

Transportation Alternatives Program - State of the States - June 30, 2023

STATE	TAP FY13 - PRESENT		BIPARTISAN INFRASTRUCTURE LAW FY22-PRESENT						
	Total Funding to state FY13 - present	Funding Available (FY22 - present)	Total Obligated on Projects	Total Obligated on Tech. Asst.	Percent Obligated	Change from Prior Quarter	Total Transferred (FY22 on)	Total Let Lapse by State (FY22 on)	Funds Lapsing on 10/1/23
ALABAMA	\$193,290,381	\$54,544,963	\$13,588,155		25%	\$8,047,184	\$-	\$1,037,864	\$2,590,591
ALASKA	\$64,785,451	\$19,247,429	\$2,569,900		13%	\$2,399,790	\$-	\$-	\$-
ARIZONA	\$192,101,733	\$54,376,748	\$10,749,089		20%	\$2,336,572	\$-	\$-	\$397,985
ARKANSAS	\$120,501,028	\$34,042,872	\$3,450,077		10%	\$2,037,681	\$-	\$-	\$-
CALIFORNIA	\$852,935,007	\$237,343,540	\$123,908,031		52%	\$32,497,597	\$-	\$-	\$-
COLORADO	\$131,076,668	\$37,120,374	\$7,330,967		20%	\$2,474,022	\$-	\$-	\$-
CONNECTICUT	\$105,776,839	\$29,575,941	\$3,557,654	\$624,000	14%	\$798,240	\$-	\$-	\$-
DELAWARE	\$35,473,857	\$10,561,593	\$2,829,233		27%	\$119,380	\$-	\$-	\$-
DIST. OF COLUMBIA	\$30,520,348	\$9,158,909	\$1,684,422		18%	\$21,422	\$-	\$-	\$-
FLORIDA	\$605,335,631	\$163,538,834	\$90,132,614		55%	\$33,153,325	\$-	\$-	\$-
GEORGIA	\$394,664,219	\$109,200,590	\$25,164,926		23%	\$23,074,692	\$-	\$-	\$-
HAWAII	\$34,823,280	\$4,712,926	\$342,640		7%	\$342,640	\$-	\$-	\$314,024
IDAHO	\$50,074,538	\$15,257,866	\$10,486,040	\$86,337	69%	\$1,494,964	\$-	\$-	\$-
ILLINOIS	\$343,353,119	\$94,738,789	\$31,664,646		33%	\$5,265,616	\$-	\$-	\$-
INDIANA	\$271,910,173	\$76,325,964	\$22,343,785		29%	\$9,816,076	\$-	\$-	\$-
IOWA	\$114,610,818	\$32,442,531	\$6,361,991		20%	\$80,197	\$-	\$-	\$-
KANSAS	\$116,525,972	\$32,819,191	\$12,325,252		38%	\$699,680	\$-	\$-	\$-
KENTUCKY	\$147,337,335	\$41,666,760	\$7,839,045		19%	\$1,273,108	\$-	\$-	\$-
LOUISIANA	\$132,487,742	\$37,111,197	\$10,167,851		27%	\$5,021,579	\$-	\$-	\$1,582,218
MAINE	\$26,324,108	\$8,625,553	\$1,407,477		16%	\$231,500	\$-	\$-	\$-
MARYLAND	\$138,686,847	\$35,927,670	\$6,657,760		19%	\$375,698	\$-	\$-	\$480,363
MASSACHUSETTS	\$133,372,985	\$37,249,504	\$14,952,026		40%	\$1,767,573	\$-	\$-	\$-
MICHIGAN	\$298,889,716	\$84,037,144	\$18,667,976		22%	\$308,517	\$-	\$-	\$-
MINNESOTA	\$182,902,754	\$50,585,941	\$28,363,045		56%	\$4,084,148	\$-	\$-	\$-
MISSISSIPPI	\$117,345,384	\$33,373,130	\$3,999,914		12%	\$1,456,691	\$-	\$-	\$-
MISSOURI	\$226,929,040	\$63,017,301	\$9,033,335		14%	\$1,973,254	\$-	\$2,724,832	\$1,979,273



This chart details each state's progress in obligating funds in the Transportation Alternatives Program (first created in 2013). New TAP funds are made available annually, and the total a state has received is reflected in the Funding Available column.

Obligation is a technical term reflecting the amount the state has expended or contracted to spend on awarded projects. It measures a state's progress in holding funding competitions, selecting projects, and moving forward on the implementation of projects.

Transfers are when a state chooses to transfer a portion of TAP (up to 41% is allowed provided that a state has first held a competition, provided technical assistance, and there were not enough suitable projects) to other road projects.

Lapsed funds happen when a state fails to obligate the funding within 4 years and the funds revert back to the federal government. If a state has transferred or let funds lapse, it means less money for Safe Routes to School, biking and walking.

Funds flagged as "Funds Lapsing on 10/1/23" are any TAP funds from FY2020 that, if not obligated by 9/30/23, will lapse and be returned to the federal government, no longer available for TAP grants.



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MONTANA	\$56,022,996	\$16,870,171	\$3,624,701	\$147,186	22%	\$935,607	\$-	\$-	\$-
NEBRASKA	\$71,428,358	\$20,139,756	\$3,520,056		17%	\$-	\$-	\$-	\$-
NEVADA	\$63,134,441	\$18,429,746	\$7,530,979		41%	\$508,493	\$-	\$-	\$-
NEW HAMPSHIRE	\$33,754,720	\$10,482,429	\$2,886,033		28%	\$41,718	\$-	\$-	\$-
NEW JERSEY	\$208,188,116	\$58,217,308	\$10,045,038		17%	\$180,100	\$-	\$-	\$-
NEW MEXICO	\$75,747,273	\$21,936,404	\$6,842,594		31%	\$2,021,765	\$-	\$-	\$-
NEW YORK	\$330,956,144	\$91,226,861	\$18,706,699	\$925,634	22%	\$3,951,811	\$-	\$-	\$1,275,251
NORTH CAROLINA	\$273,236,038	\$75,244,819	\$56,747,608		75%	\$39,797,031	\$-	\$-	\$-
NORTH DAKOTA	\$41,350,015	\$12,373,004	\$1,994,324		16%	\$(1,225,048)	\$-	\$-	\$-
OHIO	\$332,070,258	\$90,593,152	\$44,169,764		49%	\$6,390,316	\$-	\$-	\$-
OKLAHOMA	\$159,095,153	\$45,111,642	\$4,431,598		10%	\$1,469,712	\$-	\$-	\$1,541,750
OREGON	\$96,228,899	\$27,689,043	\$23,361,620		84%	\$9,220,530	\$-	\$-	\$-
PENNSYLVANIA	\$321,106,159	\$89,871,542	\$13,140,830	\$52,005	15%	\$3,776,086	\$-	\$-	\$1,475,044
RHODE ISLAND	\$30,113,527	\$9,090,864	\$4,868,412		54%	\$683,442	\$-	\$-	\$-
SOUTH CAROLINA	\$184,264,083	\$51,395,873	\$3,206,888		6%	\$874,458	\$-	\$-	\$595,624
SOUTH DAKOTA	\$54,276,088	\$15,878,140	\$5,890,929		37%	\$273,752	\$-	\$-	\$-
TENNESSEE	\$210,799,043	\$59,333,033	\$4,166,737		7%	\$-	\$-	\$-	\$8,629,148
TEXAS	\$942,112,658	\$254,213,837	\$24,999,275	\$2,648,198	11%	\$21,766,996	\$-	\$-	\$14,988,206
UTAH	\$64,380,726	\$19,067,820	\$3,140,548		16%	\$1,112,852	\$-	\$-	\$-
VERMONT	\$28,024,747	\$8,672,249	\$2,106,381		24%	\$1,478,055	\$-	\$-	\$83,850
VIRGINIA	\$256,155,044	\$89,452,301	\$13,856,379		15%	\$7,717,711	\$-	\$-	\$2,362,798
WASHINGTON	\$135,970,788	\$38,591,105	\$23,467,139		61%	\$5,263,832	\$-	\$-	\$-
WEST VIRGINIA	\$72,131,053	\$21,038,055	\$2,823,123		13%	\$2,230,716	\$-	\$-	\$993,299
WISCONSIN	\$213,047,057	\$60,276,361	\$9,357,368		16%	\$4,562,724	\$-	\$7,062,565	\$3,684,964
WYOMING	\$29,306,247	\$9,454,442	\$2,039,586		22%	\$1,238,646	\$-	\$-	\$-
TOTAL	\$9,344,934,604	\$2,621,253,217	766,502,456	\$4,483,360	29%	\$255,422,451	\$-	\$11,365,623	\$42,974,387



Have questions? Contact Marisa Jones at marisa@saferoutespartnership.org