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Safe Routes to School State Network Project

Leveraging federal transportation dollars to increase physical activity opportunities for children

INTRODUCTION

The Safe Routes to School state network project brings key players together to ensure that states spend their federal funding for Safe Routes to School—especially in low-income communities and communities of color. The project also focuses on state and local policy change to support walking and bicycling to school.

From 2007 to 2011, the network project helped 20 states, the District of Columbia, and three regions develop networks, composed of advocacy organizations, state and local agencies, and others, to advance Safe Routes to School programs. Beginning in late 2011, the network project expanded to all states through the National Learning Network and three more regions while pursuing more in-depth work in seven states. See Appendix 1 for information on the states and regions.

The Safe Routes to School National Partnership (National Partnership) manages the State Network Project, providing advocacy organizers to work in selected states and a national learning network.

The Robert Wood Johnson Foundation (RWJF) has funded the state network project with three grants totaling more than $5.1 million to the end of 2014.[1] (*See Appendix 2 for a list of people interviewed for this report and Appendix 3 for a list of other funders.*)

WHAT IS THE PROJECT ABOUT?

The State Network Project brings together state departments of health, transportation, and education; advocacy organizations; local governments and schools; and researchers to ensure that states spend their federal funding for Safe Routes to School, especially in low-income communities. The project also focuses on removing barriers that prevent children from walking and bicycling to school and engaging in other physical activity through state and local policy change.

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[1] Grant ID #s 58126 ($612,163; December 15, 2006 to December 14, 2009); 66261 ($1,495,078; December 15, 2009 to December 14, 2011); and 69063 ($2,999,725; December 14, 2011 to December 14, 2014)

The state network project is part of the Safe Routes to School National Partnership, comprised of hundreds of partnering organizations, government agencies, and professional groups. The Bikes Belong Foundation provides financial and administrative support for both the project and the National Partnership.[2] (RWJF helped support the establishment of the National Partnership in 2005.[3] Read the Program Results Report.)

Developing Safe Routes to School

Safe Routes to School is a movement to create safe, convenient, and fun opportunities for children to walk and bicycle to school. In the United States, federal funding for Safe Routes to School began in 2005, when Congress passed the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU—pronounced "safety-loo"). The law authorized $612 million for Safe Routes to School through 2009, and Congress continued to fund the program through fiscal year 2012, for a total of nearly $1.15 billion.

SAFETEA-LU provided Safe Routes to School funds to all 50 states and the District of Columbia. The law required the transportation department in each state to designate a full-time coordinator to manage the program. Schools, school districts, local governments, and nonprofit organizations then applied to the state for funding for specific local projects.

SAFETEA-LU required each state to spend most of its Safe Routes to School funding on infrastructure projects such as sidewalks, bicycle lanes, safe crossings, and other street-scale improvements. However, states could also spend 10 to 30 percent of the SAFETEA-LU funds on programs such as educating children and adults on walking and bicycling safely, improving enforcement of speed limits and traffic rules, and organizing events to encourage walking and bicycling.

In 2012, under Moving Ahead for Progress in the 21st Century (MAP-21), a successor law to SAFETEA-LU, Congress consolidated the Safe Routes to School program and other bicycling and walking programs under a new Transportation Alternatives Program. Schools, school districts, and local governments may still apply to the state for funding for specific local projects. The new law also continued and expanded funding for the Highway Safety Improvement Program, which provides funding that states can use to make roads safer, including for walking and bicycling.

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[2] Bikes Belong is a national coalition of bicycle retailers and suppliers working to put more people on bicycles more often. The Bikes Belong Foundation is a 501(c)3 nonprofit focused on bicycle safety and children's bicycle programs.

[3] ID# 55526 ($50,000; October 1, 2005 to September 30, 2006)

WHAT PROBLEMS IS THE PROJECT ADDRESSING?

By 2006, nearly one in three children and adolescents in the United States—more than 23 million young people—were overweight or obese.[4] Walking and bicycling to school is one way to increase children's physical activity and thus combat childhood obesity—while also improving air quality and improving safety. Yet the share of children who walked or bicycled to school in the United States fell from 42 percent in 1969 to 16 percent in 2001.[5]

The many reasons for this include a lack of sidewalks, pathways, and crosswalks, and parents' concerns about traffic dangers and their children's overall safety. Another barrier is that communities often now site schools in outlying areas rather than their centers. "If a district closes a school and moves it seven miles away, there's not going to be a lot of walking and bicycling to school," notes Robert Ping, the former technical assistance director for the National Partnership.

State transportation departments are sometimes reluctant to spend Safe Routes to School funds because they traditionally focused on highways and bridges, and they did not always have enough staff to work on the program, says Jamie B. Bussel, MPH, RWJF program officer. "State Safe Routes to School coordinators and advocates needed support in ensuring that these dollars got spent, and in a way that makes a difference."

For their part, communities face a complex, time-consuming process in applying for Safe Routes to School funds, and in complying with federal regulations if they do receive funding. Localities must also complete an approved Safe Routes to School project *before* receiving the federal funds via the state, and in most states under MAP-21, localities are required to raise a 20 percent match for any funds provided. Low-income communities, in particular, often lack the time, expertise, funds, and connections to apply for Safe Routes to School funding and then implement a project.

HOW DOES THE PROJECT WORK?

The state network project organizes coalitions in each state to ensure that the transportation department actually spends Safe Routes to School funds—and does so on quality projects, especially in low-income communities—and that walking and bicycling are state and local policy priorities. Network partners include officials from state

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[4] National Collaborative on Childhood Obesity Research (NCCOR) is a joint effort by the Centers for Disease Control and Prevention, the National Institutes of Health, RWJF, and the U.S. Department of Agriculture. See http://nccor.org/contact.php.

[5] U.S. Department of Transportation, Federal Highway Administration, *Nationwide Personal Transportation Study: Transportation Characteristics of School Children*. Washington, D.C., July 1972, online at www.fhwa.dot.gov/ohim/1969/q.pdf; Centers for Disease Control and Prevention, *Kids Walk to School, Then and Now: Barriers and Solutions*, Washington, D.C., online at www.cdc.gov/nccdphp/dnpa/kidswalk/then_and_now.htm.

departments of transportation, education, and health, and leaders from nonprofits promoting health, education, equity, transportation, youth, the environment, and smart growth. Most networks also include regional and local agencies such as metropolitan planning organizations, and some networks enlist hospitals, health insurers, and medical professionals.

Starting in 2007, with assistance from the National Partnership, up to 20 states, the District of Columbia, and five regions developed networks to advance their Safe Routes to School programs. Each network developed and implemented an action plan to advance its policy priorities.

Early in the project, the National Partnership contracted with an advocacy group in each state and region, which designated a staff member to spend 10 to 20 hours a week organizing the network.

Yet, by January 2009, state transportation departments nationally had distributed only 23 percent of SAFETEA-LU funds for Safe Routes to School to local communities for projects to promote healthy and safe physical activity for children. Without continued advocacy, it was clear that states were in danger of losing the remaining $460 million in such funds to Congressional rescission.

So the National Partnership project staff made changes to the advocacy approach.

Focusing on Key Policies and Low-Income Communities

One change by project staff was a strategic focus on three key policies that would offer "the best bang for the buck," says the National Partnership's Ping. The three policy priorities are:

- **Leverage public funding** for walking and bicycling construction projects.
- **Facilitate Complete Streets policy adaption and/or implementation at** a state or local level that entails designing streets for pedestrians, bicyclists, and public transit users of all ages and abilities as well as drivers.
- **Advance shared use agreements,** which allow public access to gymnasiums, athletic fields, and playgrounds through pacts between a municipality and a school or private organization.

In 2010, each network also began analyzing the extent to which the state transportation department had ensured that low-income communities receive their share of Safe Routes to School funds. The networks then began educating state officials on the need to provide planning grants, engineering services, and other assistance to such communities.

Expanding Nationwide

Starting in late 2011, the State Network Project began working in all 50 states and the District of Columbia, with more in-depth work in seven states (California, Florida, Mississippi, New Jersey, North Carolina, Ohio, and Tennessee). Full-time advocacy organizers, employed by the National Partnership, work within the seven states plus the National Partnership provides technical assistance to all states through a robust national learning network

See "Using Safe Routes to School to Fight Childhood Obesity in Mississippi."

"We felt there was a real opportunity to advocate across the nation to ensure that at least $300 million of existing and future federal funds would be expended," says Bussel, of the decision to expand the state network project nationwide in late 2011.

The seven states RWJF selected for in-depth work had high shares of low-income residents and people of color, high rates of childhood obesity, and strong potential for promoting walking and bicycling. Four of those states—California, Florida, Mississippi, and Tennessee—had already participated in the project, while three others—New Jersey, North Carolina, and Ohio—were new.

"Having the full-time presence shows we're committed, and has gone a long way to keep momentum going," says Kristine Kessel, network director at the National Partnership. The advocacy organizers also help transportation departments and others understand changes in Safe Routes to School funding under MAP-21.

Additionally, staff members at the National Partnership provide direct technical assistance to advocates in other states to enhance the potential for advocacy success, or support and develop solutions in states that face steep challenges.

Project Funding

RWJF, Kaiser Permanente and the Centers for Disease Control and Prevention (CDC) supported the state network project. RWJF supported 15 states from 2008 to 2011, and Kaiser Permanente supported five states and three regions from 2010 to 2011, adding three new regions in 2012. Kaiser Permanente and the CDC provided general support from 2008 to 2009. Since late 2011, RWJF has funded the seven states and the national learning network.

For a list of states and regions and funders for each, see Appendix 1.

WHAT ARE THE MOST SIGNIFICANT RESULTS SO FAR?

The state network project has engaged more than 900 agencies and organizations in state networks nationwide, including partners from a diverse group of state and local organizations—such as state transportation, education/schools, health agencies, professional associations (planning and engineering, law enforcement, and public health), hospitals, universities, faith-based organizations, and, of course, advocacy organizations.

The state networks are helping to ensure that states are spending federal funding available through SAFETEA-LU on Safe Routes to School projects that might otherwise go unused. For example, with this focused advocacy, between January 2012 and June 2013, $242 million was spent (obligated); a significant accomplishment, especially when compared with $470 million spent over the prior six years (September 2005 through all of 2011).

For instance, **New Jersey** announced $5.7 million in SAFETEA-LU funds for new Safe Routes to School walking and bicycling projects in 2013. These grants had sat unannounced for several months due in part to the reluctance of the New Jersey Department of Transportation (NJDOT) to award new funding when many of the local communities were already having difficulty implementing their previously awarded federal-aid projects.

“We used media, elected officials, letter-writing campaigns, op-eds, connections with the transportation board, and every way we could find to encourage them to get moving,” says the Partnership’s Ping. “It worked.”

Nora Shepard, the state’s advocacy organizer, agrees. “If not for the efforts of the National Partnership and our team, the funds might still not be awarded. They have so much to do at the NJDOT. We’ve been able to talk to people and keep the pressure on.”

State officials concur that the network has made an impact. It “has increased the number—and quality—of conversations between advocates, staff, and the front office,” says Elise Bremer-Nei, the state Safe Routes to School coordinator. The network “has helped to keep the program schedule moving, and it has allowed us to do something we don’t generally have time to do: tell the story of successes in New Jersey.”

Funded projects include sidewalks in Nutley and Vorhees, bicycle ways in Bergenfield and Egg Harbor City, and flashing school signs and high-visibility crosswalks in Garfield and Palisades Park. The state network is also working with the NJDOT to help these communities implement their projects.

In **California**, the network worked with researchers at the University of California–Berkeley to build the case with state transportation officials for spending more funds on safety improvements to support physical activity. The network also encouraged local

partners to apply for federal funds under the Highway Safety Improvement Program. Nearly 40 percent of projects supported with such funding in 2011—totaling $75 million—included a focus on walking and bicycling infrastructure such as sidewalks, paths, and street crossings.

Many state networks have also leveraged other federal, state, and local funding, such as from the CDC, health departments, and foundations.

Advancing Safe Routes to School in Low-Income Communities

State networks have used several strategies to ensure that low-income communities receive their share of Safe Routes to School funds, complete these projects, and have policies that promote physical activity.

Promoting Shared Use

People in low-income communities have fewer safe places to walk, bicycle, and be physically active than people in more affluent communities. That is why developing shared use agreements to let community members use gyms, athletic fields, and playgrounds at schools and other government or private facilities is so important.

In **Mississippi**, the efforts of the state network have resulted in 20 shared use agreements (14 of which are in low-income communities) under which schools and several churches have agreed to open their recreational facilities to local residents. The department of education helps identify schools in low-income communities to participate in such agreements. The Mississippi advocacy organizer collaborates with KaBOOM!, a nonprofit that works with local volunteers to build playgrounds; KaBOOM! has been providing technical assistance and some funding for playgrounds at four schools in Jackson.

The benefits of shared use go well beyond giving kids safe places to play and be active, says Jay Thompson, Mississippi's advocacy organizer. "Shared use agreements bring people together to exercise. When you exercise, you talk. When you talk, you build relationships. When you build relationships, you build trust. When the trust comes, the crime rates go down. All that gives a sense of pride in living in a community and can improve the quality of life of the citizens."

"The network brings together a lot of like-minded people," observes Shane McNeill of the Mississippi Department of Education. For example, the state chapter of the American Heart Association become involved in the state network, and has helped schools understand a new state law that limits liability for injuries that could occur in shared facilities.

Overall, “Learning about what works in one community is contagious—other communities want to do it, too,” he notes. Read more about Mississippi.

Other Strategies

In **New Jersey**, the state network staff found that when the NJDOT issued requests for Safe Routes to School applications, “the same communities were applying again and again—and not many communities that were disadvantaged,” says advocacy organizer Shepard. The network has worked to expand interest in Safe Routes to School and promote Complete Streets in low-income communities.

Although New Jersey adopted a Complete Streets policy in 2009, before it became part of the project, the network has “helped unify the voices of the advocates and the government agencies so we have a structured plan of action with concrete goals and performance measures,” said Laura Torchio, advocacy organizer until early 2013. Some 66 municipalities and five counties have now adopted Compete Streets policies—47 since the network became involved. The network is targeting another 37 communities.

In Trenton, which has such a policy, 31 percent of residents live below the poverty level, and 30 percent do not own a car. The network has highlighted Trenton’s story to show other low-income communities how they can implement Complete Streets. The National Complete Streets Coalition ranked New Jersey’s policy as the best among all states in 2010, and Trenton’s policy as one of the top 10 in 2012. In 2013, the network began working with the NJDOT and local groups to help other New Jersey communities implement Complete Streets—including providing assistance with a summit for policy-makers such as municipal administrators and town council members.

In **Missouri**, university student interns—working on a project for the state network in 2010—mapped out where the state was spending Safe Routes to School funds. The interns found that low-income communities were not asking for or receiving funds. The network “brought that to the department of transportation’s attention, and worked with social equity partners” to turn that around, says Ping, of the National Partnership. “Now, a good portion of Safe Routes to School funding in Missouri goes to low-income communities,” expanding more than five-fold in 2011.

In **Ohio** and **Florida**, state transportation departments elected to use toll revenues to provide the 20 percent match that MAP-21 requires for Safe Routes to School projects, to ensure that low-income communities could pursue those projects.

Other strategies by state networks to make walking and bicycling safer in low-income communities include forging partnerships with police organizations, as does the Safe Passages program in the **District of Columbia**, and expanding training and funding for crossing guards and student safety patrols in **Oklahoma** and **Virginia** in 2010–2011.

Creating a National Learning Network

A robust national learning network developed by the National Partnership enables state-level advocates, government officials, and other partners to share information and best practices and receive technical assistance. Resources include a 10-step guide to creating a state network, a guide to implementing Safe Routes to School in low-income schools and communities, an advocacy toolkit for navigating MAP-21,[6] monthly webinars, model policies and programs, and a blog.

For example, a webinar and a fact sheet include suggestions for fostering bicycling in low-income communities of color. Bicycling can be more difficult to promote in such communities "because it requires equipment and often carries a cultural stigma, and because low-income communities often have little infrastructure supporting bicycling," notes Ping, who managed the learning network.

An average of 400 people participate in each webinar, and the learning network attracts thousands of people in the Safe Routes to School movement. "We want to reach practitioners, advocates, decision-makers, and others," says Ping. "It's hard for them to find out what other people are doing on their own and we pull it all together for them."

Ping also notes that some state networks have used national exposure for their work through the learning network to attract other funding.

WHAT DOES THE FUTURE HOLD?

Nationwide, as of June 2013, some $231 million in SAFETEA-LU Safe Routes to School funds remained "unawarded" (not yet designated for specific projects) and $434 million remained "unobligated" (not yet spent, but already designated for projects). "We would like to make sure that all of these [remaining] dollars get spent and spent well," says RWJF's Bussel.

The work of the state network project and the National Partnership is more important than ever, given that MAP-21 lacks dedicated funding for Safe Routes to School. "There will always be folks who won't put walking and bicycling and the importance of street-scale improvements and Complete Streets before road construction and bridge repair," says Bussel.

Voices for Healthy Kids

The Safe Routes to School National Partnership is also collaborating with the Voices for Healthy Kids project, which is mobilizing people to make their communities healthier

[6] This toolkit was produced by a steering committee partner of the Safe Routes to School National Partnership.

and reverse the trend of childhood obesity. RWJF and the American Heart Association started Voices for Healthy Kids in 2013, to advocate for local, state, and federal policies that encourage young people to eat healthier food and be more active.[7]

The National Partnership is one of six organizations participating in Voices for Healthy Kids, each managing work in one arena. The National Partnership is expanding access to safe spaces for physical activity through shared use agreements and street-scale policies, and sharing best practices and lessons learned from the State Network Project, with a focus on underserved communities.

"We hope that by encouraging physical activity and addressing lack of access to safe streets and school recreation facilities," says Bussel, "all children can be healthy and physically active where they live and learn."

[7] Grant ID # 70587 $9,807,858 (February 1, 2013 to January 31, 2014)

USING SAFE ROUTES TO SCHOOL TO FIGHT CHILDHOOD OBESITY IN MISSISSIPPI

Mississippi has long topped the list of states with the highest rates of childhood (and adult) obesity. In 2007, 44.4 percent of children ages 10 to 17 were overweight or obese.

"It's no secret that Mississippi is the most unhealthy and obese state in the nation," says Jay Thompson, an advocate in the state who works for the Safe Routes to School National Partnership. "In the past, the culture in Mississippi has led to sedentary lifestyles. Food is often the nucleus of everything here, and the selections are rarely healthy foods. It's typically been the culture of the South."

To help create a healthier culture, leaders across the state are working together to promote physical activity and healthy eating. The Safe Routes to School State Network Project is one example. For more on the project, read the Progress Report.

The project aims to ensure that states use federal funds for Safe Routes to School projects to provide street-scale improvements such as sidewalks and bicycle lanes, and to enact policies that promote walking, bicycling, and other physical activity, especially in low-income communities. The Safe Routes to School National Partnership manages the state network project in Mississippi and nationally. The project is funded by the Robert Wood Johnson Foundation.[8]

Coordinating Key Players

In 2010 and 2011, the National Partnership contracted with Bike Walk Mississippi, an advocacy group, to spend 20 hours a week attracting participants to a state network, and developing and implementing an action plan. Then, in late 2011, when the National Partnership targeted Mississippi as one of seven key states, it hired Thompson as a full-time state advocacy organizer.

The Mississippi Department of Transportation holds the purse strings for the Safe Routes to School funds, while the Mississippi State Department of Health helps identify low-income communities to focus on. Other members of the network include a children's hospital, a children's museum, a neighborhood association, several cities, regional planning organizations, and advocacy organizations. Chip Johnson, mayor of Hernando and a strong advocate of Safe Routes to School, is the honorary network chair. "He loves our kids and the communities, and is passionate about improving the quality of life for Mississippians. He also has a level of influence that is beyond measure throughout the state," said Thompson.

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[8] Grant ID# 58126: $612,163 (December 1, 2006 to December 14, 2009); ID# 66261: $1,495,078 (December 15, 2009 to December 14, 2011); and ID# 69063: $2,999,725 (December 15, 2011 to December 15, 2014)

The state network plays a key role in coordinating work on Safe Routes to School statewide. “The power of getting these people together on a regular basis can’t be underestimated,” says Shane McNeill, director of the Department of Education’s Office of Safe and Orderly Schools.

Advocating Shared Use

Born and raised in Natchez, Miss., Thompson is now a visible presence in low-income communities throughout Mississippi. He attends neighborhood association meetings to find out what people want their community to look like, and works closely with schools and churches showing them how they can play a vital role in improving the health and well-being of the community. “People don't care how much you know until they know how much you care,” he says. “I’m all about rolling my sleeves up and being a visible presence in the communities I desire to see change come to.”

Thompson and the Mississippi state network have assisted the Mississippi State Department of Health to develop 20 shared use agreements, in which one entity—usually a school—agrees to open playgrounds, gymnasiums, and athletic fields to the larger community. “Sharing facilities outside of the regular school day to encourage more students and their parents to live healthier, active lifestyles is a win-win for everyone,” says McNeill.

The benefits of shared use agreements go well beyond the obvious, adds Thompson. “Shared use agreements provide the opportunity to increase physical activity and bring community members together. They also build cohesiveness, a sense of pride and can improve the quality of life of the citizens.” Thompson has also been appointed to the shared use selection committee to evaluate, guide and implement these agreements and to ensure that underserved communities receive the highest priority. He also assisted with the development of the *Best Practices Tool Kit for Shared Use Agreements in Mississippi*, whereby participating communities/schools are provided technical assistance for shared use agreements they establish.

The department of education helps identify schools in low-income communities to participate in such agreements. KaBOOM!, a nonprofit that helps local volunteers build playgrounds, is providing technical assistance and is collaborating with the Mississippi network to establish a shared use agreement with the Jackson Public School District. This will allow funding for playgrounds for several schools in the district. KaBOOM! also alerts the state network about other funding opportunities.

In July 2012, Mississippi approved House Bill 540, which authorizes local school boards to allow public use of school property during nonschool hours for recreation and sports, and limits the school boards’ liability. The state network helped the department of

education develop a best practices toolkit to inform everyone about the benefits of the law.

Thompson has also spearheaded shared use agreements with three churches and is close to an agreement with a local synagogue. “Many leaders in faith-based communities are becoming more vocal about healthy lifestyles and their institutions have play spaces or green spaces and even gymnasiums that are lying dormant and can benefit from shared use,” he says.

For example, when the Greater Mount Bethel Baptist Church, Thompson’s home church in Natchez, built a new sanctuary, the old one became a family life center. But it was only used for Sunday school and other social events.

Under a shared use agreement facilitated by Thompson, the family life center now offers a low-impact aerobics class three days a week, and hosts a community garden. Participants in the class range from children to seniors, and include Thompson’s 71-year-old father. Thompson also helped connect the church with Alcorn State University, which provided technical assistance, equipment, seeds to start the community garden, and funding to get the projects started.

Awarding Project Support

In June 2013, the state department of transportation awarded $1.5 million in federal funding for 10 Safe Routes to School projects in low-income communities in the state. Madison, for example, is using its funding to build sidewalks and add bicycle racks at schools. Thompson and the state network are helping Madison and other communities implement their projects.

The state network is also educating government agencies, advocates, and communities about Complete Streets, a state and local policy to provide safe, attractive, and comfortable access and travel for all users of roadways, including pedestrians and bicyclists. Several cities, including Hernando, approved Complete Streets ordinances in 2010, spurring Mississippi to consider a statewide policy.

Mississippi Sees Progress on Childhood Obesity

Childhood obesity in Mississippi fell by 13.3 percentage points from 2005 to 2011—the steepest decline in the nation. While the state network began only in 2010, and the state is home to many other efforts to reduce childhood obesity, the network is clearly part of Mississippi’s healthy momentum.

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Mississippi

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APPENDIX 1

Participating States

2007–2009

Ten states (including the District of Columbia) participated from January 2007 to December 2009:

- California
- District of Columbia
- Georgia
- Illinois
- Kentucky
- Louisiana
- New York
- Oklahoma
- Texas
- Virginia

2010–2011

Twenty states, including nine of the original states, and three regions participated from January 2010 to December 2011 (* = supported by Kaiser Permanente).

Original states:

- California*
- District of Columbia*
- Georgia*
- Illinois
- Kentucky
- Louisiana
- Oklahoma
- Virginia*

New states:

- Colorado
- Florida
- Hawaii
- Maryland*
- Michigan
- Minnesota
- Mississippi
- Missouri
- Montana
- Pennsylvania
- Tennessee
- Wisconsin

Regions:

- District of Columbia region*
- Northern California*
- Southern California*

2012–2014

These states have full-time advocacy organizers and the regions are staffed with full-time or part-time organizers.

States that participated in the State Network Project earlier:

- California
- Mississippi
- Florida
- Tennessee

New states:

- New Jersey
- Ohio
- North Carolina

New regions:

- Atlanta region
- Pacific Northwest region*
- Denver region

APPENDIX 2

People Interviewed for This Report

- Jamie B. Bussel, MPH, Robert Wood Johnson Foundation
- Elise Bremer-Nei, AICP/PP, New Jersey Department of Transportation
- Deb Hubsmith, Safe Routes to School National Partnership
- Kristine Kessel, Safe Routes to School National Partnership
- Shane McNeill, Mississippi Department of Education
- Robert Ping, Safe Routes to School National Partnership
- Nora Shepard, Safe Routes to School National Partnership
- Jay Thompson Safe Routes to School National Partnership
- Laura Torchio, Safe Routes to School National Partnership

APPENDIX 3

Other Funders

ORGANIZATION	AMOUNT
Kaiser Permanente	$1,990,000
• General funding in 2008 and 2009	$250,000
• Funding for five states and three regions in 2010 and 2011	$600,000
• Funding for regional networks in 2012 and 2013	$1,140,000
Center for Disease Control and Prevention	$90,000

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"Maximizing Statewide Impact of Safe Routes to School: Educating Governors and State Agency Leaders" (Webinar). February 2013. Recording and other materials available online (scroll down to this webinar).

"How Highway Safety Funds Can Boost Safe Routes to School: Tapping into the Highway Safety Improvement Program" (Webinar). August 2013. Recording and other materials available online (scroll down to this webinar).

Communication or Promotion

www.saferoutespartnership.org/state/network. Information on the State Network Project, federal Safe Routes to School for states, a library of resources, and best practices for state policies. Boulder, CO: Safe Routes to School National Partnership.

SIDEBAR LIST

- **Mississippi State Network** (Jackson, Miss., Grant ID#s 69063, etc., October 2013)