Transportation Enhancements

Summary of Nationwide Spending as of FY 2001

MAY 2002

Prepared by the
National Transportation
Enhancements Clearinghouse

Acknowledgments

This report was prepared and written by the National Transportation Enhancements Clearinghouse under the supervision of Elizabeth Parr, NTEC Manager. This material is based upon work supported by the Federal Highway Administration under cooperative agreement No. DTFHG1-02-X-00055 with Rails-to-Trails Conservancy. Any opinions, findings, conclusions, or recommendations expressed in this publication are those of the author and do not necessarily reflect the view of the Federal Highway Administration.

Table of Contents

Executive Summary

Transportation Enhancements: Summary of Nationwide Spending as of FY 2001 is a report prepared annually by the National Transportation Enhancements Clearinghouse (NTEC). This report provides an overview of how states have spent Transportation Enhancements (TE) funds from fiscal year 1992 (FY92) through the end of FY01. As in past years, NTEC uses benchmark spending figures to assess the status of these funds: available, programmed, obligated, reimbursed, and transferred. The report also addresses the distribution of these funds across the twelve eligible activities. NTEC does not discuss state-by-state program policies in this report, but state-by-state policy information is available on the NTEC Web site at www.enhancements.org in the policy section. This report allows NTEC to provide interested readers with an assessment of how successfully Transportation Enhancements activities are being funded and, ultimately, implemented for the benefit of local communities.

The Status of Spending Benchmarks

There are five distinct phases, or benchmarks, of Enhancements spending that NTEC uses to evaluate how states use TE funds: *Available* (10 percent set aside of Surface Transportation Program funds apportioned to each state less amounts transferred), *Programming* (Selection), *Obligations* (amount authorized to spend), *Reimbursements* (amount paid to sponsor for completed work), and *Transfers* (from the TE Program to other Federal-aid Highway programs). States are not typically authorized to obligate all available funds due to the Congressionally-imposed obligation limitations. **Table 1** on page 5 illustrates the status of these benchmarks at the national level. Using data supplied to NTEC from the Federal Highway Administration's (FHWA) Fiscal Management Information System (FMIS), NTEC reports that $5.24 billion has been made available to the states for use on TE activities since 1992. Of that money, state Departments of Transportation (DOTs) have programmed at least 94.1 percent of available funds, according to NTEC's project database that was updated most recently in the spring of 2002. FMIS also reports that state DOTs have cumulatively obligated 69.8 percent of available funds, which is an improvement over the 67.9 percent obligation rate reported at the end of FY00. Reimbursements were at 48.2 percent, up 3.8 percent from FY00, according to FMIS. Transfers allowed under TEA-21 to other Federal-aid Highway programs increased during FY01. In FY01, twelve states transferred more than $10 million.

The increase in obligations during FY00 and FY01 could be an indication that the obligation rate will improve during the remaining years of TEA-21. During FY01, the states obligated $586.4 million dollars, the largest amount ever obligated in a single fiscal year. If the states continue to obligate at this rate, trends suggest that by the end of TEA-21, the states will have obligated nearly 75 percent of the estimated $6.5 billion in available TE funds.

The status of nationwide TE spending has shown gradual increases over the past several years. Obligation and reimbursement rates are noteworthy because they may indicate the relative progress with which projects move from selection to implementation and/or whether there is a lag between project selection and implementation. NTEC's research finds that there are reasons for project delays, but none are singularly responsible for slow project delivery. The array of obligation rates reflects the difference in approaches, problems, policies, and solutions of states and sponsors. The rates attest to the effectiveness of the system each state has in place to put TE projects on the ground.

Table 1: Transportation Enhancements Financial Summary
Cumulative Available, Programming, Obligations, Reimbursements & Transfers
(Current through FY01)

		Amount % of Available
Available in ISTEA and TEA-21: *Source: FHWA. This figure does not consider Congressionally-imposed obligation limitations.*	**$5.24 Billion**	**100%**
Programmed in ISTEA and TEA-21: *This figure is derived from 14,909 projects dated 1992-2001 in NTEC's TE project database.*	**$4.93 Billion**	**94.1%**
Obligated in ISTEA and TEA-21: *Source: FHWA.*	**$3.66 Billion**	**69.8%**
Reimbursed in ISTEA and TEA-21: *Source: FHWA.*	**$2.52 Billion**	**48.2%**
Transfers from TE to other Federal-aid Highway funds: *Source: FHWA.*	**$15.45 million**	**0.3%**

Distribution of Funds Across the TE Activities

The project data in NTEC's database yields information about how Enhancements funds have been programmed across the 12 eligible activities. The data indicates that while the new or modified TEA-21 TE activities continue to be programmed and funded, the distribution of funds across the 12 activities has changed little. Bicycle and pedestrian facilities, combined with rail-trails, comprise over half of the Federal programmed TE funds between FY92 and FY01. Historic preservation and preservation of historic transportation facilities received 18 percent of TE funds. Landscaping and scenic beautification is the third largest share at 16 percent.

Conclusion

The high demand for Enhancements funds and the number of projects that have already been selected testify to the popularity of Transportation Enhancements activities. According to NTEC's project database, 14,909 projects have been programmed between 1992 and 2001. As NTEC's project data shows, many different types of projects are being funded across the twelve eligible activities. Yet, the lower obligation and reimbursement rates indicate that state DOTs, FHWA divisions, and project sponsors face obstacles to actually implementing Transportation Enhancements projects. All of this information suggests there is a need for a thorough review at the state and local level of what could be done differently in order to more efficiently deliver TE projects to communities.

Introduction

The National Transportation Enhancements Clearinghouse presents this report for use by all interested in Transportation Enhancements and the status of this funding source both at the state and national levels.

The report is structured in three sections. The **Background** section details Transportation Enhancements activities and the history of this Federal-aid Highway program, including the initial legislation that authorized TE, the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and the current legislation governing the implementation of TE activities, the Transportation Equity Act for the 21st Century (TEA-21) of 1998. The **Data** section summarizes the data, cites the sources for the data used in the report, the methodology of data collection, and any state-specific data issues. The **Major Findings** section presents an analysis of TE activities at the end of Fiscal Year 2001 (FY01) based on the traditional benchmarks of state spending. Also covered are trends within the TE activities themselves, such as distribution of funds across the 12 eligible activities.

While this report provides one perspective on the status of Transportation Enhancements funds, readers are encouraged to discuss their state's Enhancements program and the status of state spending and project implementation with their Departments of Transportation (DOTs) directly. Contact information for state DOT TE managers is included in Appendix B, as well as on the NTEC Web site at www.enhancements.org.

Common acronyms used in this report:

TE: Transportation Enhancements

FHWA: Federal Highway Administration

NTEC: National Transportation Enhancements Clearinghouse

DOT: Department of Transportation

FMIS: Fiscal Management Information System

ISTEA: Intermodal Surface Transportation Efficiency Act of 1991

TEA-21: Transportation Equity Act for the 21st Century of 1998

STP: Surface Transportation Program

FY: Fiscal Year

Background: A History of Transportation Enhancements

The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 was the authorizing legislation that established a dedicated funding stream for a set of ten newly defined Transportation Enhancements Activities (TEAs) under the Federal-aid Highway Program. Ten percent of the Surface Transportation Program (STP) funds were set aside for these activities, including development of bicycle and pedestrian facilities, scenic beautification, historic preservation, and mitigation of highway runoff.

ISTEA's dedication of a portion of Federal-aid Highway funds specifically for Transportation Enhancements demonstrated a significant shift in national transportation policy. Prior to ISTEA , only a few of these activities had been eligible for Federal-aid funding, and they were often not included in the normal routine of planning and building highways. Under ISTEA, Congress ensured that funding would be available for the bicycle and pedestrian modes of transportation and for the preservation and enhancement of many of the nation's scenic, historic, and environmental resources that exist in a transportation context.

In 1998, the Federal-aid Highway programs were reauthorized, this time through the Transportation Equity Act for the 21st Century (TEA-21). The ten percent set-aside for TE was continued, and funding levels were increased by 40 percent. Moreover, two TE activities were broadened and two new TE activities were added to the list of eligible activities.

Transportation Enhancements Activities

As a result of ISTEA and TEA-21, today there are 12 Transportation Enhancements Activities eligible for Federal-aid funding through the states' Transportation Enhancements Activities set-aside. They are as follows.

1. Provision of pedestrian and bicycle facilities
2. Provision of safety and education activities for pedestrians and bicyclists
3. Acquisition of scenic easements and scenic or historic sites
4. Scenic or historic highway programs (including provision of tourist and welcome centers)
5. Landscaping and scenic beautification
6. Historic preservation
7. Rehabilitation and operation of historic transportation buildings, structures or facilities
8. Preservation of abandoned railway corridors and conversion to rail-trails
9. Control and removal of outdoor advertising
10. Archaeological planning and research
11. Environmental mitigation of highway runoff and provision of wildlife connectivity
12. Establishment of transportation museums

Transportation Enhancements Projects

In general, projects that use Transportation Enhancements funds are small-scale projects, initiated at the local level by city or county governments or community-based organizations, referred to as sponsors. TE projects can also be initiated by state Departments of Transportation (DOTs), other state agencies, or even Federal agencies. NTEC has featured many examples of successful TE projects in a number of publications, as well as in a searchable project library, available on-line at www.enhancements.org.

Administration of Transportation Enhancements Funds and Projects

The Federal Highway Administration (FHWA) is responsible for administering the TE provisions of Federal law. This is accomplished through the Office of Human Environment in Washington, D.C., and in the FHWA field offices located in each state, Puerto Rico, and Washington, D.C.

Transportation Enhancements funds are made available annually to the states and D.C. (Puerto Rico, under TEA-21, is no longer required to set-aside STP funds for TE activities). TE funds are administered by state DOTs. The states' FHWA divisions are primarily responsible for determining project eligibility. For a project to be eligible, it must be included on the list of 12 eligible activities and it must relate to surface transportation. States may have additional eligibility requirements.

Federal transportation law provides a measure of flexibility to states with regard to managing and administering TE funds. As a result, state DOTs utilize a wide range of approaches to soliciting and selecting TE projects, involving local sponsors, administering the various Federal options for financing of matching funds, and managing project development and construction contracting. Collectively, these approaches and procedures are now commonly referred to as Transportation Enhancements Programs. Every state publishes a document describing its unique program guidelines and policies. For more information about a particular state's TE Program, contact the state DOT TE Program managers. Contact information is available in Appendix B of this report; current lists are on the NTEC Web site at www.enhancements.org.

The National Transportation Enhancements Clearinghouse

The National Transportation Enhancements Clearinghouse (NTEC) serves as an information resource for anyone interested in Transportation Enhancements. NTEC is operated by Rails-to-Trails Conservancy, a national non-profit organization, in partnership with the Federal Highway Administration. In addition to technical assistance and referrals, NTEC also has many useful publications available free of charge. These publications provide examples of successful TE projects as well as information on applying for and implementing TE projects. All publications are on the NTEC Web site (www.enhancements.org) or can be obtained by calling NTEC at 888-388-6832 or emailing ntec@transact.org.

The Data

The information in this report is based on data developed and maintained by the National Transportation Enhancements Clearinghouse (NTEC). The Transportation Enhancements database was developed by Rails-to-Trails Conservancy in 1993, and has been managed and updated by NTEC since 1998 as part of its partnership with the Federal Highway Administration.

New TE spending data is gathered and compiled annually by NTEC staff. The new data in this report was gathered and compiled between May 2001 and April 2002. State DOTs provided NTEC with programming (selected project) data, including project name, TE activity type, location, and funding levels. It should be noted that some states do not report all of the projects which they have programmed (some don't have the data and others don't provide the data to NTEC). Apportionment, obligation, and reimbursement data are provided by the Federal Highway Administration (FHWA)'s Fiscal Management Information System (FMIS). FMIS provides NTEC with the cumulative and fiscal year activity for every state for apportionment, obligation, and reimbursement. Every state is required to report their obligations and reimbursements to the FMIS system.

NTEC relies on the participation and cooperation of state DOT staff to provide project programming data. States are not required to provide NTEC with this information, but over the years, all states have cooperated with NTEC's request for information to varying degrees. Since NTEC's database of projects is the only existing central resource for information on TE projects in every state, the participation of each state DOT is crucial for the accuracy and completeness of NTEC's information. During the most recent data collection, 43 states provided NTEC with programming information. This is a very high participation level, and NTEC hopes that it will continue to be as high or higher every year.

State Participation During FY01

A breakdown of state participation during the FY01 data collection follows.

- Submitted a complete update (reviewed older project data and submitted new project data): Alabama, Alaska, Arizona, Arkansas, Connecticut, Florida, Georgia, Idaho, Indiana, Iowa, Kentucky, Louisiana, Maryland, Massachusetts, Mississippi, Montana, Nevada, New Hampshire, New Mexico, New York, North Dakota, Ohio, Oklahoma, Oregon, Pennsylvania, Tennessee, Texas, and West Virginia.
- Submitted a partial updated (reviewed older project data or submitted new project data): California, Colorado, Maine, Michigan, Minnesota, Missouri, Nebraska, New Jersey, South Carolina, South Dakota, Vermont, Virginia, Washington, and Wyoming.
- Reported no new data to submit: Delaware, Illinois, and Kansas (and Puerto Rico).
- Not able to compile and submit new data: North Carolina and Utah.
- No response to NTEC requests: D.C., Hawaii, and Rhode Island.

A Profile of the Transportation Enhancements Database

NTEC's database of programmed TE projects now contains 14,909 projects selected from FY92 to FY01. NTEC's database also contains 1,775 programmed projects for *future* fiscal years, FY02 to FY06. Altogether, the database contains 16,684 programmed TE projects. However, for the purposes of this report, NTEC's programming numbers and

analysis is based only on the projects selected through FY01 unless otherwise noted. The data that NTEC collects for each project in the database include: state, project name, TE activity number (1-12), TE activity subtype, year programmed, ID number, city and county location, primary use of funds, and the Federal, Local, and Total funding amounts. If available, NTEC also requests and collects information such as project description, linear length, Congressional district, DOT district, and implementation status.

NTEC also has a state program policy and procedures database that it updates periodically as changes occur. This information is used to create state program profiles on the NTEC Web site (www.enhancements.org). The profiles contain state TE manager contact information, a description of project selection processes and authorities, advisory committee powers and characteristics, and local match and other financial policies.

All the information NTEC gathers, from procedural to programming, obligations to reimbursements, is necessary for producing an analysis of the status of nationwide spending of Transportation Enhancements funds. NTEC sincerely appreciates the work done by state Departments of Transportation staff to provide NTEC with new and updated data. They help make the NTEC database a more accurate and useful tool for information about TE projects individually, and the program as a whole.

Several states, including Massachusetts and Alaska, have funded numerous TE-type projects using funding sources other than the TE set aside. While the benefits of these projects on communities is recognized, NTEC does not include these projects in the TE project database or the data figures in this report because the data is intended to provide a perspective on the status of the TE funds.

Major Findings

NTEC's database of Transportation Enhancements activities and spending provides a status update of TE as of September 30, 2001, as well as identifies trends over the lifetime of the Enhancements Program. This section covers three areas of interest and importance to Enhancements: **Part One** addresses cumulative monetary levels among the stages of funding, **Part Two** discusses nationwide trends across and within the twelve TE activities, and **Part Three** provides project award and match rate trends. The **Major Findings** section also provides information regarding supply versus demand of Enhancements funds and projects, an analysis of future fiscal year programming, and a discussion of state obligation policies.

PART ONE:
Transportation Enhancements Spending Benchmarks

Available

Transportation Enhancements funds are made available to the state DOTs through a ten percent set-aside of each state's STP funds. **Table 2** shows that from FY92 through FY01, the cumulative amount made available to all states was $5.24 billion. The amount available is equivalent to the amount apportioned less the amount transferred from TE to other allowable Federal-aid programs. In FY01 $731.7 million was apportioned to the states for TE. States are typically not authorized to obligate all apportioned funds due to annual Congressionally-mandated limitations on obligations.

Programming

NTEC's database now covers ten fiscal years of Enhancements programming and contains 14,909 projects for the years 1992 through 2001. **Table 2** indicates that the cumulative level of programming for these years is $4.93 billion, which is 94.1 percent of all available funds. Since there are five states (including D.C.) for which NTEC does not have current programming numbers, the actual programming level is most likely higher than the documented $4.93 billion in the NTEC database. Overall, it appears that programming is continuing to occur on a regular basis and is at a high rate.

NTEC's data also shows that 30 states have selected projects for future fiscal years. The database now has 1,775 future-programmed projects worth $707.4 million in Federal TE funds. The future programming data supports the findings that more projects request funding than can be accommodated each year.

There are some important issues to note regarding programming data. While NTEC makes every effort possible to accurately reflect state project selection, it is likely that errors are made when states do not uniformly respond to or review NTEC's project data. For example, for 15 states, NTEC's programming figure is higher than their apportionment. Possible reasons for this include:

- Older project data might not have been updated, so projects that have been dropped or had their funding levels changed are not accounted for;
- Years assigned to projects may be incorrect, and some future-year programmed projects are included with past projects; and

Table 2: State TE Program Benchmarks for FY1992–2001

State	Available FY92-01	Programmed Total FY92–01	Programmed Rate	Obligated FY92-01	Obligated Rate	Obligated Rank	Reimbursed FY92-01	Reimbursed Rate	Reimbursed Rank
Alabama	$106,129,120	$94,329,716	88.9%	$79,278,316	74.7%	26	$49,238,773	46.4%	31
Alaska	$94,867,560	$61,054,647	64.4%	$94,867,559	100.0%	2	$81,584,986	86.0%	1
Arizona	$85,509,467	$96,586,329	113.0%	$47,663,892	55.7%	43	$35,435,106	41.4%	42
Arkansas	$69,348,322	$59,376,189	85.6%	$50,572,668	72.9%	27	$32,791,900	47.3%	30
California	$447,288,234	$717,872,000	160.5%	$321,868,779	72.0%	29	$176,760,615	39.5%	43
Colorado	$73,933,640	$60,054,805	81.2%	$55,918,358	75.6%	25	$43,958,224	59.5%	15
Connecticut	$90,039,788	$98,528,330	109.4%	$78,883,841	87.6%	8	$63,096,344	70.1%	6
Delaware	$29,149,738	$27,296,607	93.6%	$19,837,461	68.1%	33	$17,346,869	59.5%	14
Dist. of Columbia	$23,402,174	$24,012,566	102.6%	$21,069,373	90.0%	5	$15,220,727	65.0%	11
Florida	$267,388,309	$234,792,216	87.8%	$239,223,542	89.5%	6	$195,314,892	73.0%	5
Georgia	$181,882,254	$184,488,216	101.4%	$138,556,081	76.2%	23	$77,378,777	42.5%	41
Hawaii	$51,159,578	$35,186,841	68.8%	$38,903,336	76.0%	24	$28,011,214	54.8%	22
Idaho	$43,971,007	$26,065,431	59.3%	$27,317,854	62.1%	37	$19,193,970	43.7%	23
Illinois	$210,051,341	$240,119,452	114.3%	$143,399,234	68.3%	32	$116,565,269	55.5%	19
Indiana	$136,436,188	$132,907,158	97.4%	$104,620,654	76.7%	21	$79,345,783	58.2%	17
Iowa	$73,289,152	$66,763,543	91.1%	$43,296,612	59.1%	40	$31,552,835	43.1%	38
Kansas	$68,322,485	$53,943,478	79.0%	$55,190,547	80.8%	16	$38,491,451	56.3%	18
Kentucky	$90,374,058	$81,632,285	90.3%	$76,589,094	84.7%	9	$41,811,344	46.3%	32
Louisiana	$77,711,438	$62,281,319	80.1%	$34,130,195	43.9%	51	$23,543,270	30.3%	48
Maine	$30,541,905	$32,023,944	104.9%	$20,503,168	67.1%	35	$16,561,931	54.2%	24
Maryland	$78,212,967	$91,357,842	116.8%	$59,812,201	76.5%	22	$33,488,981	42.8%	39
Massachusetts	$97,502,103	$76,602,816	78.6%	$37,643,478	38.6%	52	$18,670,999	19.1%	52
Michigan	$158,212,064	$138,459,072	87.5%	$98,031,926	62.0%	38	$59,381,225	37.5%	45
Minnesota*	$100,065,052	$63,949,453	63.9%	$100,061,775	100.0%	3	$78,285,517	78.2%	3
Mississippi	$66,014,753	$69,436,187	105.2%	$43,182,120	65.4%	36	$30,187,184	45.7%	33
Missouri	$104,903,804	$109,886,266	104.7%	$54,920,067	52.4%	47	$35,985,042	34.3%	46
Montana	$51,693,083	$43,848,989	84.8%	$41,820,489	80.9%	15	$28,479,663	55.1%	20
Nebraska	$52,097,098	$40,090,399	77.0%	$36,848,998	70.7%	30	$22,581,847	43.3%	37
Nevada	$42,172,674	$39,949,891	94.7%	$26,117,056	61.9%	39	$23,131,501	54.8%	21
New Hampshire	$30,472,786	$28,218,255	92.6%	$24,244,217	79.6%	17	$17,819,697	58.5%	16
New Jersey	$109,480,945	$99,015,422	90.4%	$86,201,723	78.7%	18	$59,894,693	54.7%	23
New Mexico	$61,423,249	$74,017,800	120.5%	$51,404,339	83.7%	11	$40,683,125	66.2%	10
New York	$216,130,795	$180,455,702	83.5%	$180,143,628	83.3%	13	$98,149,577	45.4%	34
North Carolina	$152,132,223	$137,026,983	90.1%	$116,948,672	76.9%	20	$77,640,921	51.0%	27
North Dakota	$41,371,917	$27,358,953	66.1%	$32,290,367	78.0%	19	$28,412,679	68.7%	7
Ohio	$175,745,938	$113,448,173	64.6%	$120,554,937	68.6%	31	$104,922,472	59.7%	13
Oklahoma	$88,138,181	$70,294,839	79.8%	$72,108,307	81.8%	14	$42,494,650	48.2%	29
Oregon	$62,141,804	$32,130,915	51.7%	$36,206,722	58.3%	41	$30,866,300	49.7%	28
Pennsylvania	$138,376,639	$151,918,234	109.8%	$73,356,212	53.0%	46	$38,420,861	27.8%	50
Puerto Rico	$15,520,839	$15,507,118	99.9%	$15,520,839	100.0%	1	$11,951,937	77.0%	4
Rhode Island	$27,133,782	$16,819,475	62.0%	$15,610,436	57.5%	42	$11,614,765	42.8%	40
South Carolina	$88,563,318	$37,107,199	41.9%	$59,492,547	67.2%	34	$34,178,272	38.6%	44
South Dakota	$43,761,169	$27,033,107	61.8%	$23,524,196	53.8%	45	$22,997,938	52.6%	25
Tennessee	$110,236,686	$91,642,391	83.1%	$59,941,563	54.4%	44	$48,148,782	43.7%	25
Texas	$409,240,274	$330,983,958	80.9%	$197,537,071	48.3%	49	$123,869,414	30.3%	49
Utah	$40,027,767	$28,861,554	72.1%	$29,030,889	72.5%	28	$25,386,242	63.4%	12
Vermont	$26,732,559	$34,401,913	128.7%	$23,863,911	89.3%	7	$17,891,328	66.9%	9
Virginia	$114,797,048	$115,949,665	101.0%	$55,613,699	48.4%	48	$37,125,541	32.3%	47
Washington*	$82,851,135	$87,199,338	102.0%	$69,257,180	83.6%	12	$55,495,664	67.0%	8
West Virginia	$41,772,826	$41,713,729	99.9%	$35,212,973	84.3%	10	$21,375,348	51.2%	26
Wisconsin	$126,353,711	$91,018,739	72.0%	$55,755,947	44.1%	50	$32,298,717	25.6%	51
Wyoming	$34,065,731	$33,935,433	99.6%	$34,008,807	99.8%	4	$29,133,800	85.5%	2
Totals:	$5,238,140,678	$4,928,954,882	94.1%	$3,657,957,858	69.8%		$2,524,168,962	48.2%	

** Minnesota and Washington figures have been adjusted for STP pilot. All figures represent cumulative totals FY92–01.*

- States may program more TE projects using other Federal or state funds, but not differentiate these in their data submission to NTEC.

Another programming data issue to note is that fourteen states show a higher amount obligated than programmed. The reasons for this include:

- NTEC's older project data were not reviewed nor updated completely by the state;
- The new project data provided to NTEC does not include all selected projects;
- Differences in methodology for tracking projects between the states and NTEC.

Every year that NTEC collects data, an effort is made to increase the accuracy of the database, but without a full review and reconciliation by each state, discrepancies in programming figures will continue to exist. The database and programming figures are still useful tools for this report, and provide a centralized, national source of information about programmed projects that does not exist elsewhere.

Obligations: Current Trends

An obligation is a commitment by the Federal government to reimburse states for the Federal share of a project's cost. Obligation occurs when a formal project agreement is executed between the Federal government and the state. Obligated funds are then committed to a particular project.

The financing of Federal-aid Highway Programs, such as TE, is a very complex process that is beyond the scope of this report. However, part of the financing process is a budgetary control measure placed on obligations, referred to as limitations or obligation authority. A limitation on obligations is an upper limit placed on the sum of all obligations that can be made within a fiscal year for the entire Federal-aid Highway Program.

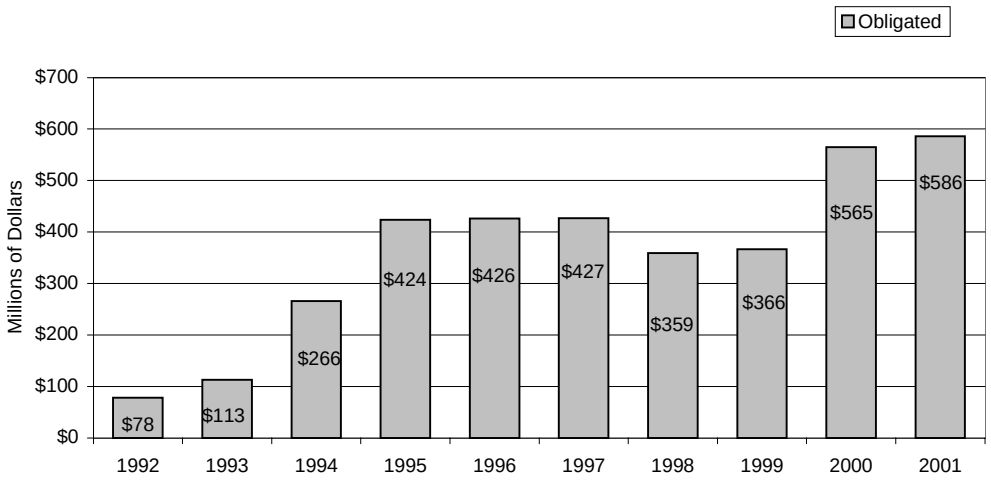
Along with their annual apportionments, Congress gives each state a limitation on obligations for that year to control annual Federal expenditures. Within the overall limitation each state has flexibility to choose how it utilizes funds among the various highway programs as long as the total obligations do not exceed the set limit. Therefore, while there is an unobligated sum in the TE fund, not all of these funds may be accessible in a given year. Congress imposed an overall obligation limitation of roughly 87 percent on Federal-aid Highway funds distributed to the states for FY01.

Limitations on obligations should be kept in mind as this report discusses obligation rates which are calculated based on available funds without considering obligation limitations.

Table 2 shows that as of September 30, 2001, 69.8 percent of all available TE funds (cumulative FY92 through FY01) had been obligated. While this national obligation rate continues to fall short of the FHWA's stated goal of 75 percent, the rate has continued to increase over the life of the TE Program. The 2001 rate is higher than the rate of 67.9 percent reported at the end of FY00.

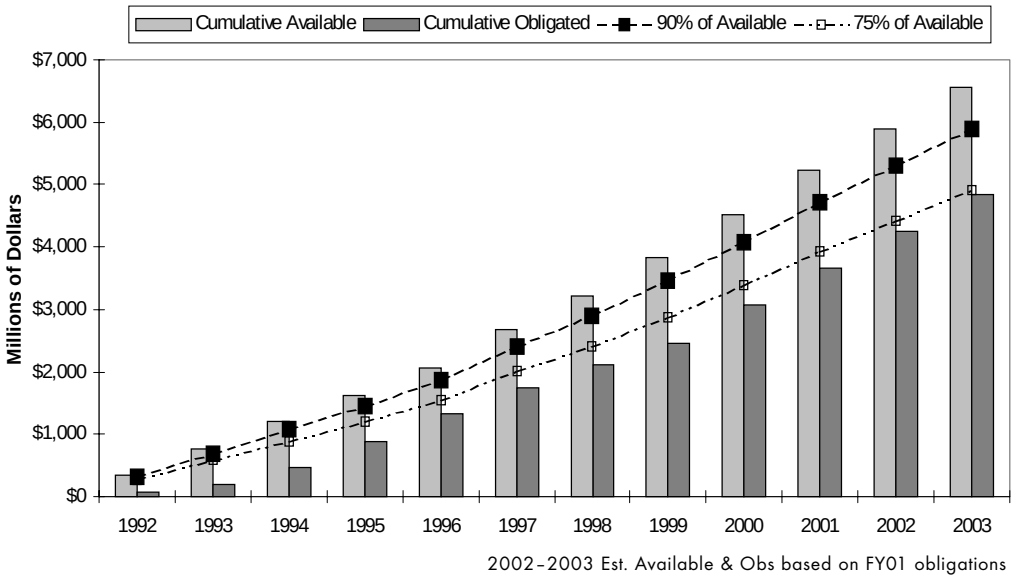
There was also a continued increase in the amount of money states obligated during FY01 as shown in **Figure 1**. In FY01, the states obligated $586.4 million, which is the highest amount ever obligated during a single fiscal year. Clearly in FY00 and FY01, states made greater strides in moving their programmed projects to completion and are to be commended where they have developed more effective methods for obligating TE funds. Possible contributing factors to the increase include a significant increase in available

Figure 1: Amount Obligated Each Fiscal Year



Prepared by the National Transportation Enhancements Clearinghouse,
May 2002 -- www.enhancements.org

Figure 2: TE Obligation Trend
If Obligations Continue at FY01 Level $586 Million/Year



monies through TEA-21, the maturation of the TE Program, and the movement of older projects to the implementation stage. Nonetheless, the amount of funds unobligated is increasing. In FY99, $1.3 billion was unobligated. In FY00, $1.4 billion was unobligated. In FY01, $1.6 billion remains unobligated.

There are several apparent trends in the obligation data. Of the ten states with the highest obligation rates, six were also in the top ten states for reimbursements as well. This may support a correlation between high obligations and high reimbursements (and, in turn, a higher number of completed projects).

Of the states with the ten largest apportionments, only one had an obligation rate in the top ten. Of the states with the ten smallest apportionments, four had top ten obligation rates. This may indicate that the larger states have historically had more difficulty managing and implementing Enhancements programs and projects than states with smaller apportionments. There are exceptions to these findings. Florida continues to have an obligation rate in the top ten even though they have the third the largest apportionment in the country.

Also, all of the states in the top ten for obligations had rates for matching funds lower than the national average of 30.2 percent. This seems to imply that lower financial burdens on sponsor, increases obligations. Match funds will be described in more detail in Part Three.

Obligations: Future Trends

According to apportionment data provided by FMIS, at least $6.5 billion is projected to be made available to the states by the end of TEA-21 (FY92-FY03). This figure includes Revenue Aligned Budget Authority (RABA) revisions to apportionments through FY01, and FMIS projections for STP apportionments for FY02 and FY01. If the states are able to obligate Enhancements funds each year at the same level the did in FY01 ($586 million), they will have cumulatively obligated $4.8 billion by the end of TEA-21. This would be 74 percent of estimated available funds and very close to FHWA's 75 percent obligation goal at the end of TEA-21. However, this would leave $1.7 billion in TE funds unobligated. Future trends are presented in **Figure 2**.

Obligations: Issues

Obligation rates alone do not provide a clear picture of a state's TE Program. They do, however, track the status of TE funding. It is not NTEC's intention to rate or grade state programs. There are states that have demonstrated a clear commitment to TE projects and yet have lower obligation rates. Additionally, there are many fine TE-type projects being constructed from funding sources other than TE. While trends can be outlined at the national level, obligation rates are best explained in terms of state-specific policies and procedures for implementing TE projects. NTEC has solicited feedback from all state TE managers in order to better understand the reasons why state obligation rates vary considerably. Several responded with insightful information about their state. NTEC's research into how states actually obligate projects and what the problems are that impede obligations, reveals some of the factors that contribute to low obligation rates. Frequently mentioned were:

- Problems in the project development process that have led to significant project delay are often the result of inexperienced project sponsors that lack the preparation and support to implement projects in a timely manner. Delays have resulted

from inaccurate cost estimates, the inability to raise matching funds, an unfamiliarity with environmental and historic preservation review requirements, and the use of inappropriate design standards. Some states have effectively dealt with this problem by providing more support to project sponsors during the application process as well as during implementation by developing training programs, increasing staff resources, and hiring consultants.

- Required environmental reviews can take a long time for sponsors to complete, especially if they are unfamiliar with this process or if state DOTs do not utilize the Categorical Exclusion (CE) process of National Environmental Policy Act of 1969 (NEPA). It has been reported that there are DOTs that treat TE projects as if they were highways, requiring a level of design detail and environmental review that can be at odds with the small-scale nature of most Enhancements projects and at odds with Federal guidance that encourages a streamlined approach.
- Delays have been reported in the Section 106 review process with the State Historic Preservation Office (SHPO) in several states. Other states have avoided such delays by requiring early coordination with the SHPO.
- Right-of-way acquisition has been cited as a problem in the project development process. To combat this problem, some states have required applicants to obtain a written agreement prior to project selection.
- State procedures for obligating projects contribute to the obligation rate. Some states obligate projects in stages as the work for those stages is ready to proceed. Some states either exclusively or primarily pay for only the construction costs of TE projects and release full obligation authority once construction is ready to occur. Moving a project to the construction-ready stage can take years, so obligating these projects also can take a long time. Both approaches are used by states that have the lowest obligation rates because the most expensive component, construction, is the last to be obligated. This undoubtedly contributes to the low obligation rate in these states, and the higher rate in other states that release full project obligation authority (all stages) earlier on in the process.
- Obligation limitations are set on an annual basis, and are based on the apportioned funds in each state. State DOTs have the authority to set priorities and choose the programs on which limitations are placed. Some state DOTs evenly distribute the limitations across all programs, other DOTs prioritize programs and place lower limitations on some programs at the expense of others considered to be of lower priority. A few state TE managers have reported that in their state the TE Program is considered lower priority. The TE Program suffers the brunt of the limitations and, therefore, they are unable to obligate TE funds at higher levels. They also report a situation in which they will never be able to "catch up" their obligation rate because of the limitations.

There is no simple explanation for low obligation rates, just as there is no single way of moving a project through the implementation process that will work in every state. The national obligation rate is the result of the many factors involved in using Federal-aid funds managed by state DOTs and implemented by localities. It is an indication that there can be significant delays to moving projects forward and getting the funds into the communities that requested them.

Reimbursements

The final stage of Enhancements projects funding is reimbursement for work completed. **Table 2** shows that the cumulative national reimbursement rate at the end of FY01 was only 48.2 percent, an increase of 3.8 percentage points over the reimbursement rate at the end of FY00.

The reimbursement rate will always be lower than the obligation rate, since work cannot be reimbursed if it has not occurred. It is likely that the reimbursement rate will continue to increase in future fiscal years as authorized work on TE projects is completed. Nonetheless, reimbursements represent completed work, and at under 50 percent after ten years, the reimbursement rate indicates just how slowly Enhancements projects move from selection to completion.

Transfers

In FY01 there was an increase in the number of states and, correspondingly, the amount of money that was transferred out of Transportation Enhancements and into other Highway Trust Fund programs as allowed by TEA-21. In FY01, twelve states transferred a total of $10,077,469. **Table 3** provides a comparison of transfers from the TE Program since FY99. As shown in the table, Missouri has transferred the largest sum, $6.24 million, most of which has gone to the National Highway System (NHS) fund. The majority of funds transferred since FY99, $9.24 million, have gone to the Federal Transit Administration (FTA). Tennessee has transferred $1.11 million to the Recreational Trails Program.

Table 3: TE Fund Transfers (to Program)

State	FY1999	FY2000	FY2001	Total TE Funds Transferred FY1999-2001
California		$847,000 (FTA)	$1,966,265 (FTA)	$2,813,265
Illinois		$88,000 (FTA)		$88,000
Iowa		$72,000 (FTA)	$16,800 (FTA)	$88,800
Michigan		$155,000 (FTA)	$28,000 (FTA)	$183,000
Missouri	$1,062,624 (NHS)	$2,699,243 (NHS)	$1,136,805 (FTA); $1,341,721 (NHS)	$6,240,393
Montana			$45,513 (FTA)	$45,513
New Jersey			$2,000,000 (FTA)	$2,000,000
Ohio			$183,750 (FTA)	$183,750
Rhode Island			$64,000 (FTA)	$64,000
Tennessee		$448,112 (Rec.Trails)	$661,701 (Rec.Trails)	$1,109,813
Virginia			$17,914 (FTA)	$17,914
Washington			$2,615,000 (FTA)	$2,615,000
Subtotals				
to NHS	$1,062,624	$2,699,243	$1,341,721	$5,103,588
to FTA		$1,162,000	$8,074,047	$9,236,047
to Rec.Trails		$448,112	$661,701	$1,109,813
Totals	$1,062,624	$4,309,355	$10,077,469	$15,449,448

It appears that the majority of the transferred money is being used on TE-type projects. The amount of money being transferred is also small in comparison to the total funds available for TE projects during FY01. The TE apportionment for FY01 was $731.7 million according to FHWA's FMIS. The funds transferred during FY01 thus account for only 1.4 percent of FY01's funds. The total amount transferred during TEA-21 so far, $15,449,448, accounts for only 0.3 percent of all (FY92-01) available funds. Transfers are thus a very small percentage of available funds and will not significantly detract from the funding of TE activities. For an explanation of the transfer provisions of Transportation Enhancements, see Appendix A.

PART TWO: Distribution Across the Transportation Enhancements Activities

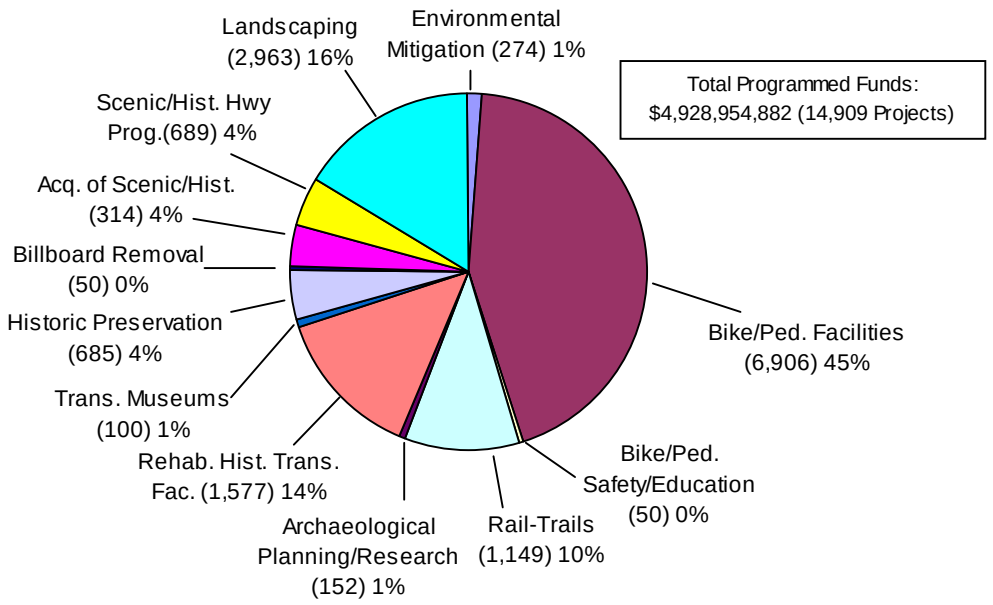
One of the most important uses of NTEC's TE project database is for interpreting how Enhancements funds are being spent across the twelve eligible activities. The funding levels in this database are *programming* numbers, not obligations, but NTEC makes every effort to reflect the current and final costs associated with every project and capture those costs in the database funding fields.

Historically, bicycle and pedestrian facilities and historic preservation projects have had the largest percentage shares of programmed Enhancements funds. Therefore, NTEC started tracking the distribution of funds within these activities as "subtypes" of the activities. NTEC has also examined how the two new and two modified TE activities included in TEA-21 have been funded.

The Twelve Transportation Enhancements Activities

Figure 3 shows that the distribution across all twelve activities has changed little from previous years. Bicycle and Pedestrian Facilities, combined with Rail-Trails, comprise more than half of all programmed funds at 55 percent (up one percent from FY00). Historic Preservation, combined with Rehabilitation and Operation of Historic Transportation Buildings, Structures, or Facilities, comprise 18 percent of all programmed funds (down two percent from FY00). Landscaping and Scenic Beautification, with 16 percent (up two percent from FY00) of all programmed funds, is the third largest category.

Figure 3: Percentage of Federal Funds by TEA
FY1992-2001



The TEA-21 Transportation Enhancements Activities

More of the two new and two modified activities instituted by TEA-21 were programmed during FY01, raising the total amount of funds now awarded to these activities as shown in **Table 4**. The number of projects increased in each of the activities with Bicycle and Pedestrian Safety and Education Activities more than doubling. The total amount of Federal TE funds dedicated to these new activities increased by 71 percent during FY01. These results show that these new and modified TE activities have been increasingly incorporated into state Enhancements programs, and it is expected that these TE activities will continue to grow during the remaining years of TEA-21.

Table 4: TEA-21 TE Activities

New/Modified TEA	# of Projects as of FY2001	Federal TE Funds as of FY2001
Bike/Ped Safety/Educ.	50	$11.3 million
Visitor Centers	167	$99.6 million
Wildlife Connectivity	15	$5.2 million
Transportation Museums	100	$44.2 million
Totals	332	$160.3 million

Future Programming

The distribution pattern of funds across TE activities within the group of 1,775 projects programmed for future years in NTEC's database is different from the distribution across projects from past years as shown in **Table 5**. Sixty one percent of all future programmed projects are Bicycle and Pedestrian Facilities and account for 61.6 percent of future programmed funds. This is 17 percent higher than the cumulative distribution of funds to this category to date. The shares of Rehabilitation of Transportation Facilities and Rail-Trails are both lower in future programming.

Table 5: Programmed Projects by TE Activities for FY02 and Beyond

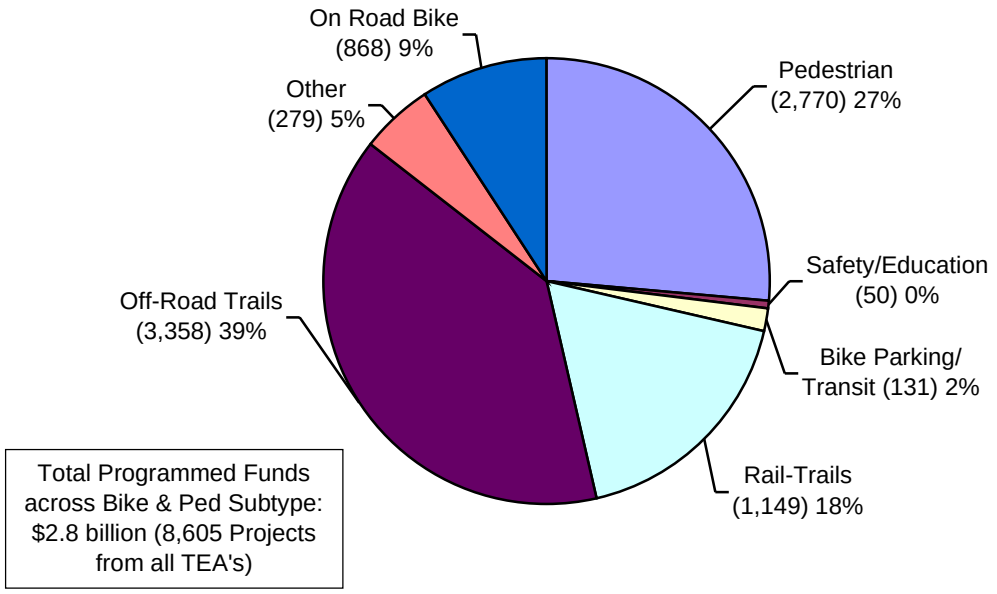
TE Activity	Project Count	% of All Projects	Federal TE $	% of All Federal Funds
Bike/Ped Facilities	1083	61.0%	$435,779,085	61.6%
Bike/Ped Safety/Educ.	13	0.7%	$794,731	0.1%
Scenic/Hist. Acquis.	13	0.7%	$8,172,936	1.2%
Scenic/Hist. Hwy. & Visitors Centers	119	6.7%	$53,213,134	7.5%
Landscaping	274	15.4%	$97,457,625	13.8%
Historic Preservation	77	4.3%	$33,271,676	4.7%
Historic Transp. Facilities	112	6.3%	$43,995,411	6.2%
Rail-Trails	42	2.4%	$21,468,808	3.0%
Billboard Removal	1	0.1%	$1,000,000	0.1%
Archaeology	10	0.6%	$1,332,756	0.2%
Runoff Mitigation & Wildlife Connec.	14	0.8%	$2,015,687	0.3%
Transportation Museums	17	1.0%	$8,893,418	1.3%
National Totals	**1775**		**$707,395,267**	

While these figures show a shift across TE activities, they should not be interpreted as a prediction of where TE funds will be programmed by all states in future fiscal years since not all states programmed projects for future years. These numbers only indicate where some future funds have been committed.

Bicycle and Pedestrian Facility Project Subtypes

Figure 4 shows the distribution of Federal programmed funds to TE projects with a bicycle and pedestrian component. This includes projects funded in the two traditional bicycle and pedestrian TE activities, as well as other TE activities that include a bicycle and pedestrian component, such as a pedestrian plaza at a railroad station rehabilitation project. **Figure 4** illustrates that the majority of bicycle and pedestrian facilities are trails, with pedestrian facilities accounting for the second largest share of programmed TE funds associated with bicycle and pedestrian facilities. Rail-trails and on-road bicycle facilities comprise the next largest shares, respectively, and transit related facilities and education activities account for the smallest share of these subtype funds.

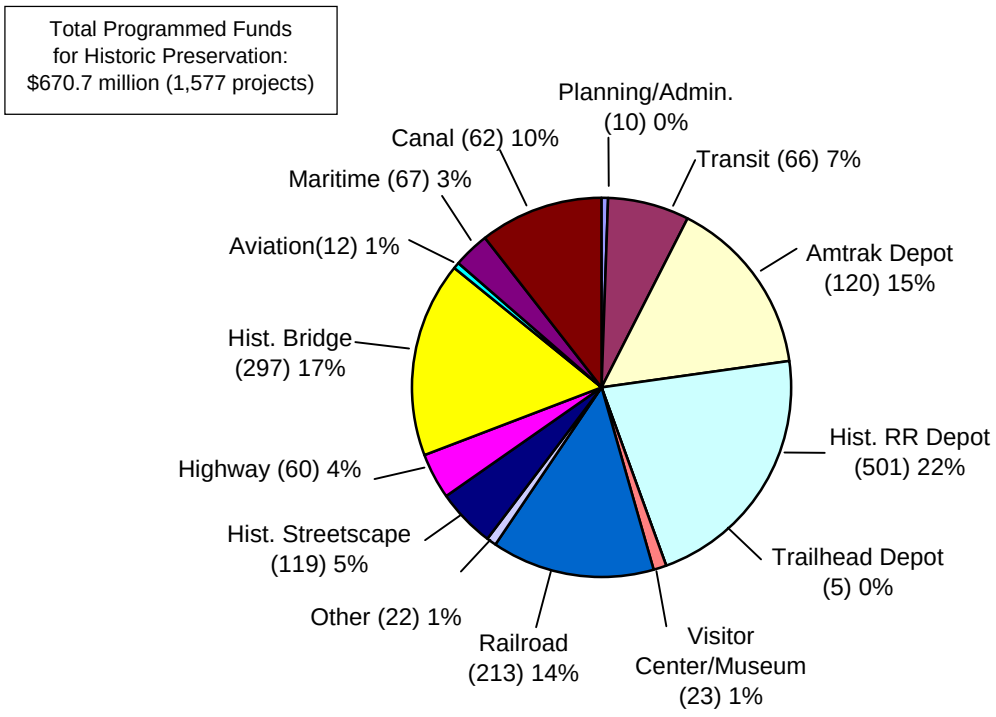
Figure 4: Distribution of Funds Across Bike & Pedestrian Project Subtypes FY1992–2000



Historic Transportation Facility Project Subtypes

Figure 5 illustrates the distribution of funds within the TE activity, Rehabilitation and Operation of Historic Transportation Buildings, Structures, or Facilities. Funds within this category are used for diverse types of projects but, interestingly, more than 50 percent of funds within this category are associated with railroad-type projects, from active Amtrak depot rehabilitation to preservation of railroad related structures such as rail cars. Historic bridges also account for a large proportion of the Federal funds within this TE activity, as do canal projects. Note that while aviation projects are accounted for in the NTEC database, they are no longer eligible for funding under TEA-21.

Figure 5: Percentage of Federal Funds Across Historic Transportation Facility Subtypes FY1992–2001



PART THREE: Project Awards and Match Rate

The NTEC project database also yields information regarding funding of projects on a project-by-project basis. This helps NTEC analyze the average project award and match rate in each state. **Table 6** shows that the average Federal award to TE projects is now $330,603 and that the average local match is 30 percent. This match percentage continues to show that the local match is on average higher than the 20 percent match standard defined in ISTEA and TEA-21. **Table 6** also shows that 33 states have a match rate higher than 20 percent, and 12 of these states have a match rate higher than the national average of 30.2 percent.

A number of states have instituted policies that provide for a match share above and below the 20 percent standard. For example, Louisiana requires only a 5 percent local match for the construction share of a TE project if the local sponsor pays for all preliminary engineering costs, whereas Maryland requires a 50 percent local match so it can spread the available Federal funds across more projects. ISTEA and TEA-21 allow states with large Federal land holdings to use match ratios of less than the standard 20 percent (e.g., Alaska, Montana, and Wyoming), or to use toll-credits as a substitute for local match (e.g., New Jersey and Pennsylvania). All states are also allowed to consider the value of donations (e.g., cash, land, materials, or services) towards the local match, as well as determine the match rate on a project by project basis provided that on a fiscal year basis, the program as a whole reflects a cumulative 20 percent local match. Overall, the higher national match rate evidenced again in FY01 is attributable to state policies that encourage a higher local match, project sponsors voluntarily providing more than the required match amount, or the state choosing not to use Federally-approved procedures for reducing or eliminating the required match.

Table 6: Federal Awards and Matching Funds FY1992-2001

Sorted highest match rate to lowest[2]

State	Project Count	Federal Awards	Average Federal Award	Matching Funds	Match Rate
Virginia	562	$115,949,665	$206,316	$210,888,385	65%
Maryland	160	$91,357,842	$570,987	$147,399,430	62%
Washington	435	$87,199,338	$200,458	$80,224,345	48%
Pennsylvania	392	$151,918,234	$387,547	$134,235,508	47%
New Jersey	242	$99,015,422	$409,155	$67,277,951	40%
Ohio	231	$113,448,173	$491,118	$74,177,635	40%
Delaware	119	$27,296,607	$229,383	$17,361,117	39%
Iowa	386	$66,763,543	$172,963	$40,271,096	38%
California	1137	$717,872,000	$631,374	$401,457,002	36%
South Carolina	273	$37,107,199	$135,924	$18,993,297	34%
Missouri	445	$109,886,266	$246,935	$54,556,741	33%
Michigan	862	$138,459,072	$160,625	$67,776,412	33%
New York	329	$180,455,702	$548,498	$78,292,634	30%
Oregon	102	$32,130,915	$315,009	$13,664,352	30%
Montana	430	$43,848,989	$101,974	$18,051,532	29%
Idaho	79	$26,065,431	$329,942	$10,164,854	28%
Minnesota	249	$63,949,453	$256,825	$24,504,797	28%
Utah	81	$28,861,554	$356,315	$10,326,394	26%
Mississippi	102	$69,436,187	$680,747	$24,715,820	26%
Nebraska	460	$40,090,399	$87,153	$14,037,361	26%
Nevada	79	$39,949,891	$505,695	$13,973,507	26%
South Dakota	152	$27,033,107	$177,849	$9,429,648	26%
Vermont	196	$34,401,913	$175,520	$11,519,480	25%
New Mexico	261	$74,017,800	$283,593	$24,681,100	25%
Colorado	343	$60,054,805	$175,087	$19,845,369	25%
Arkansas	322	$59,376,189	$184,398	$18,351,973	24%
North Carolina	472	$137,026,983	$290,311	$41,256,397	23%
Kansas	160	$53,943,478	$337,147	$16,133,041	23%
Wisconsin	443	$91,018,739	$205,460	$27,118,903	23%
Kentucky	292	$81,632,285	$279,563	$23,797,740	23%
West Virginia	229	$41,713,729	$182,156	$11,800,933	22%
Georgia	357	$184,488,216	$516,774	$49,790,143	21%
North Dakota	111	$27,358,953	$246,477	$7,121,873	21%
Illinois	399	$240,119,452	$601,803	$61,608,354	20%
Alabama	462	$94,329,716	$204,177	$23,621,989	20%
Hawaii	34	$35,186,841	$1,034,907	$8,796,713	20%
Indiana	233	$132,907,158	$570,417	$33,226,795	20%
Massachusetts	246	$76,602,816	$311,394	$19,150,704	20%
New Hampshire	118	$28,218,255	$239,138	$7,053,198	20%
Oklahoma	169	$70,294,839	$415,946	$17,419,229	20%
Connecticut	162	$98,528,330	$608,200	$24,381,815	20%
Tennessee	342	$91,642,391	$267,960	$22,113,068	19%
Rhode Island	89	$16,819,475	$188,983	$3,822,863	19%
Maine	169	$32,023,944	$189,491	$6,750,966	17%
Arizona	271	$96,586,329	$356,407	$20,021,671	17%
Texas	397	$330,983,958	$833,713	$65,041,082	16%
Alaska	176	$61,054,647	$346,901	$11,749,971	16%
Wyoming	225	$33,935,433	$150,824	$6,122,945	15%
Dist. of Columbia	45	$24,012,566	$533,613	$4,194,655	15%
Louisiana	246	$62,281,319	$253,176	$10,654,259	15%
Puerto Rico	17	$15,507,118	$912,183	$595,129	4%
Florida	616	$234,792,216	$381,156	$1,495,187	1%
Totals:	**14909**	**$4,928,954,882**	**$330,603**	**$2,131,017,363**	**30%**

Most figures above do not account for the value of toll credits or "soft match."

Conclusions

Transportation Enhancements projects are popular and in high demand, as evidenced in the data that NTEC has compiled. States are continuing to select projects at a high rate and have selected projects for future fiscal years. The twelve TE activities continue to be funded at similar percentages as in past years, the number of projects in the new or modified TE activities continues to increase, and the two highest funded activities continue to be bicycle and pedestrian related facilities and historic preservation projects.

Despite the popularity and the high selection rate, NTEC's data once again shows that there is a lag between selection and implementation of Enhancements projects as indicated by low national obligation and reimbursement rates. NTEC continues to use obligations as an indication of the status of the program because it is an indication of the movement of projects from vision to reality. Because there appears to be delay at obligation, NTEC chooses to focus on that number for information about project progress.

Within TE, there are reasonable explanations for lower than optimal obligation figures including: time for a project to go through review and finalize design plans; unprepared and inexperienced project sponsors; and state priorities and procedures for obligating TE projects.

Some DOTs have worked hard to reexamine their administration of Enhancements funds and projects in order to remove obstacles to more streamlined project implementation. Yet, future trends suggest that the efforts so far have not done enough. Even if the states continue to obligate at the FY01 rate, there could be $1.7 billion in Enhancements funds that remain unobligated at the end of TEA-21 in 2003. There is a high demand for Enhancements projects, yet the amount of potentially unobligated funds is equivalent to more than 5,000 potential projects not being funded (at the average Federal award level). These numbers indicate that more work could be done within the individual states and FHWA divisions to make the timely delivery of Transportation Enhancements projects a greater priority. The social and economic benefits associated with Enhancements projects can be realized in greater numbers by more communities if the implementation process is facilitated at all levels.

Appendix A: The Federal-Aid Financing Process

Programming is the first step in the formal transportation spending process. *Programmed* projects are those that have been approved at the state level by the appropriate jurisdiction, ruling body, or official. This may be the TE advisory committee, state transportation commission, legislature, state Secretary of Transportation, or Governor. Upon approval TE projects are listed in the Statewide Transportation Improvement Program (STIP) and, if appropriate, in a metropolitan area TIP as well. Not all projects that are programmed make it to obligation for numerous reasons, such as inability to raise local match. The figures presented in this report as *programmed* are cumulative totals beginning with the first fiscal year of ISTEA, 1992. As states make revised funding levels available for projects programmed in earlier years, these changes are reflected in the NTEC database. This report uses the terms award, selected, and programmed interchangeably.

Obligations represent a second step in the spending process. An obligation is the formal commitment of a specified amount of funding for a particular project. Technically speaking, it is an obligation of the FHWA to reimburse a state for costs incurred. It represents a high level of commitment on the part of both the state DOT and the FHWA to fund a project. Obligations are typically made when a project or discrete project phase is ready to have consultants or contractors begin billable work. Obligations are tracked in the FHWA financial accounting system known as the Federal Management Information System (FMIS). In this report, the obligation figures used are also cumulative for FY92 through FY01. It should be noted that obligation figures by definition include a mix of both completed and soon-to-be completed work.

Reimbursements are the amount of funds FHWA has reimbursed to the states for completed work on TE projects, regardless of whether the project is only partially or fully complete. Reimbursement is essentially the last step in the spending process. While it is not necessarily the most accurate measure of completed projects, it is the only measure readily available on a nationwide basis.

TEA-21 Transfers indicate the amounts of money transferred from the TE Program to other Federal-aid Highway programs. Under the authority of special provisions included in TEA-21, states are given an annual ceiling on the amount of funds that can be transferred, up to 25 percent of the portion of a state's annual TE funding that is above the state's FY97 TE apportionment level. Over the course of six Federal fiscal years governed by TEA-21, a total of approximately $108 million will be transferable. Transfers are tracked by FMIS.

STP Pilot Program Transfers: During ISTEA, Washington and Minnesota were part of a test pilot program with FHWA for transferring STP funds, including TE, to a special streamlined account. The DOTs still spent these funds on the STP programs from which the funds originated (i.e., transferred TE funds still were spent on TE projects). The test account was closed with the passage of TEA-21, so no other transfers occurred. Since these TE transfers were still spent specifically on TE projects, NTEC does not count them as transfers like the above stated TEA-21 transfers done by other states. NTEC also includes the value of Washington and Minnesota's special account transfers into these states' obligation rates, since the funds were obligated for Enhancements projects. Overall, Washington transferred and spent $18,258,375 on TE projects through this special account, and Minnesota transferred and spent $25,309,910 on TE projects through this special account.

Appendix B: State DOT Enhancements Manager Contact Information

NTEC's Web site — www.enhancements.org — features complete and current contact information for these and other TE-related government offices.

ALABAMA
Bob McWhorter
334-353-6442
mcwhorterr@dot.state.al.us

ALASKA
Judy Chapman
907-465-8769
Judy_Chapman@dot.state.ak.us

ARIZONA
Larz Garcia
602-712-7906
lgarcia@dot.state.az.us

ARKANSAS
Scott Bennett
501-569-2262
Scott.Bennett@ahtd.state.ar.us

CALIFORNIA
W. Howard Reynolds
916-654-2477
howard_reynolds@dot.ca.gov

COLORADO
Karen L.M. Sullivan
303-757-9502
Karen.L.Sullivan@dot.state.co.us

CONNECTICUT
Charles Barone
860-594-2051
Charles.barone@po.state.ct.us

DELAWARE
Dave Petrosky
302-760-2128
dpetrosky@mail.dot.state.de.us

DISTRICT OF COLUMBIA
Kenneth Laden
202-671-2309
ken.laden@dc.gov

FLORIDA
Bob Crim
850-487-3985
Bob.Crim@dot.state.fl.us

GEORGIA
Ronda Britt
404-657-6914
ronda.britt@dot.state.ga.us

HAWAII
Doug Meller
808-587-1832
Douglas_meller@exec.state.hi.us

IDAHO
Pat Raino
208-334-8209
PRaino@itd.state.id.us

ILLINOIS
Pam Murphy
217-785-1250
murphype@nt.dot.state.il.us

INDIANA
Mike Helton
317-232-5224
mhelton@indot.state.in.us

IOWA
Nancy Burns
515-239-1621
Nancy.Burns@dot.state.ia.us

KANSAS
Kaye Jordan-Cain
785-296-0280
kaye@ksdot.org

KENTUCKY
Jan Clements
502-564-7686
janet.clements@mail.state.ky.us

LOUISIANA
Ann Wills
225-379-1358
awills@dotdmail.dotd.state.la.us

MAINE
Duane Scott
207-287-5736
duane.scott@state.me.us

MARYLAND
Michael Haley
410-545-5675
mhaley@sha.state.md.us

MASSACHUSETTS
Linda Walsh
617-973-8052
linda.walsh@state.ma.us

MICHIGAN
Michael Eberlein
517-335-3040
eberleinm@michigan.gov

MINNESOTA
Frank Van de Steeg
651-296-8482
frank.vandesteeg@dot.state.mn.us

MISSISSIPPI
Jim Moak
601-359-7694
jmoak@mdot.state.ms.us

MISSOURI
Scott Taylor
573-526-4800
Taylor1@mail.modot.state.mo.us

MONTANA
Mike Davis
406-444-4383
midavis@state.mt.us

NEBRASKA
Jim Pearson
402-479-4881
jpearson@dor.state.ne.us

NEVADA
Leif Anderson
775-888-7121
landerson@dot.state.nv.us

NEW HAMPSHIRE
Victoria Chase
603-271-2107
vchase@dot.state.nh.us

NEW JERSEY
Bob Goslin
609-530-3640
robertgoslin@dot.state.nj.us

NEW MEXICO
Dan Stover
505-827-0050
danny.stover@nmshtd.state.nm.us

NEW YORK
Bob Viti
518-457-2935
bviti@gw.dot.state.ny.us

NORTH CAROLINA
Laurie Smith
919-733-2039
lpsmith@dot.state.nc.us

NORTH DAKOTA
Bennett Kubischta
701-328-3555
bkubisch@state.nd.us

OHIO
Bridget Garrigan
614-644-8211
Bridget.Garrigan@dot.state.oh.us

OKLAHOMA
Richard Andrews
405-521-2454
randrews@odot.org

OREGON
Pat Rogers Fisher
503-986-3528
Patricia.R.Fisher@odot.state.or.us

PENNSYLVANIA
Dan Accurti
717-783-2258
daccurt@dot.state.pa.us

PUERTO RICO
Martha Bravo-Colunga
787-723-3760
mbravo@act.dtop.gov.pr

RHODE ISLAND
Tom Queenan
401-222-4203
TQueen@dot.state.ri.us

SOUTH CAROLINA
Ronda Pratt
803-737-6372
PrattRA@dot.state.sc.us

SOUTH DAKOTA
Paula Huizenga
605-773-6253
Paula.Huizenga@state.sd.us

TENNESSEE
Marilyn Holland
615-532-3184
mholland@mail.state.tn.us

TEXAS
Doug Vollette
512-416-2783
DVOLLET@dot.state.tx.us

UTAH
George Thompson
801-965-4366
gthompso@dot.state.ut.us

VERMONT
Curtis Johnson
802-828-0583
curtis.johnson@state.vt.us

VIRGINIA
Bob Terrell
804-786-2872
Robert.Terrell@VirginiaDOT.org

WASHINGTON
Stephanie Tax
360-705-7389
taxs@wsdot.wa.gov

WEST VIRGINIA
Harold Simmons
304-558-3165
hsimmons@dot.state.wv.us

WISCONSIN
John Duffe
608-264-8723
john.duffe@dot.state.wi.us

WYOMING
Dave Young
307-777-4275
dyoung@state.wy.us

National Transportation Enhancements Clearinghouse

A Project of the Federal Highway Administration and Rails-to-Trails Conservancy

1100 17th Street, NW ■ 10th Floor
Washington, DC 20036

Toll Free: 888-388-NTEC
Fax: 202-466-3742
Email: ntec@transact.org
Web site: www.enhancements.org