024 Making Strides state report cards span four core topic areas and support walking, biking, and active communities. Understand at a glance how to use your state's report card that support and promote physical activity room for improvement, making active communities.

### WHY STATE SUPPORT FOR WALKING, BICYCLING, AND PHYSICAL ACTIVITY MATTERS

#### Physical Activity Matters

- > Studies have shown that physical activity is important for everyone.<sup>1</sup>
- > For children, the benefits of physical activity include improved attention and memory, reduced risk of depression, improved aerobic fitness, and reduced risk of chronic diseases like type 2 diabetes.<sup>2</sup>
- > For adults, physical activity includes 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.<sup>3</sup>
- > More walking, bicycling, and physical activity can also provide an increased sense of community and less social isolation, higher cognitive functioning, less air pollution and fewer climate changing emissions.<sup>4</sup>

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Safe Routes PARTNERSHIP  
Active Paths for Equity & Health

www.saferoutespartnership.org



BOOST YOUR STATE'S SCORE – ACTION STEPS FOR STATE DEPARTMENTS OF TRANSPORTATION USING NEW OPPORTUNITIES IN FEDERAL LAW



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ACTION STEPS FOR CHAMPIONS TO BOOST YOUR STATE'S SCORE – NEW OPPORTUNITIES FROM THE BIPARTISAN INFRASTRUCTURE LAW



shape whether these federal resources are invested in ways that support walking, bicycling, rolling, and active kids and communities.

Every two years, Safe Routes Partnership takes inventory of how states are doing influencing the flow of federal transportation funds to support walking, bicycling, and Safe Routes to School as part of the Making Strides: State Report Cards on Walking, Bicycling, and Active Kids and Communities. The 2022 Making Strides state report cards evaluate each state on 27 indicators spanning four core topic areas that focus on key areas for state action to promote and support physical activity. High-scoring and lower-scoring states alike require sustained commitment from state agencies and policymakers to support physical activity – and maintain and raise report card scores.

### Core topic area: Federal Active Transportation Funding

SUBTOPIC:	INDICATOR:	BIL OPPORTUNITY:	ACTION STEPS:	HELPFUL RESOURCES:
Use of Federal Funding for Active Transportation	Retained TAP funding without transfers	The Transportation Alternatives Program (TAP) is the major source of federal funding for walking, bicycling, Safe Routes to School, and trails. The BIL nearly doubled funding for TAP, from \$850 million annually for fiscal years 2018 through 2020 to an average amount of \$1.44 billion from 2022 through 2026. The BIL created new requirements to deter states from transferring TAP funds. Before states may transfer funds to other uses, they must demonstrate that they have run TAP competitions that resulted in inadequate project proposals or no community interest in the available funding.	Make TAP funding information and personnel contacts on the state DOT website easy to locate. Boost information about TAP funds and share widely to eligible entities (local governments, school districts, tribal communities, nonprofits, transportation agencies, state extension services etc.) to ensure that they know funds are available and how/when to apply.	<a href="#">Transportation Alternatives Funding Tables from Federal Highway Administration</a> (see <a href="#">Supplementary Tables 2 and 3</a> )
	Awarded TAP projects		While obligation can get delayed due to lack of progress at the local level, state DOTs can get creative with what is within their power to expedite project delivery (and along with that obligation rates). Utilize the new provision in BIL allowing five percent of TAP funds to be used to improve access to the program and expediting project delivery.	<a href="#">Quarterly TAP Tracking Chart</a>
	Obligated state-controlled TAP funds		Check your state's obligation rate. Connect with local governments or your state's municipal league to hear about barriers local governments are having implementing TAP projects to identify creative solutions to expedite project delivery.	Ideas for how states provide support to TAP applicants: hold workshops with department of transportation staff and local communities; host office hours for communities to ask questions; provide design assistance; reimburse applicants for cost estimates and plan development.
	Provides special consideration for high-need communities in TAP awards	The BIL requires states to define and prioritize high need communities in TAP project selection and implementation. <sup>2</sup>	Develop a definition for "high need" communities for your state and decide how you will prioritize high need communities in TAP project selection. Ideas include setting aside funds, adding points to scoring rubrics, providing matching funds for high-need communities. Be sure to advertise these changes on your TAP website and work with partners to conduct outreach to encourage applications from high need communities.	<a href="#">Fact sheet on defining and prioritizing high-need communities with examples from states across the country</a>
Provides matching funds for high-need communities	The BIL provides states with flexibility related to the local match requirement. Match may not be calculated at the program level (not individual projects), allowing states to structure match requirements to enable high-need communities to provide a lower match percentage or no match at all.	Incorporate ideas from active transportation stakeholders, such as bicycle and pedestrian advisory committees or other planning committees. Invite community members to engage in this process.	Use flexibilities in BIL to lower match requirement for TAP funding. Options include using Highway Safety Improvement Program funds, toll credits, state funds, or to average the match at the program level rather than requiring each project to fulfill the full 20 percent match. Convey the program updates to potential applicants, especially those in small, rural, and lower-income communities. Partner with active transportation stakeholders, state extension agents, your state's municipal league to convey updated program resource information to applicants.	<a href="#">States may use state funds or toll credits as the match</a> (see <a href="#">Fig. 3 on pg. 75</a> ) <a href="#">Guidance on toll credits</a>





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## Webinars

One of the great ways that we love to share resources and expertise is through our regular webinars. Our webinars feature our staff and incredible advocates, Safe Routes to School program staff, government officials, elected leaders, and others from around the country sharing their knowledge and learning on a diverse range of topics.



Thank you!  
Please take our survey!



# Questions?



**We're here to help!**

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