Transportation Enhancements

Summary of Nationwide Spending as of FY 2006

MAY 2007

Prepared by
National Transportation
Enhancements Clearinghouse

"**For transportation enhancement activities.**—In a fiscal year, the greater of 10 percent of the funds apportioned to a State under section 104(b)(3) for such fiscal year, or the amount set aside under this paragraph with respect to the State for fiscal year 2005, shall only be available for transportation enhancement activities."

23 U.S.C. 133(d)(2)

ACKNOWLEDGEMENTS

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This publication would not be possible without the contributions of staff from state departments of transportation. The accuracy of the data they provide is crucial to the value of this report.

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Executive Summary

Transportation Enhancements: FY 2006 Summary of Nationwide Spending is a report prepared annually by the National Transportation Enhancements Clearinghouse (NTEC). This report provides an overview of how states spent Transportation Enhancements (TE) funds from fiscal year (FY) 1992 through the end of FY 2006 with a detailed emphasis on the past six years.

These dates span the period of time since TE was established as a dedicated funding source in the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. Funding of TE continued in the Transportation Equity Act for the 21st Century (TEA-21), which officially ran through September 30, 2003. Funding of TE continued through a series of short-term extensions. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) continued TE funding when enacted on August 10, 2005.

NTEC uses benchmark figures to assess the status of TE spending at the national and state level. The report also addresses the distribution of these funds across the 12 eligible TE activities, which are detailed on page 19. This report allows NTEC to provide an assessment of how TE activities are being funded and, ultimately, implemented for the benefit of communities across the nation.

Spending Analysis

There are six distinct phases of spending that NTEC uses to evaluate how states use TE funds:

Cumulative Available: available funds are a 10 percent set aside of Surface Transportation Program (STP) funds plus funds from the Equity Bonus Program and the Revenue Aligned Budget Authority (RABA) that are distributed to the STP or the 2005 apportionment if it is higher than the current year, less amounts transferred. These data are collected at the state level from the Fiscal Management Information System (FMIS).

Programming: amount for selected/planned projects. NTEC collects these data from the states on a voluntary basis.

Obligations: amount authorized to spend. Data collected from FMIS.

Reimbursements: amount paid to sponsor for completed work. Data collected from FMIS.

Transfers: amount transferred from TE to other transportation programs. Data collected from FMIS.

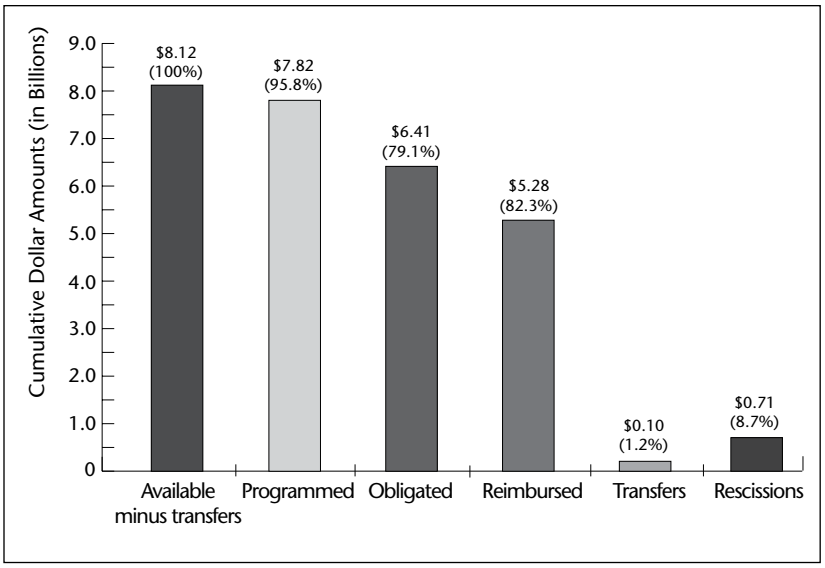
Rescissions: Funds returned to the Federal Government from the state's unobligated balance of funds, as mandated by Congress. Data collected from FMIS.

Figure 1 on page 3 illustrates the status of the six funding phases at the national level. Using data obtained from FMIS, NTEC determined that $8.12 billion has been made available to the states for use on TE activities since 1992. Using data from NTEC's nationwide project listing, updated most recently in the spring of 2007, NTEC determined that state Departments of Transportation (DOTs) programmed 95.8% percent of cumulative available funds for more than 22,714 projects through FY 2006.

FMIS also reports that state DOTs cumulatively obligated 79.1 percent of available funds, a significant increase from the 74.1 percent obligation rate reported at the end of FY 2005. Reimbursements through FY 2006 are at 82.3 percent, up from 79.7 percent in FY 2005.

Obligation and reimbursement rates are noteworthy because they are indicative of the relative progress with which projects move from selection to implementation. This also provides a measure of the lag between project selection and implementation.

Figure 1: Cumulative Transportation Enhancements Financial Summary: Available, Programmed, Obligated, Reimbursed, Transfers, and Rescissions. FY 1992 through FY 2006



In FY 2006, rescissions accounted for a more than $600 million reduction of the cumulative available TE funds. These 2006 rescissions—representing 85.2 percent of total rescissions of TE funds in the history of the program—partially account for the increase in the cumulative obligation rate in FY 2006.

Distribution of Funds Across the TE Activities

NTEC's national project data indicate that the distribution of funds across the 12 activities has changed only slightly since FY 1999. Bicycle and pedestrian facilities, combined with rail-trails and Bike/Ped Safety, comprise 55.5 percent of programmed funds between FY 1992 and FY 2006. Historic preservation and preservation of historic transportation facilities received 14.6 percent of TE funds. Landscaping and scenic beautification received 17.6 percent of TE funds. Together, these five categories account for 87.7 percent of programmed federal funds.

Conclusion

The high demand for TE funds and the variety and number of projects that have already been selected testify to the popularity of TE activities. As NTEC's project data show, many different types of projects are being funded across the 12 eligible activities. Nationwide TE spending has shown a gradual increase over the life of the TE Program. The lower obligation and reimbursement rates, relative to other federal-aid highway programs indicate, however, that state DOTs, FHWA divisions, and project sponsors face obstacles in actually implementing TE projects. State-specific hurdles, whether they be political support or sponsor preparedness, should be identified and remedied to more efficiently deliver TE projects to communities.

Background and Introduction

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) was the authorizing legislation that established a dedicated funding stream for a set of 10 newly defined TE activities under the Federal-aid Highway Program. Ten percent of the Surface Transportation Program (STP) funds, plus 10 percent of the portion of Minimum Guarantee funds and Revenue Aligned Budget Authority (RABA) that are distributed to the STP, were set aside for these activities.

The dedication of a portion of federal-aid highway funds specifically for TE demonstrated a significant shift in national transportation policy. Prior to ISTEA, only a few of these activities had been eligible for federal-aid highway funding, and they were often excluded from 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, Congress reauthorized federal-aid highway programs through the Transportation Equity Act for the 21st Century (TEA-21). The 10 percent set-aside for TE continued, and funding levels increased by 40 percent. Two TE activities were expanded and two new TE activities were added to the list of eligible activities. The complete list is shown on page 18. Furthermore, TEA-21 added a requirement that TE projects must relate to surface transportation. Four extensions were enacted after TEA-21 expired.

On August 10, 2005, Congress enacted the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Several small changes were incorporated into the statutory language of the 12 eligible activities. The list on page 18 incorporates these changes. SAFETEA-LU continues the 10 percent set-aside for TE, but it additionally requires that TE apportionments for each fiscal year meet or surpass FY 2005 funding levels.

The majority of projects that use TE funds are small-scale projects with an average federal share of $344,475. They are most often initiated at the local level by city or county governments or community-based organizations, referred to as sponsors. Projects funded with TE dollars can also be initiated by state DOTs, other state agencies, federally-recognized tribal governments, or federal agencies.

Administration of TE Funds and Projects

Like other components of the Federal-aid Highway Program, TE activities are federally funded and state administered. The Federal Highway Administration (FHWA) division offices provide guidance, stewardship, and oversight for the use of TE funds.

Transportation Enhancement activities are funded through a minimum 10 percent set aside of each state's (and District of Columbia's) annual STP funds (plus the Equity Bonus Program and RABA amounts distributed to the STP) or at the 2005 apportionment level depending on which is greater.* State DOTs administer appor-

* Puerto Rico has not received funds from Federal-aid apportioned programs since 1998 (TEA-21 §1103(n) and SAFETEA-LU §1120(c)).

tioned TE funds. The FHWA division offices in each state determine project eligibility according to guidance developed by FHWA Headquarters, Office of Natural and Human Environment. For a project to be eligible, federal law states that 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 flexibility to states in regard to managing and administering TE funds. State DOTs use a wide range of approaches to the various aspects of TE management, including soliciting and selecting TE projects; involving local sponsors; administering the various federal options for financing matching funds; managing project development; and construction contracting. Collectively, these approaches and procedures are now commonly referred to as TE programs. Every state publishes a document describing its unique program guidelines and policies. Detailed information about a particular state's TE program is also found on the NTEC Web site, along with contact information for each state.

FY 2006 Summary of Nationwide Spending

The National Transportation Enhancements Clearinghouse (NTEC) presents this report for use by all interested in Transportation Enhancements (TE). The report provides a detailed description of the status of this funding source both at the state and national levels. This report is updated annually and allows NTEC to provide an assessment of how TE activities are being funded and implemented.

The report is structured in two main sections. The Data Collection Process section summarizes TE spending figures, cites sources, explains the methodology of data collection, and explores state-specific data issues. The Major Findings section presents an analysis of TE activities at the end of fiscal year (FY) 2006 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. The report also contains five appendices that provide supplemental information.

TEA-21 expired on September 30, 2003. Funding for TE continued through a series of short-term extensions, with full reauthorization of new transportation legislation, SAFETEA-LU, enacted in August 2005. The delay in reauthorization influenced the project selection process for several states during the periods of TEA-21 extensions.

While this report provides one perspective on the status of TE, readers with questions about the TE program in their state should contact their state Department of Transportation (DOT) directly. Contact information for state DOT TE managers is included in Appendix E, and on the NTEC Web site at www.enhancements.org.

Common abbreviations 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

SAFETEA-LU: Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users of 2005

STP: Surface Transportation Program

FY: Fiscal Year

Data Collection Process

The information in this report is based on data collected and maintained by the National Transportation Enhancements Clearinghouse (NTEC). In 1993, Rails-to-Trails Conservancy developed a database of TE projects funded by each state. This project listing has been managed and updated by NTEC since 1998 as part of its partnership with FHWA. New TE spending data are compiled annually by NTEC staff. Data for this report were collected between May 2006 and April 2007. Data are provided to NTEC by two sources: FHWA's Fiscal Management Information System (FMIS) and State DOTs.

- **FMIS** provides NTEC with the cumulative and fiscal year activity for every state for funds available, obligated, and reimbursed. Every state is required to report its obligations and reimbursements through the FMIS system.
- **State DOTs** provide NTEC with programming (selected/planned project) data, including project name, TE activity type, location, and funding levels. This allows NTEC to analyze the distribution of funds by TE category and state match rates for TE funding. States are not required to provide NTEC with this information.

The national list of programmed TE projects now contains 22,714 projects selected from FY 1992 to FY 2006. NTEC's database also contains 1,125 programmed projects for future fiscal years (FY 2007 to FY 2014). Altogether, the list contains 23,839 programmed TE projects. The national TE project list can be viewed on the NTEC Web site. Since NTEC's database of projects is the only existing central resource for information on TE projects nationwide, the participation of each state DOT is crucial for the accuracy and completeness of NTEC's information. During the most recent data collection, 48 states and the District of Columbia provided NTEC with programming information.

State Participation During FY 2006

A breakdown of state participation during the FY 2006 data collection follows.

- **Submitted a complete update of older project data and submitted new project data:** Alabama, Arizona, Arkansas, Colorado, Delaware, District of Columbia, Florida, Idaho, Illinois, Indiana, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Missouri, Montana, Nebraska, Nevada, New Hampshire, New Jersey, New York, North Carolina, North Dakota, Ohio, Oregon, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Utah, Vermont, Virginia, Washington, West Virginia, Wisconsin, and Wyoming.
- **Submitted an update of new project data only:** California, Mississippi, and New Mexico.
- **Updated old data, but reported no new data to submit:** Connecticut, Hawaii, and Texas.
- **Submitted incomplete data:** Georgia.
- **Did not participate:** Alaska and Oklahoma.

Major Findings

The findings of this report are based on data obtained from the Federal Highway Administration's (FHWA) Fiscal Management Information System (FMIS) and NTEC's national list of TE projects. The data analyzed in this report are up-to-date as of September 30, 2006, and used to identify trends over the lifetime of the TE program. The following section, Major Findings, covers three areas of interest and importance to TE. The first part addresses cumulative monetary levels among the stages of funding. The second part discusses nationwide trends across and within the 12 TE activities. The third part provides project award and match rate trends. This section concludes with an analysis of future fiscal year programming and a brief discussion of state obligation policies.

Available

Available funds are the amount apportioned to the state DOTs exclusive of the amount transferred from TE to other allowable transportation programs. In FY 2006 Apportionments stayed the same as in FY 2005 for all states except Minnesota whose apportionment increased by $1.2 million. FY 2006 Apportionments were about $804 million.

From FY 1992 through FY 2006, the cumulative amount made available to all states was $8.12 billion. The distribution among states is shown in Table 1. States are typically not authorized to obligate all apportioned funds due to annual congressionally mandated limitations on obligations.

Programming

Each year NTEC asks state DOTs to provide information on programmed projects. Programmed projects are those approved to receive TE funding by individual states. As a result, NTEC's database now covers 15 fiscal years of TE programming. Table 1 indicates that the cumulative level of programming for FY 1992 through FY 2006 is $7.82 billion, which represents 95.8 percent of all available funds. Since there are two states for which NTEC does not have current programming numbers, the actual programming level is most likely higher than the amount documented in the NTEC database.

NTEC's data also show that 21 states and the District of Columbia have selected projects for future fiscal years. The database now has 1,125 future-programmed projects worth $519 million in federal TE funds. The future programming data suggests that there are more requests for project 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 some errors occur because of data reporting problems. For example, for 12 states, NTEC's programming figures are lower than actual obligations. The reasons for this could include:

- Older project data were not completely reviewed or updated (some states report an inability to track older, ISTEA-era projects);

- The project data provided to NTEC did not include all selected projects;
- Differences in methodology for tracking projects.

Another issue to note is that 21 states have programming totals that are higher than apportionments. Possible reasons for this include:

- States program more than their apportionments with the expectation that some projects may be dropped;
- Older project data were not 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

States may combine a TE project with other federal or state funds, but not differentiate these in their data submission to NTEC.

Every year as NTEC collects data, efforts are made to increase the accuracy of the database. Unfortunately, without a full review and reconciliation at the state level, discrepancies in programming figures will continue to exist. Nonetheless, the database and programming figures are still useful tools for the purposes of this report, and provide a centralized, national source of information about programmed projects that does not exist elsewhere.

Obligations: Background

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. State DOTs are required to report obligations to FMIS. NTEC obtains obligation figures from FMIS for each state at the close of the fiscal year.

States have tremendous flexibility in determining how to spread their funding among transportation programs. This flexibility allows states latitude in meeting needs that arise on a year to year basis. For example, it might be more cost-effective to over-obligate a particular program in a given year in order to finish a complex, large project such as a highway or bridge. The flexibility that allows for over-obligation also allows for under-obligation. The logic behind the flexibility is that over-obligations and under-obligations should balance over time. Balance is not always reached. Unobligated funds are added to the available balance.

A simplified example might help to explain how this relates to the obligation rate. The available balance obligation rate represents a percentage of the available balance of funds versus the year's obligated funds. This shows the extent to which states are expending available resources. Let's say that in the year 2000, a state had $10 million available and obligated $8 million dollars. Its obligation rate would then be 80% that year. The available balance obligation rate equals the available balance of funds divided by the year's obligated funds.

In future years, however, the cumulative outstanding balance of $2 million is not

Table 1: State TE Program Benchmarks for FY 1992 to FY 2006

State	Cumulative Available FY92-06	Programmed FY92-06	Programmed Rate	Obligated FY92-06	Obligated Rate	Reimbursed FY92-06	Reimbursed Rate‡	Rescinded FY92-06	Rescinded Rate
Alabama	$163,868,852	$156,315,930	95.4%	$139,053,044	84.9%	$104,848,433	75.4%	$21,476,816	13.1%
Alaska	$122,839,281	$118,495,231	96.5%	$122,773,581	99.9%	$115,543,714	94.1%	$3,822,947	3.1%
Arizona	$160,378,494	$146,633,015	91.4%	$119,347,963	74.4%	$94,992,530	79.6%	$177,511	0.1%
Arkansas	$95,720,009	$101,117,722	105.6%	$89,953,829	94.0%	$86,269,536	95.9%	$21,438,089	22.4%
California	$744,332,392	$790,489,100	106.2%	$593,796,644	79.8%	$479,521,907	80.8%	$24,710,794	3.3%
Colorado	$119,165,105	$90,722,229	76.1%	$93,982,977	78.9%	$79,089,090	84.2%	$9,548,354	8.0%
Connecticut	$103,139,363	$104,503,466	101.3%	$96,458,450	93.5%	$83,745,530	86.8%	$23,433,903	22.7%
Delaware	$46,402,380	$34,475,528	74.3%	$45,018,455	97.0%	$38,447,198	85.4%	$45,331	0.1%
District of Columbia	$33,355,129	$32,681,574	98.0%	$26,741,389	80.2%	$21,799,671	81.5%	$5,694,008	17.1%
Florida*	$474,524,881	$386,816,537	81.5%	$348,590,609	73.5%	$313,259,396	89.9%	$12,143,382	2.6%
Georgia	$338,347,938	$270,842,396	80.0%	$213,894,116	63.2%	$185,764,514	86.8%	$368,562	0.1%
Hawaii	$66,611,605	$51,257,633	77.0%	$51,257,633	77.0%	$42,461,443	82.8%	$3,113,871	4.7%
Idaho	$47,230,990	$39,858,880	84.4%	$45,345,891	96.0%	$36,816,058	81.2%	$13,919,554	29.5%
Illinois	$315,851,147	$233,345,940	73.9%	$223,869,811	70.9%	$200,748,022	89.7%	$18,906,752	6.0%
Indiana	$234,174,373	$243,100,215	103.8%	$189,627,137	81.0%	$159,567,008	84.1%	$327,402	0.1%
Iowa	$115,699,816	$120,502,933	104.2%	$109,144,876	94.3%	$90,876,097	83.3%	$4,338,445	3.7%
Kansas	$120,828,653	$134,396,625	111.2%	$103,671,947	85.8%	$83,518,478	80.6%	$131,192	0.1%
Kentucky	$147,659,172	$148,594,474	100.6%	$126,585,102	85.7%	$102,760,460	81.2%	$411,167	0.3%
Louisiana	$114,036,958	$103,070,671	90.4%	$65,434,736	57.4%	$56,409,089	86.2%	$17,771,410	15.6%
Maine	$44,475,415	$39,932,073	89.8%	$31,828,950	71.6%	$29,996,027	94.2%	$2,575,137	5.8%
Maryland	$137,521,832	$147,936,598	107.6%	$105,598,643	76.8%	$81,484,859	77.2%	$142,430	0.1%
Massachusetts	$149,107,870	$77,360,547	51.9%	$54,713,560	36.7%	$32,866,829	60.1%	$145,633	0.1%
Michigan	$277,347,078	$268,681,291	96.9%	$212,376,052	76.6%	$173,606,719	81.7%	$13,091,047	4.7%
Minnesota†	$170,126,572	$149,048,118	87.6%	$155,235,631	91.2%	$142,782,621	92.0%	$171,744	0.1%
Mississippi	$112,136,098	$81,390,519	72.6%	$86,794,298	77.4%	$72,722,174	83.8%	$2,146,360	1.9%
Missouri	$187,455,043	$174,868,503	93.3%	$134,274,662	71.6%	$111,820,648	83.3%	$3,751,405	2.0%
Montana	$79,687,174	$54,859,607	68.8%	$59,124,747	74.2%	$49,499,361	83.7%	$70,756	0.1%
Nebraska	$64,850,562	$67,772,971	104.5%	$58,053,189	89.5%	$46,873,083	80.7%	$14,823,007	22.9%
Nevada	$65,168,876	$66,587,043	102.2%	$49,671,967	76.2%	$43,725,742	88.0%	$3,066,373	4.7%
New Hampshire	$49,316,771	$44,790,968	90.8%	$44,840,477	90.9%	$34,071,678	76.0%	$46,151	0.1%
New Jersey	$178,550,971	$138,467,286	77.6%	$128,867,210	72.2%	$106,017,377	82.3%	$10,851,038	6.1%
New Mexico	$78,686,435	$84,634,853	107.6%	$70,589,732	89.7%	$61,266,435	86.8%	$15,304,461	19.4%
New York	$353,111,214	$343,501,606	97.3%	$244,146,983	69.1%	$187,246,763	76.7%	$346,924	0.1%
North Carolina	$249,268,275	$228,633,371	91.7%	$205,956,500	82.6%	$177,374,059	86.1%	$15,157,962	6.1%
North Dakota	$60,926,715	$156,315,930	256.6%	$52,438,875	86.1%	$47,509,373	90.6%	$2,336,371	3.8%
Ohio	$227,797,466	$241,347,847	105.9%	$221,545,295	97.3%	$202,307,343	91.3%	$39,215,442	17.2%
Oklahoma	$139,988,832	$118,049,129	84.3%	$120,716,610	86.2%	$82,509,341	68.3%	$16,954,146	12.1%
Oregon	$75,317,603	$80,263,317	106.6%	$66,249,884	88.0%	$58,438,499	88.2%	$32,761,519	43.5%
Pennsylvania	$259,388,965	$270,306,510	104.2%	$209,001,066	80.6%	$144,314,159	69.0%	$313,712	0.1%
Rhode Island	$44,196,118	$41,375,946	93.6%	$43,882,412	99.3%	$36,465,166	83.1%	$45,994	0.1%
South Carolina	$159,000,398	$82,812,711	52.1%	$113,989,271	71.7%	$96,388,347	84.6%	$175,736	0.1%
South Dakota	$40,520,419	$40,792,060	100.7%	$37,130,459	91.6%	$36,489,859	98.3%	$26,692,802	65.9%
Tennessee	$191,066,306	$190,840,421	99.9%	$134,685,828	70.5%	$97,466,906	72.4%	$4,601,178	2.4%
Texas	$487,759,667	$595,887,234	122.2%	$374,398,464	76.8%	$331,203,989	88.5%	$232,867,937	47.7%
Utah	$62,141,614	$41,374,193	66.6%	$61,584,293	99.1%	$46,906,952	76.2%	$6,973,628	11.2%
Vermont	$42,978,956	$45,051,564	104.8%	$36,003,403	83.8%	$29,313,611	81.4%	$43,815	0.1%
Virginia	$209,322,949	$212,964,136	101.7%	$205,884,281	98.4%	$105,613,076	51.3%	$4,332,104	2.1%
Washington†	$135,195,519	$155,885,136	115.3%	$110,825,096	82.0%	$93,642,424	84.5%	$9,599,577	7.1%
West Virginia	$69,635,394	$69,540,414	99.9%	$58,727,780	84.3%	$45,314,315	77.2%	$71,019	0.1%
Wisconsin	$148,802,750	$149,010,687	100.1%	$114,287,410	76.8%	$99,475,268	87.0%	$65,044,813	43.7%
Wyoming	$51,344,605	$45,873,011	89.3%	$50,272,028	97.9%	$44,591,898	88.7%	$43,258	0.1%
Total*	**$8,166,361,001**	**$7,824,416,249**	**95.8%**	**$6,458,243,245**	**79.1%**	**$5,325,743,077**	**82.5%**	**$705,542,968**	**8.6%**

* Florida's reported programmed figures result from their unique FY system, which begins and ends in June rather than September.

† Minnesota and Washington figures have been adjusted for STP Pilot.

‡ Reimbursement rates are calculated from obligated funds.

erased. It still sits on the books and is available the next year. If a state does not proportionately increase the size of its program to include these unobligated funds, its obligation rate will go down. In the present example, if the state again had a single year $10 million apportionment and obligated at the same rate as the previous year ($8 million), the new obligation rate would go down to 66.6% ($12 million available divided by $8 million obligated). If this same process continues over the course of 5 years, the state's obligation rate would go down to 44.4% and leave 10 million dollars on the table. This $10 million conceptually represents a full year of TE funding. This example, of course, does not take into account the obligation limitation. Its potential impact is discussed on page 15.

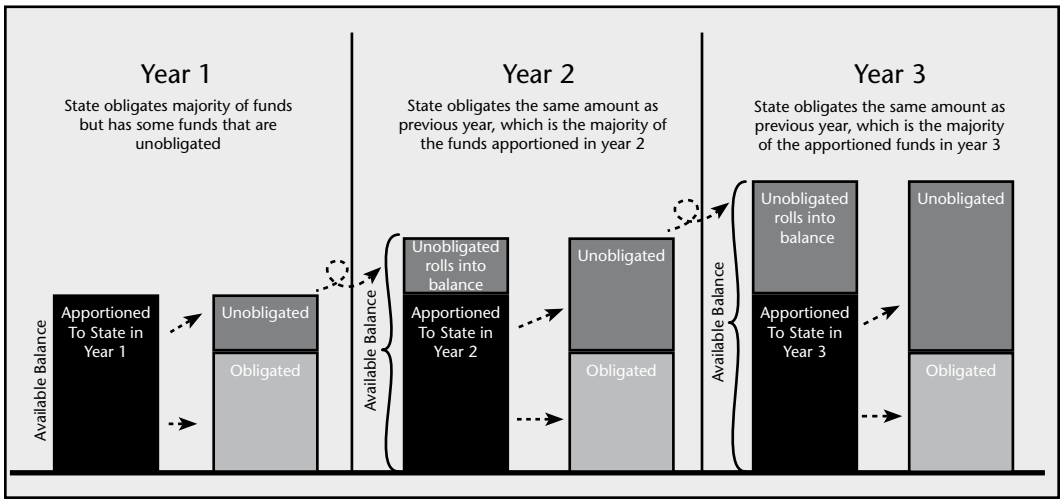
Figure 2, below, illustrates the accumulation of TE Funds as described above and shows how a state could obligate the same amount every year and run up a large available balance.

Obligation, Obligation Rates, & Rescissions

This report for the first time elaborates and analyzes obligation rates in three separate ways. Method one is to compare the cumulative dollar amount obligated to the cumulative available amount. This rate figure has been the benchmark figure NTEC has reported previously and that FHWA has used to measure the effectiveness of the TE program. This rate is reported nationally and for each state in Table 1, page 9. The national cumulative obligation rate (FY 1992–FY 2006) is 79.1 percent.

The second method is to compare the amount obligated in the fiscal year to the fiscal year apportionment, as shown in Table 2, page 14. This rate show how much of the years apportionment has been obligated. NTEC has calculated this rate for each year since FY 2001 using annual FMIS data. This rate shows how the TE programs operate from year to year. This rate can be quite variable between years. Using this methodology it is possible for a state to obligate more than a hundred percent of the

Figure 2: How TE Funds Accumulate



apportionment because a state has the ability to obligate an amount equal to the available balance. This is usually greater than the year's apportionment.

The third method is to compare the amount obligated in the fiscal year to the available balance. The available balance amount is the amount each state has available to it to obligate. The available balance is the current year's apportionment amount plus the funds from past years that have not been obligated minus transfers and funds that have expired. NTEC has calculated this rate for each year since FY 2001 using annual FMIS data. It is illustrated in Figure 4, page 12, or by state in Table 2, page 14.

Obligation Trends

Table 1, page 9, shows that as of September 30, 2006, 79.1 percent of all available TE funds (cumulative FY 1992 through FY 2006) had been obligated. This is a big increase from FY 2005 and is almost entirely due to the over $600 million dollar rescission that reduced the cumulative available amount that is used to calculate the obligation rate. The cumulative obligation rate combines the past 15 years of the TE program and minimizes changes from year to year. NTEC recognizes that the cumulative obligation rate has been the primary benchmark by which the TE program has been measured. However with such significant changes in the benchmark measurement unrelated to the states' commitment amounts, NTEC has crafted other ways to represent the State TE program spending.

Table 2 provides yearly fiscal year obligation rates compared to the amount apportioned that year since 2001 when NTEC started receiving data in this format. In 2006 the national yearly obligation rate is 64.6 percent, a small increase (3.3 points) over FY 2005, and still short of the FHWA cumulative goal of 75 percent for the program.

The dollar amount states obligated during FY 2006 reversed the recent declining trend and actually increased slightly in FY 2006 over the amount obligated in FY 2005. Figure 3 on page 12 illustrates the amount obligated in dollar amounts since 1992. Uncertainty with the reauthorization of the transportation bill after TEA-21 expired in 2003 is the likely cause of the obligation decreases seen between FY 2003 and FY 2005.

New to this report is Figure 4, on page 12. Figure 4 graphs the TE programs yearly obligation amount compared to the amount apportioned for the year, the available balance and the total amount rescinded. Previous spending reports have not analyzed the impact of unobligated apportioned funds. This graph, and the accompanying Table 2, page 14, show the available balance, that is the amount of money from past years still available to be obligated by the states. This number is the sum of all unobligated funds.

In recent years, many states have made great strides in moving their programmed projects to completion and have developed more effective methods for obligating TE funds. For example, Virginia, which in 2001 had a large unobligated balance, has in three of the last five years obligated more than it was apportioned for the year. This has significantly reduced its unobligated balance. Virginia attributes the increase not only to the efforts of its staff, but also to a change in accounting methodology. Like-

Figure 3: TE Funds Obligated Each Fiscal Year FY 1992 through FY 2006

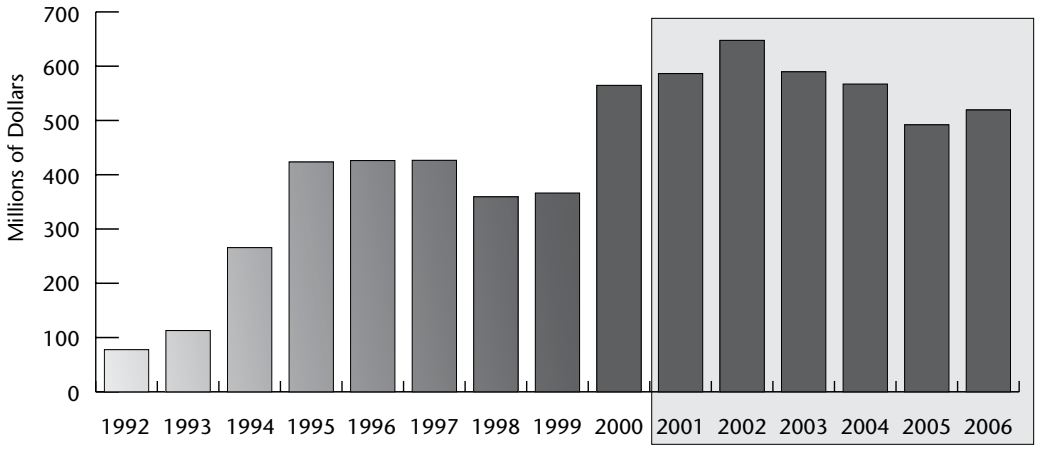
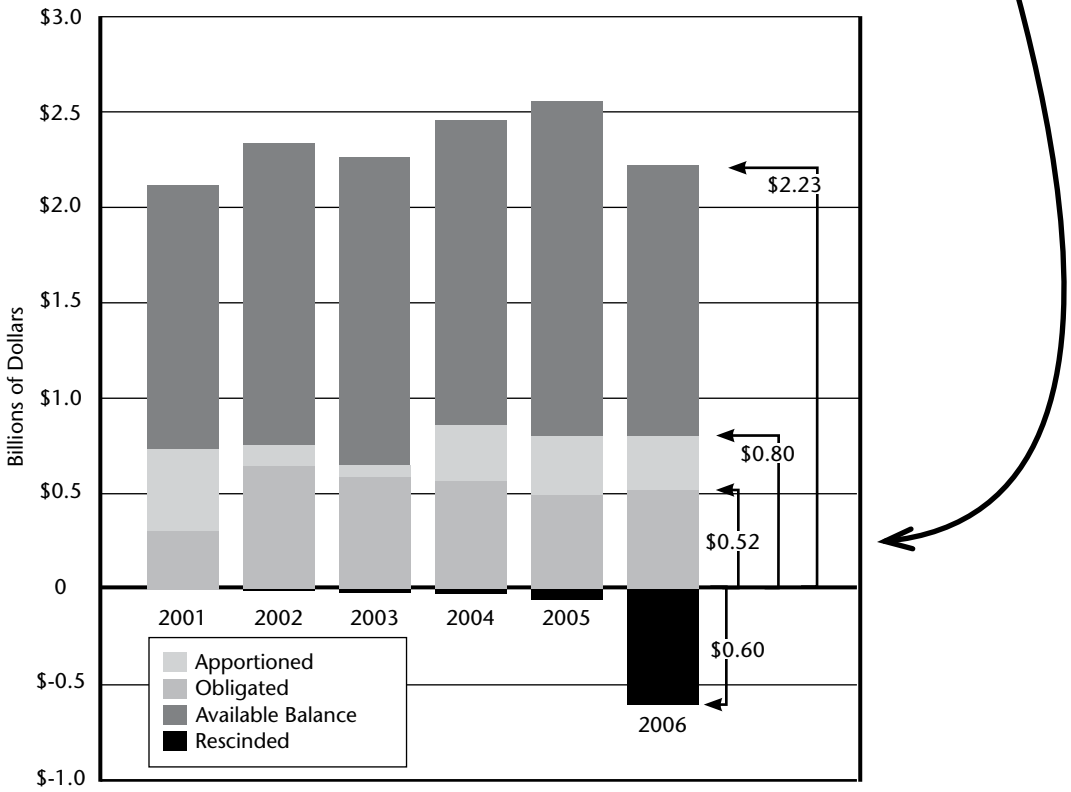


Figure 4: Obligation, Apportionment, Available Balance, and Rescissions for each Fiscal Year 2001 through 2006



wise, Rhode Island, which has obligated over 100 percent of its yearly apportionment for the past five years, reports prioritized and concentrated efforts to get TE projects accomplished as the key to their increased obligations.

Obligations: Issues

The national obligation rate can be used to track the status of TE spending nationally. However this does not provide a clear picture of an individual state's TE Program. 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 TE-eligible projects being funded from 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 solicits feedback from all state TE managers in order to better understand the reasons why state obligation rates vary considerably. Insightful information on some of the problems states face in obligating TE funds reveal some of the factors that contribute to low obligation rates. Frequently mentioned were:

- **Obligation limitation.** Congress, in its annual appropriations acts sets the annual obligation limitation for the overall amount of federal-aid highway funds that can be obligated. FHWA informs the states of these limits and monitors for compliance. State DOTs choose how they will manage the required obligation limitation across their programs at their discretion.

- **Accounting practices**. State procedures for obligating projects and varying accounting practices impact the obligation rate. Some states obligate project funds in stages as they are ready to proceed. Some states pay for only the construction phase of TE projects and release full obligation authority once construction is ready to occur. States with lower obligation rates often use one of these methods. States that release full project obligation for all stages earlier in the process tend to have higher obligation rates.

- **Level of design detail and environmental review.** Some DOTs reportedly treat TE projects more like highways, requiring a level of design detail and environmental review that can be at odds with the small-scale nature of most TE projects and at odds with federal recommendation that encourages a streamlined approach. Such strict requirements slow down the implementation of projects, thus creating a lag between the programming and obligation stages.

- **Inexperienced sponsors.** 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. States do not obligate funds when expected due to delays resulting from inaccurate cost estimates, the inability to raise matching funds, 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.

Table 2: Yearly Obligation Rates by Fiscal Year 2001–2006
(Obligation shown as a percent of the available balance and years apportionment)

State	FY01		FY02		FY03		FY04		FY05		FY06	
	Avail. Rate	Apport Rate	Avail. Rate	Apport. Rate	Avail. Rate	Apport. Rate	Avail. Rate	Apport. Rate	Avail. Rate	Apport. Rate	Avail. Rate	Apport. Rate
Alabama	23.4%	70.2%	27.4%	75.2%	24.3%	82.2%	36.0%	106.1%	28.7%	67.9%	24.9%	47.4%
Alaska	64.3%	64.3%	80.7%	79.7%	90.1%	110.8%	43.8%	44.7%	83.9%	107.5%	98.5%	69.4%
Arizona	6.2%	21.2%	15.8%	57.4%	20.6%	95.0%	31.0%	114.9%	30.7%	110.5%	27.2%	94.8%
Arkansas	16.5%	53.8%	46.8%	128.4%	75.3%	205.9%	5.9%	6.0%	19.4%	27.1%	37.2%	30.6%
California	14.5%	43.0%	38.1%	105.9%	16.8%	47.3%	32.6%	87.4%	23.5%	67.7%	25.2%	68.2%
Colorado	12.6%	32.1%	23.1%	60.7%	33.7%	109.5%	19.9%	52.2%	17.0%	57.2%	23.9%	70.3%
Connecticut	10.5%	17.6%	18.6%	43.4%	16.0%	43.7%	29.9%	56.7%	13.5%	20.4%	35.6%	41.7%
Delaware	0.5%	1.4%	40.9%	144.7%	22.0%	74.7%	29.5%	93.3%	39.3%	133.2%	87.0%	265.9%
District of Columbia	0.0%	0.0%	40.7%	70.4%	100.0%	217.0%	-3.6%	-3.6%	17.9%	38.2%	-120.9%	-114.2%
Florida	26.5%	34.0%	42.2%	71.2%	16.1%	33.4%	2.3%	5.2%	22.7%	72.9%	19.8%	64.3%
Georgia	12.2%	31.0%	28.6%	69.9%	52.0%	158.5%	8.7%	18.0%	3.4%	10.1%	3.7%	14.3%
Hawaii	2.3%	10.0%	-7.6%	-32.2%	54.6%	345.9%	10.1%	32.2%	6.8%	28.9%	0.0%	0.0%
Idaho	3.0%	12.4%	17.5%	74.8%	16.4%	78.4%	24.6%	66.6%	17.4%	55.0%	67.8%	72.4%
Illinois	17.1%	57.6%	10.1%	36.6%	15.0%	71.9%	27.0%	111.6%	15.5%	64.4%	7.8%	30.4%
Indiana	20.8%	58.5%	26.8%	69.7%	32.9%	106.9%	39.5%	104.0%	14.9%	39.6%	33.3%	105.2%
Iowa	8.1%	29.3%	27.3%	111.4%	39.3%	174.7%	26.3%	79.2%	47.2%	164.9%	71.3%	171.4%
Kansas	21.4%	51.9%	77.2%	172.0%	-3.0%	-4.8%	4.5%	10.1%	35.2%	119.6%	49.5%	158.6%
Kentucky	31.1%	69.4%	38.6%	81.0%	47.2%	117.5%	51.6%	94.7%	69.2%	133.1%	-10.8%	-16.0%
Louisiana	7.9%	33.2%	14.5%	69.9%	12.0%	68.1%	9.9%	46.8%	8.4%	47.4%	9.3%	43.0%
Maine	9.1%	28.5%	17.9%	64.0%	6.2%	25.0%	19.8%	65.0%	11.6%	48.7%	22.0%	104.1%
Maryland	19.6%	57.8%	46.1%	119.4%	19.9%	52.1%	29.1%	74.2%	22.0%	65.3%	21.8%	72.3%
Massachusetts	0.2%	1.2%	2.9%	17.8%	5.5%	43.7%	8.0%	49.8%	1.4%	10.2%	3.0%	24.6%
Michigan	14.6%	43.3%	24.0%	75.9%	31.3%	122.6%	24.9%	76.1%	19.2%	68.2%	27.5%	91.7%
Minnesota	5.2%	5.4%	84.4%	83.3%	87.1%	102.6%	67.8%	75.6%	30.4%	43.1%	47.3%	90.3%
Mississippi	16.7%	42.1%	32.4%	102.5%	40.2%	143.6%	28.4%	67.6%	20.0%	51.6%	22.1%	67.7%
Missouri	13.5%	47.9%	35.7%	133.9%	33.7%	121.5%	31.9%	90.7%	14.0%	42.0%	17.6%	60.4%
Montana	22.3%	63.5%	27.6%	75.1%	17.4%	58.4%	17.4%	55.4%	13.2%	49.5%	16.4%	69.7%
Nebraska	10.2%	36.3%	21.6%	70.0%	21.1%	83.7%	32.2%	91.6%	32.8%	66.8%	9.0%	10.1%
Nevada	4.8%	16.7%	26.1%	104.0%	24.3%	107.7%	16.0%	58.5%	26.9%	120.1%	18.2%	66.9%
New Hampshire	17.2%	43.5%	42.6%	113.4%	37.9%	105.6%	44.8%	103.1%	39.3%	93.6%	52.9%	129.5%
New Jersey	11.0%	24.9%	23.3%	58.1%	31.1%	96.1%	16.5%	41.5%	7.2%	23.1%	14.9%	49.6%
New Mexico	14.7%	35.1%	23.2%	57.7%	18.9%	61.1%	16.8%	50.7%	21.3%	64.2%	30.6%	50.9%
New York	14.1%	29.1%	28.5%	64.7%	51.4%	146.0%	-12.3%	-23.7%	5.8%	19.5%	10.3%	43.2%
North Carolina	20.8%	54.8%	44.8%	115.6%	36.6%	94.9%	37.4%	83.8%	21.7%	53.3%	22.1%	52.1%
North Dakota	13.7%	37.2%	39.2%	116.9%	31.1%	97.6%	20.1%	55.5%	25.2%	85.5%	35.6%	107.6%
Ohio	9.1%	27.3%	18.6%	58.3%	22.4%	88.8%	43.7%	121.3%	22.7%	60.7%	69.1%	51.0%
Oklahoma	27.1%	62.8%	46.5%	102.7%	52.9%	105.4%	38.0%	55.6%	33.8%	66.2%	20.7%	34.7%
Oregon	3.3%	11.2%	18.6%	70.0%	13.9%	63.0%	17.5%	69.4%	10.2%	49.8%	42.0%	73.0%
Pennsylvania	5.7%	18.1%	16.2%	57.6%	22.3%	100.9%	25.5%	90.1%	34.5%	120.4%	44.0%	141.6%
Rhode Island	13.8%	57.6%	28.2%	115.6%	55.7%	247.6%	70.7%	182.8%	79.0%	151.2%	93.1%	130.6%
South Carolina	33.7%	93.7%	33.9%	103.0%	33.8%	113.3%	33.3%	89.4%	17.6%	51.2%	8.7%	28.6%
South Dakota	2.3%	9.8%	13.3%	66.2%	13.4%	75.2%	8.8%	36.3%	13.1%	45.1%	43.0%	48.8%
Tennessee	5.1%	17.4%	30.5%	120.2%	30.6%	129.2%	23.4%	74.8%	14.2%	48.5%	19.2%	72.1%
Texas	14.5%	62.7%	18.3%	75.7%	13.9%	68.0%	13.1%	45.5%	6.8%	27.9%	21.0%	39.5%
Utah	2.6%	6.4%	28.2%	83.2%	13.8%	47.7%	16.8%	54.7%	29.8%	106.1%	96.5%	252.9%
Vermont	22.2%	33.2%	49.8%	89.5%	17.1%	33.5%	29.1%	67.2%	29.4%	86.0%	28.2%	86.4%
Virginia	9.0%	32.0%	66.3%	234.7%	32.3%	78.6%	72.4%	159.1%	85.5%	141.9%	85.0%	89.6%
Washington	19.6%	36.2%	47.6%	96.7%	29.8%	66.8%	13.7%	28.9%	8.5%	27.0%	35.3%	107.3%
West Virginia	27.3%	71.1%	37.1%	79.1%	46.9%	124.5%	41.3%	77.7%	42.4%	94.9%	18.7%	42.7%
Wisconsin	13.8%	74.1%	12.9%	65.2%	15.2%	89.4%	14.2%	68.7%	12.0%	64.1%	21.4%	51.3%
Wyoming	97.1%	103.0%	95.9%	96.3%	97.6%	102.3%	61.4%	62.7%	62.9%	88.2%	80.4%	122.1%
TOTAL	**14.0%**	**41.6%**	**28.0%**	**85.9%**	**25.9%**	**91.0%**	**23.5%**	**66.0%**	**19.1%**	**61.3%**	**23.3%**	**64.6%**

Avail. Rate is the percent of the available balance obligated in the fiscal year. Apport. Rate is the percent of the year's apportionment obligated in the fiscal year. Data for both rates is reported by FMIS in the fiscal year shown.

- **Right-of-way acquisition.** Some states have faced costly legal actions due to right-of-way issues and have subsequently adopted more stringent requirements. To combat this problem, some states require applicants to obtain a written right-of-way agreement prior to project selection.

Obligation Limitation

Along with annual apportionments, Congress sets a limitation on obligations for that year to control annual federal expenditures of the Federal-Aid Highway Program. Obligation authority is then distributed among the states. Obligation Limitation is a requirement applied to the entire Federal-Aid Highway Program. Though simplified for this report the nature of the limitation is one of macro proportions, and is not tracked by FHWA at the level of programs such as TE. Within the state's overall limitation, each state has discretion to choose how to use funds among the various Federal-aid Highway programs as long as the total obligations do not exceed the set limit. Therefore, while it may appear that states are not obligating all of their apportionment, not all of these funds may be accessible in a given year. For example, in FY 2003 Congress imposed an overall obligation limitation such that approximately 86 percent of total apportionments could be obligated. Many state DOTs cite obligation limitation for restricting TE programs. That said, the DOTs are largely responsible (23 U.S.C. 145) for how they distribute the limitation among federal-aid programs. Congress mandates that the states manage how their funding limits impact specific federal aid highway programs such as TE.

Some state DOTs evenly distribute the obligation limitation across all programs, while other DOTs place lower limitations on some programs. Some state TE managers have reported that in their state's DOT TE is considered a lower priority.

Limitations on obligations should be kept in mind as this report discusses TE obligation rates. The cumulative obligation rate and the rate of the year's apportionment obligation are calculated without considering obligation limitations.

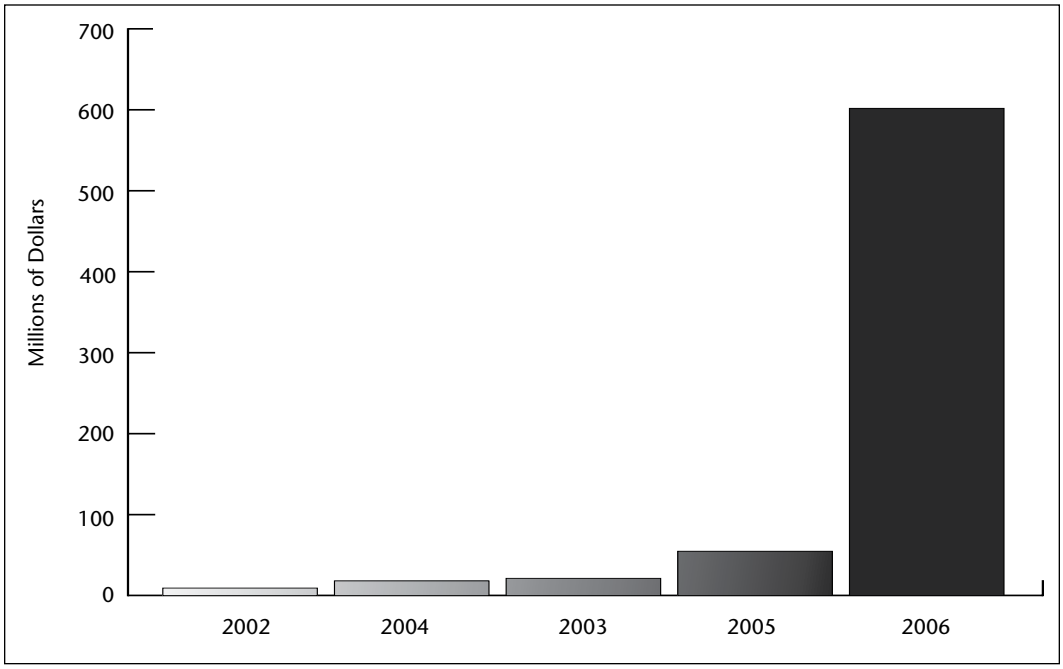
Rescissions

Since 2002, Congress has passed rescissions to the Federal-Aid Highway Program. Rescissions are funds removed from apportionments. When funds are removed in this manner, they are no longer counted as apportioned funds: it's as though they never occurred. While Congress sets the total rescission amount, FHWA calculates the share each state is responsible for based on the original distribution of Federal-Aid funds. The states in turn are required to return those funds.

In 2006, $601 million was rescinded nationally from TE alone, as shown in Figure 5, page 16. This is important because it affects the cumulative obligation rate: since rescinded funds are erased, they lower cumulative available funds. This in turn raises the cumulative obligation rate even without changes in obligated funds. The rescission alone accounts for an 8.7 percent reduction in national cumulative available TE funds.

States have discretion on how they assign the rescissions among their Federal-Aid

Figure 5: TE Rescissions by Year



programs. In FY 2006, some states chose to evenly distribute the rescissions among their programs, while others disproportionately distributed the rescission reductions to their TE programs. Rescissions by state are shown in Appendix D, Table 4, page 30. This distribution of rescissions has made the traditional measure of using cumulative obligation rates for the states far more problematic due to nonprogammatic changes that have affected cumulative obligation rates. NTEC developed yearly obligation rates which limit the impact of rescissions on obligation rates to the year it occurred, shown in Table 2, page 14. Together with Table 4, page 30, a clearer picture of state TE program spending is reached.

Reimbursements

The final stage of TE project funding is reimbursement. The FHWA reimburses states for projects that are completed. This process can be long and, when projects are stalled or are not separated into phases, can be delayed while the project is implemented. Table 1, on page 9, shows the cumulative reimbursement rate (as a percentage of obligated funds) at the end of FY 2006. In the past, reimbursement rates have been calculated as a percentage of available funds. However, this does not provide a clear picture of reimbursements as only obligated projects can be reimbursed: the remaining available funds are not applied to projects and therefore not reimbursable. Nonetheless, cumulative reimbursement rates (compared to available funds) did increase from FY 2005 (65.2% compared to 59.0%). It is likely that the reimbursement rate will continue to increase in future fiscal years as authorized work on TE projects is completed.

Table 1 shows that the reimbursement rate nationally was 82.5 percent. Reimbursement rates range among states from a low of 51.3 percent in Virginia to a high of 98.3 percent in South Dakota.

Differences in reimbursement rates can be explained a number of ways. A low reimbursement rate, together with a high obligation rate in recent years, could indicate that many TE projects in that state are ongoing. A high reimbursement rate, together with a low obligation rate in recent years, could indicate that few TE projects are implemented but that they are done efficiently. Overall, it is important to understand that reimbursement rates alone are not a good benchmark for TE funding. Only as a part of the whole TE funding process, from available to obligated, can these data be properly interpreted.

Transfers

The Uniform Transferability Provision (23 U.S.C. 126) limits the amounts of funds that can be transferred from TE to other federal-aid highway programs in a given year. States can transfer up to 25 percent of the portion of the annual TE funding that is above the state's FY 1997 TE apportionment level. States are also permitted to transfer TE funds to the Federal Transit Administration (FTA) under the requirements of Chapter 53 of title 49 U.S.C. There is no limit on the amount that can be transferred to FTA; however, the transferred funds must be used for TE-eligible activities.

In FY 2006, five states transferred a total of $35.3 million out of TE and into other programs as allowed by Uniform Transferability Provision. This is a significant increase from the $4.7 million transferred in FY 2005. All funds transferred in FY 2006 were transferred to FTA for TE-eligible activities. Table 4, in Appendix D, on page 31, provides a comparison of transfers from TE since FY 1999. The transfers made by Ohio in 2006 are by far the largest sum ever transferred since FY 1999, as shown in the table. The majority of all funds transferred since FY 1999, $77.2 million, have gone to the FTA.

The amount of money transferred is small in comparison to the total funds available for TE projects during FY 2006. The amount transferred to date, $98.8 million, accounts for about one percent (1.2 percent) of cumulative available funds. Transfers are thus a very small percentage of available funds and do not significantly detract from the funding of TE activities. Furthermore TE funds transferred to the FTA are used for TE-eligible projects.

The 12 Types of Transportation Enhancement Activities

The term Transportation Enhancement Activity means any of the following as they relate to surface transportation.

1. **Pedestrians and bicycle facilities:** New or reconstructed sidewalks, walkways, curb ramps, bike lane striping, paved shoulders, bike parking, bus racks, off-road trails, bike and pedestrian bridges and underpasses.
2. **Safety and educational activities for pedestrians and bicyclists:** Programs designed to encourage walking and bicycling by providing potential users with education and safety instruction through classes, pamphlets, and signs.
3. **Acquisition of scenic easements and scenic or historic sites, including historic battlefields:** Acquisition of scenic land easements, vistas, and landscapes, including historic battlefields; purchase of building in historic districts or historic properties.
4. **Scenic or historic highway programs including tourist and welcome center facilities:** Construction of turnouts, overlooks, visitor centers, and viewing areas, designation signs, and markers.
5. **Landscaping and other scenic beautification:** Street furniture, lighting, public art, and landscaping along street, highways, trails, waterfronts, and gateways.
6. **Historic preservation:** Preservation of buildings and façades in historic districts; restoration and reuse of historic building for transportation-related purposes; access improvements to historic sites and buildings.
7. **Rehabilitation and operation of historic transportation buildings, structures, or facilities:** Restoration of historic railroad depots, bus stations, canals, canal towpaths, historic canal bridges, and lighthouses; rehabilitation of rail trestles, tunnels and bridges.
8. **Preservation of abandoned railway corridors and the conversion and use of the corridors for pedestrian or bicycle trails:** Acquiring railroad rights-of-way; planning, designing and constructing multi-use trails; developing rail-with-trail projects; purchasing unused railroad property for reuse as trails.
9. **Inventory, control, and removal of outdoor advertising:** Billboard inventories or removal of nonconforming billboards.
10. **Archaeological planning and research:** Research, preservation planning and interpretation; developing interpretive signs, exhibits, guides, inventories, and surveys.
11. **Environmental mitigation to address water pollution due to highway runoff or to reduce vehicle-caused wildlife mortality while maintaining habitat connectivity:** Runoff pollution mitigation, soil erosion controls, detention and sediment basins, river cleanups, and wildlife crossings.
12. **Establishment of transportation museums:** Construction of transportation museums, including the conversion of railroad stations or historic properties to museums with transportation themes and exhibits, or the purchase of transportation related artifacts.

The examples in this list are not comprehensive. Although the federal government provides guidance and ensures compliance, states are responsible for selecting projects.

DISTRIBUTION ACROSS THE 12 TRANSPORTATION ENHANCEMENT ACTIVITIES

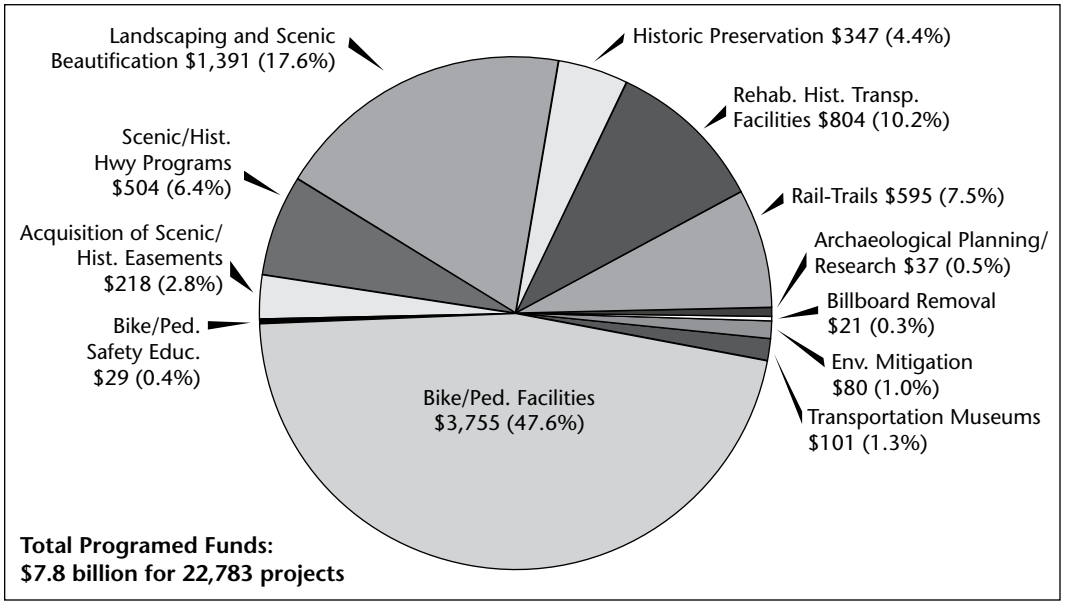
One of the most important uses of NTEC's national TE project list is interpreting how TE funds are being spent across the 12 eligible activities. The funding levels represented in this database are programming numbers, not obligations. In order to more fully understand the programming data results, it is important to note that programming numbers are obtained through a voluntary survey of state DOTs.

Data Results by Transportation Enhancement Activity

Figure 4 illustrates the distribution of funds across all 12 activities for FY 2006. Overall, the percentages have shifted only slightly from previous years. Bicycle and pedestrian facilities (Activity 1) received almost half of all programmed funds at 47.6 percent. The average Activity 1 project funding award is $331,909, lower than for the average TE project including all categories ($344,475).

Activities 4, 5, 6 and 7 (grouped together) account for the second largest percentages of funding. Activity 5, landscaping and scenic beautification, accounts for 17.6 percent of TE funds. The majority of projects in the landscaping and scenic beautification category involve landscaping along highways and at interchanges, including native wildflower planting. Streetscape projects are also popular in this category, and their numbers have been increasing. The average Activity 5 project funding award is $299,377, lower than for the average project. Landscaping and scenic beautification projects generally require less preliminary engineering, right-of-way acquisition,

Figure 6: Distribution of Federal Funds by TE Activity FY 1992 through FY 2006 (Federal funds in millions)



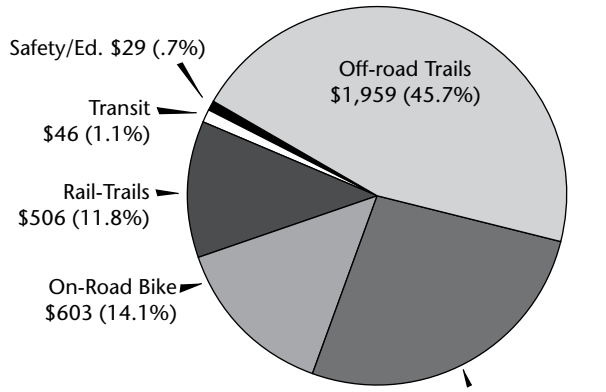
and permitting than other types of TE projects and generally can be completed more quickly.

Average funding for Activity 4 projects, scenic or historic highway programs, was $490,849, higher than the average TE project. Over one third of these projects are visitor centers. Many also pertain to restoration of historic highway facilities such as gas stations, stagecoach inns, ferry landings or other highway related infrastructure.

Activities 6 and 7, historic preservation and rehabilitation of historic transportation facilities together account for 14.6 percent of funding. This percentage has decreased since FY 2000. Historic preservation and rehabilitation projects are generally more complex, require more engineering and design, and take longer to complete than landscaping projects. This could account for their declining share of TE funds. Railroad depot renovations account for the majority of funds in these two categories. Historic bridge rehabilitations also account for a large share of these funds. The average project size in these categories is $366,930, slightly more than the average TE project.

The cumulative amount of TE funds devoted to rail-trails has dropped from 14 percent in FY 1999 to 7.5 percent in FY 2006. The average rail-trail project received $475,028 in TE funds. This figure is larger than funding for the average TE project. Rail-trail projects are often more complex and take longer to realize than other types of TE projects which may contribute to their declining numbers.

Figure 7: Distribution of Funds Across Projects With Designated Bike & Pedestrian Subtypes FY 1992 to FY 2006 (Federal Funds in Millions)



Total Programed Funds Across Projects with Designated Bike & Ped Subtypes: $4.3 billion for 12,567 projects.

Bicycle and Pedestrian Project Subtypes

Historically, bicycle and pedestrian facilities have had the largest percentage shares of programmed TE funds. NTEC tracks the distribution of funds within these activities as "subtypes" of the activities. State DOTs provide information on the subtype for each bicycle and pedestrian project in the project listing. Figure 5 presents the distribution of federal programmed funds to TE project categories with a strong bicycle and pedestrian component (primarily, but not limited to, TE Activities 1, 2, and 8)*. As shown at right, off-road trails comprise the majority of projects in these categories. Projects that focus on pedestrian facilities account for the second largest share of programmed TE funds, while respectively, on-road bicycle facilities and rail-trails comprise the next largest shares.

* Category 5 is not included this year as a primary category, however numerous category 5 projects were included in the subtype count (when designated as a bicycle and pedestrian subtype).

Table 3: Cumulative Programmed Federal Awards and Matching Funds FY 1992 through FY 2006

State	Project Count	Federal Awards	Avg. Federal Award	Matching Funds	Match Rate*
Alabama	718	$156,315,930	$270,879	$38,175,201	19.6%
Alaska	251	$118,495,231	$528,481	$14,153,535	10.7%
Arizona	380	$146,633,015	$491,601	$40,175,522	21.5%
Arkansas	430	$101,117,722	$347,070	$48,122,471	32.2%
California	1166	$790,489,100	$1,020,112	$398,961,000	33.5%
Colorado	478	$90,722,229	$253,642	$30,518,449	25.2%
Connecticut	166	$104,503,466	$786,306	$26,023,318	19.9%
Delaware	94	$34,475,528	$830,013	$43,545,714	55.8%
District of Columbia	75	$32,681,574	$547,077	$8,349,184	20.3%
Florida	1123	$386,816,537	$358,414	$15,681,991	3.9%
Georgia	588	$270,842,396	$573,850	$66,581,334	19.7%
Hawaii	37	$51,257,633	$1,895,708	$18,883,572	26.9%
Idaho	124	$39,858,880	$400,432	$9,794,700	19.7%
Illinois	367	$233,345,940	$801,487	$60,799,730	20.7%
Indiana	451	$243,100,215	$779,554	$108,478,517	30.9%
Iowa	540	$120,502,933	$428,103	$110,672,653	47.9%
Kansas	271	$134,396,625	$597,291	$27,469,292	17.0%
Kentucky	671	$148,594,474	$291,998	$47,335,859	24.2%
Louisiana	366	$103,070,671	$338,816	$20,935,807	16.9%
Maine	180	$39,932,073	$299,921	$14,053,711	26.0%
Maryland	228	$147,936,598	$1,588,454	$214,230,846	59.2%
Massachusetts	238	$77,360,547	$414,025	$21,177,497	21.5%
Michigan	1186	$268,681,291	$325,040	$116,815,993	30.3%
Minnesota	407	$149,048,118	$657,020	$118,359,099	44.3%
Mississippi	176	$81,390,519	$616,932	$27,189,466	25.0%
Missouri	714	$174,868,503	$360,387	$82,447,856	32.0%
Montana	548	$54,859,607	$143,908	$24,001,970	30.4%
Nebraska	556	$67,772,971	$163,409	$23,082,639	25.4%
Nevada	131	$66,587,043	$641,998	$17,514,720	20.8%
New Hampshire	193	$44,790,968	$291,905	$11,546,708	20.5%
New Jersey	362	$138,467,286	$599,726	$78,633,640	36.2%
New Mexico	349	$95,675,403	$365,546	$31,900,301	25.0%
New York	515	$343,501,606	$1,009,093	$176,181,537	33.9%
North Carolina	842	$228,633,371	$345,893	$62,608,257	21.5%
North Dakota	718	$156,315,930	$270,879	$38,175,201	19.6%
Ohio	518	$241,347,847	$596,497	$67,637,408	21.9%
Oklahoma	313	$118,049,129	$472,090	$29,715,131	20.1%
Oregon	169	$80,263,317	$474,931	$26,691,284	25.0%
Pennsylvania	668	$270,306,510	$500,219	$63,839,896	19.1%
Rhode Island	173	$41,375,946	$286,139	$8,126,163	16.4%
South Carolina	572	$82,812,711	$209,057	$36,577,097	30.6%
South Dakota	200	$40,792,060	$310,561	$21,320,194	34.3%
Tennessee	511	$190,840,421	$462,509	$45,501,920	19.3%
Texas	515	$595,887,234	$1,431,904	$141,543,399	19.2%
Utah	102	$41,374,193	$556,491	$15,387,850	27.1%
Vermont	280	$45,051,564	$216,590	$15,593,558	25.7%
Virginia	1128	$212,964,136	$543,219	$399,787,004	65.2%
Washington	671	$155,885,136	$375,438	$96,033,670	38.1%
West Virginia	392	$69,540,414	$221,749	$17,385,115	20.0%
Wisconsin	562	$149,010,687	$341,085	$42,679,323	22.3%
Wyoming	301	$45,873,011	$182,659	$9,107,342	16.6%
TOTAL	**22714**	**$7,824,416,249**	**$344,475**	**$3,229,503,645**	**41.3%**

Future Programming

Twenty two states programmed 1,125 projects for future years (beyond 2006). Bicycle and pedestrian facilities account for 63.3 percent of future programmed funds, and landscaping projects will receive 24.5 percent, more than their current cumulative programming share. The percentage of funds programmed for all other types of projects are slightly lower than their current cumulative programming levels.

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 provide an interesting glimpse into any future funds that have been committed.

PROGRAMMED FEDERAL AWARDS AND MATCH RATES

The national project list provides funding information on a project-by-project basis. These data allow NTEC to analyze the average project award in each state. Table 3, page 21, illustrates that in FY 2006 the average federal project award was $344,475 nationwide. Average awards by state varied from $143,908 in Montana to $1,895,708 in Hawaii.

The Federal-aid Highway Program requires that federal highway funds be matched with funds from other sources. These funds are commonly referred to as the non-federal share of project costs even though the match can come from another federal agency using the TE "innovative financing" provision under 23 U.S.C. 133 (e)(5)(C). In general, projects receive a maximum 80 percent federal share and minimum 20 percent non-federal share. However, states with large federal land holdings receive more than an 80 percent federal share on a sliding scale. Statutory provisions allow the ratios to vary on a project-by-project basis provided that for a given fiscal year, the program as a whole reflects an average 20 percent non-federal share, subject to the sliding scale.

Each state DOT establishes its own guidelines and requirements for providing the non-federal share of project costs. States require local sponsors to provide a share of project costs. The amount required varies by state.

- Arizona, for example, with its large federal land holdings and higher federal share, passes along the "savings" in non-federal share by requiring only a 5.7 percent match of total project costs by project sponsors.
- Maryland, on the other hand, requires a 50 percent match by project sponsors in order to spread the available federal funds across more projects.
- Some states (e.g. Florida, New Jersey, and Pennsylvania) use toll credits to supplement sponsor contributions and meet non-federal share requirements.

All states are allowed by law to count the value of donations (i.e. cash, land, materials, or services) towards the non-federal share. Some states recognize these in-kind donations as part of the non-federal share, others do not. An overview of state-specific policies can be found on the NTEC Web site.

States report non-federal share information to NTEC in different ways. Some states report the entire non-federal share of projects costs, while others (e.g. Florida) report only the portion of the non-federal share that the sponsor actually pays, and not the portion supplied by toll credits. Some states report the value of in-kind donations, others do not. Table 4 provides information on matching fund levels reported by each state.

In FY 2006, the average national match rate was 41.3 percent. As in previous years, this rate surpassed the Federal Share required under 23 U.S.C. 120. Table 3 shows that 37 states had a match rate higher than 20 percent, and 5 of these states had a rate higher than the national average of 41.3 percent. Overall, this higher national match rate is attributable to state policies that encourage or require a higher non-federal share, project sponsors voluntarily providing more funds than required, or the state choosing not to use federally-approved procedures for reducing or eliminating the required non-federal share.

Conclusions

Transportation Enhancement funds continue to be in high demand. Most states report that they can not fund all of the qualified projects and many sponsors are providing larger than the required non-federal share of project costs.

The 12 TE activities were funded at similar percentages as in past years with some minor adjustments. Activity 1, bicycle and pedestrian related facilities, continues to be the highest funded activity type. The percentage of historic preservation rehabilitation projects and rail-trails declined slightly while the number of landscaping and scenic beautification projects increased.

In addition to using the established cumulative obligation rate methodology, NTEC has crafted two new methods to help clarify spending patterns. The three methodologies allow for more complete understanding of TE spending trends.

- **Cumulative Obligation Rate:** FHWA's stated goal for the national cumulative obligation rate of the TE program is at least 75%. This goal was met and surpassed for the first time since the inception of the TE program in FY 2004. This year, the cumulative national obligation rate has increased to 79.1%. This year's increase in cumulative obligation rate is due almost entirely to 2006 rescissions.
- **Obligation of Yearly Apportionment:** Although there is fluctuation from year to year, progress is being made in increasing obligations. This new methodology highlights the progress made by states in their implementation of TE programs.
- **Obligation of Available Balance:** This analysis emphasizes the continuing and often increasing presence of unobligated funds. Not only do these funds represent unrealized enhancement possibilities but they also become more vulnerable to future expected rescissions facing state DOTs.

Data once again indicate that there is a lag between selection and implementation of TE projects. The delay between project selection and obligation yields lower obligation figures. Delays may be caused by: lengthy review processes; unprepared and inexperienced project sponsors; and state priorities and procedures for obligating TE projects. Of these, state priorities may be the most important as indicated by the higher obligation rates in nearly every other federal-aid highway spending category. States have the flexibility to prioritize and distribute obligation limitation among the various programs. This discretion has had an impact on the overall spending of TE funds.

It is clear that once projects become obligated, states are committed to completing them and being reimbursed by FHWA. Nationwide, the cumulative reimbursement rate is above 80 percent. Unobligated funds, however, mean unrealized TE projects. These unrealized projects could bring social, economic and mobility benefits to communities. More work can be done to make TE projects a greater priority and bring states' obligation rates to the level of other federal-aid highway programs.

Appendix A: NTEC Resources

National Transportation Enhancements Clearinghouse (NTEC)

The National Transportation Enhancements Clearinghouse (NTEC) is funded by the Federal Highway Administration and exists to increase knowledge of the Transportation Enhancements program. The Clearinghouse provide free services to professionals, policy makers, agencies, and the media.

Available Resources and Expertise:

- **Web site** with project examples, searchable project database, contact information for professionals in each state, and downloadable documents: **www.enhancements.org**
- **State Transportation Enhancements Program Profiles** outlining project nomination, selection, and funding procedures for each state.
- ***Connections***, a free quarterly newsletter featuring TE news, policies, administration, and projects.
- **Photo Library** providing high resolution images of TE projects from around the nation with background on the specific project and its location.
- **Documents** (including this report), guidebooks, reports, and manuals related to Transportation Enhancements in pdf and/or print format, all free of charge. Documents include:
  - **Enhancing America's Communities: A Guide to TE**
    This 40 page brochure covers the history of the TE program, how TE funds are distributed, and the project development process. It also provides fifteen case studies of outstanding TE projects across the country.
  - **Communities Benefit! The Economic and Social Benefits of Transportation Enhancements**
    This full-color pamphlet showcases ten outstanding Transportation Enhancements projects from around the country, highlighting economic and social impacts on local communities.
  - **FHWA Guidance on Transportation Enhancements**
    This technical document guides states in the proper implementation of the TE program, and includes information on eligibility, environmental review, real estate acquisition, and more. NTEC staff can also provide answers to specific questions concerning the Guidance. Includes 10 previous FHWA Guidance Memoranda that remain valid as appendices.
  - **Financing Federal-Aid Highways**
    This technical report follows the financial process from inception in an authorization act to payment from the Highway Trust Fund (HTF), and includes discussion of the congressional and Federal agency actions that occur throughout.

All publications are on the NTEC Web site (www.enhancements.org) or can be obtained by calling **888-388-NTEC (6838)**.

Appendix B: Federal-Aid Financing Terminology

Apportionments are the funds distributed among the states as prescribed by statutory formula. Transportation Enhancements funds represent a minimum 10 percent set aside of each state's Surface Transportation Program (STP) funds, plus 10 percent of the portion of Equity Bonus Program distributed to the STP.

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. 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.

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 Fiscal Management Information System (FMIS). 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.

Rescissions are funds removed from apportionments, by order of Congress. When funds are removed in this manner, they are no longer counted as apportioned funds: it's as though they never occurred. While Congress sets the total rescission amount, FHWA calculates the share each state is responsible for based on the original distribution of Federal-Aid funds. The states in turn are required to return those funds. States have discretion on how they assign the rescissions among their Federal-Aid programs.

Transfers indicate the amounts of money transferred from the TE program to other transportation programs. The Uniform Transferability Provision (23 U.S.C. 126) limits the amounts of funds that can be transferred from TE to other federal-aid highway programs in a given year. States can transfer up to 25 percent of the portion of the annual TE funding that is above the state's FY 1997 TE apportionment level. States are also permitted to transfer TE funds to the Federal Transit Administration (FTA) under the requirements of Chapter 53 of title 49, U.S.C. There is no limit on the amount that can be transferred to FTA; however, the transferred funds must be used for TE-eligible activities. Transfers are tracked by FMIS.

Appendix C: State Program Short Descriptions

The following section includes short descriptions from states who voluntarily provided more information regarding their Transportation Enhancements program. These descriptions are intended to give more context to the numbers presented in this report for an individual state. This section was open for submissions from all states. Details on state TE program profiles are available on NTEC's Web site: www.enhancements.org.

DISTRICT OF COLUMBIA Updated May 2006

The District Department of Transportation (DDOT) accepts applications for enhancement funding roughly from June until about mid-August. At that time, DDOT notifies the panel (including representatives from other District Departments such as Arts and Humanities, Planning, Parks and Recreation, and Housing and Community Development) of the applications. A panel meeting is convened in September, after the panel has reviewed the applications.

The panel reviews applications looking for linkages to the Mayor's Strategic Plan, the Transportation Vision Plan, and Strategic Neighborhood Action Plans (SNAPs). Priority will be placed on those projects that have been included in other previous initiatives or plans. Reviewers will also ask how the community benefits from the project. Other determining factors include: Could this project be implemented when another adjacent or related project is implemented? Does the project treat a symptom of a larger problem or is it a self-contained project that enhances the existing infrastructure? Is enhancement funding the best type of funding to use in implementing the project? How will the community contribute to the implementation or maintenance of the project? Has the applicant organization partnered with other organizations? Finally, acceptance letters are sent out in late September/early October for funding in that fiscal year.

IOWA Updated May 2006

The intent of the program in Iowa is to fund enhancement or preservation activities of transportation related projects. Applications are divided into one of the following categories:

- Trails and bikeways;
- Historic and archaeological; and/or
- Scenic and environmental.

Public agencies and private non-profit organizations and/or individuals are eligible to apply. Private sponsorship will require a public agency co-sponsor.

A minimum 30 percent local match is required for statewide enhancements; 20 percent or more local match is required for regional enhancement projects as determined by Regional Planning Agency (RPA) or MPO policies. Enhancements must have a direct relationship to the existing or planned surface transportation facilities. Projects or areas served by enhancement activities must fit one or more of the TE categories.

Depending on regional or statewide impact of the project, applications can be sub-

mitted to either the Iowa Department of Transportation or the appropriate RPA or MPO.

Statewide projects require filing of an application on a form provided by the Iowa DOT. Regional projects are filed with a form from the appropriate RPA/MPO. Minimum total project size for statewide enhancements is normally approximately $100,000. RPAs and MPOs may have different guidelines for regional/metropolitan applications.

Approximately $4.5 million is available for statewide projects and $4.5 million is available for regional projects. Statewide projects are those that go beyond regional or metropolitan boundaries and enhance the state transportation system, benefit state tourism, or are consistent with statewide planning.

MICHIGAN Updated February 2007

MDOT has an open call for projects and makes commitments to projects for future years. Applicants can apply at any time and plan ahead for projects in future years. This allows TE projects to be paired with other infrastructure improvement projects such as pairing a streetscape project with a road project and underground utility upgrade. In addition, it gives applicants time to raise matching funds to complete the project.

Applications move through a series of reviews as follows: program review, technical review, and selection advisory team review. Program review includes TE Program staff reviewing factors such as eligibility, funding priorities, statewide initiatives, impacts, funding timing and availability, geographic and category balance, and coordination with related projects. For technical review, MDOT uses professional staff with professional expertise in each of the TE activity areas to review each application by applying evaluation criteria specific to each activity area. The selection advisory team is made up of several MDOT staff who represent various areas of expertise, programs, and geographic areas of the state. MDOT's Director has final approval of the projects recommended by staff for funding. Conditional commitments for future years are issued to applicants whose projects clear the various program review stages. Conditional commitments are MDOT's commitment to funding a project in a certain year as long as certain conditions are met. Conditions may include completion of design, commitment of matching funds, and certification of the right of way needed for the project. When conditions are met, funding is awarded with the expectation that the project will be constructed in the next available construction season.

MISSISSIPPI Updated May 2006

Mississippi's Transportation Enhancement (TE) Program operates at the discretion of the Mississippi Transportation Commission (MTC). The MTC consists of three elected members, one from each of the three Supreme Court districts of the state. At the reauthorization of each new transportation bill, the MTC determines the percentage of funds to set aside for TE projects within the Mississippi Department of Transportation (MDOT) and the percentage of funds to make available to local public agencies (LPA) through a competitive application process. For TEA-21, approximately 70% of

TE funds were made available to LPAs. A 20% local match is required on all TE projects. The project selection cycle is limited to only one cycle for the entire life of a transportation bill. The next call for project applications will be in early 2006. There are a couple of exceptions to the award of funding for new projects between project selection cycles. At the discretion of the MTC, new projects or additional funding for existing projects may be awarded based on the availability of funds. Another exception for the award of funds for new projects is through our annual Urban Youth Corps (UYC) Program. This program was established during TEA-21, and is a part-time summer work program for youth ages 16-25. The youth are employed by a municipality to work on small TE projects. The UYC program is funded by TE funds set aside by the MTC each year. The average amount set aside for this program each year is $350,000. Through a competitive application process, any Mississippi city with a 2000 Census population of 10,000 or more may receive a maximum of $35,000 in TE funds for an Urban Youth Corps Project. A committee appointed by the MDOT Executive Director reviews all applications and makes recommendations for funding to the MTC. The MTC then makes the TE awards to the cities.

Appendix D: Additional Tables

Table 4: Yearly Rescissions to TE

State	2002	2003	2004	2005	2006	Total
Alabama	-189,057	0	0	-8,102,166	-13,185,593	-21,476,816
Alaska	-94,074	0	0	-727,760	-3,001,113	-3,822,947
Arizona	-177,511	0	0	0	0	-177,511
Arkansas	-132,384	0	-60,559	-7,000,000	-14,245,146	-21,438,089
California	-848,478	0	0	0	-23,862,316	-24,710,794
Colorado	-134,310	0	0	0	-9,414,044	-9,548,354
Connecticut	-102,823	-3,409,701	-2,810,213	-7,143,860	-9,967,306	-23,433,903
Delaware	-45,331	0	0	0	0	-45,331
District of Columbia	-39,113	0	0	0	-5,654,895	-5,694,007
Florida	-496,414	-838,411	0	0	-10,808,557	-12,143,382
Georgia	-368,562	0	0	0	0	-368,562
Hawaii	-46,435	0	0	0	-3,067,436	-3,113,871
Idaho	-63,048	0	0	0	-13,856,506	-13,919,553
Illinois	-312,861	0	0	-4,425,631	-14,168,260	-18,906,752
Indiana	-244,721	0	0	0	-82,681	-327,402
Iowa	-120,069	0	0	0	-4,218,376	-4,338,445
Kansas	-131,192	0	0	0	0	-131,192
Kentucky	-154,167	-257,000	0	0	0	-411,167
Louisiana	-141,368	0	0	0	-17,630,042	-17,771,410
Maine	-47,947	-1,376,290	-1,150,900	0	0	-2,575,137
Maryland	-142,430	0	0	0	0	-142,430
Massachusetts	-145,633	0	0	0	0	-145,633
Michigan	-341,340	0	0	0	-12,749,707	-13,091,047
Minnesota	-171,744	0	0	0	0	-171,744
Mississippi	-130,371	0	0	-2,015,989	0	-2,146,360
Missouri	-217,127	0	0	-832,963	-2,701,315	-3,751,405
Montana	-70,756	0	0	0	0	-70,756
Nebraska	-84,127	0	0	-6,734,906	-8,003,974	-14,823,007
Nevada	-66,373	0	0	0	-3,000,000	-3,066,373
New Hampshire	-46,151	0	0	0	0	-46,151
New Jersey	-192,230	0	0	0	-10,658,808	-10,851,038
New Mexico	-82,818	0	0	-3,229,791	-11,991,852	-15,304,460
New York	-346,924	0	0	0	0	-346,924
North Carolina	-274,374	-1,352,424	0	0	-13,531,164	-15,157,962
North Dakota	-56,373	0	0	0	-2,279,998	-2,336,371
Ohio	-317,405	0	-6,898,037	0	-32,000,000	-39,215,442
Oklahoma	-162,558	-4,248,459	-3,543,129	0	-9,000,000	-16,954,146
Oregon	-115,383	0	0	0	-32,646,136	-32,761,518
Pennsylvania	-313,712	0	0	0	0	-313,712
Rhode Island	-45,994	0	0	0	0	-45,994
South Carolina	-175,736	0	0	0	0	-175,736
South Dakota	-63,117	-1,772,289	-1,444,567	-8,450,041	-14,962,788	-26,692,802
Tennessee	-207,561	-160,548	-133,228	-912,755	-3,187,086	-4,601,178
Texas	-821,110	0	-5,340,000	-3,755,469	-222,951,358	-232,867,937
Utah	-69,435	0	0	-1,504,193	-5,400,000	-6,973,628
Vermont	-43,815	0	0	0	0	-43,815
Virginia	-256,964	0	0	0	-4,075,140	-4,332,104
Washington	-165,607	0	0	0	-9,433,970	-9,599,577
West Virginia	-71,019	0	0	0	0	-71,019
Wisconsin	-214,710	-4,802,646	0	0	-60,027,457	-65,044,813
Wyoming	-43,258	0	0	0	0	-43,258
TOTAL	**-9,346,020**	**-18,217,768**	**-21,380,633**	**-54,835,525**	**-601,763,022**	**-705,542,968**

Notices of rescissions: 2006 - N 4510.6 06, N 4510.588, and N 4510.578; 2005 - N 4510.540; 2004 - N 4510.515; 2003 - N 4510.508; 2002 - N 4510.481.

Table 5: Transfers of TE Funds (to Federal Transit Administration, National Highway Program, and Recreational Trails Program)

STATE	FY 1999	FY 2000	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	Total TE Funds Transferred FY1999-2006
CALIFORNIA		$847,000 (FTA)	$1,966,265 (FTA)		$7,883,000 (FTA)	$4,561,000 (FTA)	$3,425,500 (FTA)	$476,000 (FTA)	$18,558,765
COLORADO				$257,292 (FTA)	$325,000 (FTA)	$28,000 (FTA)	$226,872 (FTA)		$837,164
FLORIDA				$168,000 (FTA)			$500,000 (FTA)	$600,000 (FTA)	$1,268,000
ILLINOIS		$88,000 (FTA)							$88,000
IOWA		$72,000 (FTA)	$16,800 (FTA)						$88,800
MICHIGAN		$155,000 (FTA)	$28,000 (FTA)	$185,840 (FTA)				$1,392,000 (FTA)	$1,700,840
MISSOURI	$1,062,624 (NHS)	$2,699,243 (NHS)	$1,136,805 (FTA) $1,341,721 (NHS)	$294,790 (FTA) $1,340,060 (NHS)	$1,562,800 (FTA) $787,385 (NHS				$10,225,428
MONTANA			$45,513 (FTA)						$45,513
NEW JERSEY			$2,000,000 (FTA)		$1,000,000 (FTA)	$1,000,000 (FTA)			$4,000,000
NEW YORK					$980,000 (FTA)				$980,000
OHIO			$183,750 (FTA)	$196,000 (FTA)		$184,800 (FTA)	$325,600 (FTA)	$31,808,560 (FTA)	$32,698,710
PENNSYLVANIA						$640,150 (FTA)	$40,024 (FTA)		$680,174
RHODE ISLAND			$64,000 (FTA)		$88,800 (FTA)				$152,800
TENNESSEE		$448,112 (RTP)	$661,701 (RTP)	$790,617 (RTP)	$225,547 (RTP)				$2,125,977
TEXAS				$2,752,320 (FTA)		$1,804,741 (FTA) $5,697,264 (NHS)	$179,650 (NHS)		$10,433,975
VERMONT					$310,684 (FTA)				$310,684
VIRGINIA			$17,914 (FTA)	$6,350,686 (NHS)					$6,368,600
WASHINGTON			$2,615,000 (FTA)	$1,232,333 (FTA)				$1,044,000 (FTA)	$4,891,333
Subtotals									
to FTA		$1,162,000	$8,074,047	$7,763,575	$12,150,284	$8,218,691	$4,517,996	$35,320,560	$77,207,153
to NHS	$1,062,624	$2,699,243	$1,341,721	$7,690,746	$787,385	$5,697,264	$179,650		$19,458,633
to Rec Trails		$448,112	$661,701	$790,617	$225,547				$2,125,977
TOTAL	**$1,062,624**	**$4,309,355**	**$10,077,469**	**$16,244,938**	**$13,163,216**	**$13,915,955**	**$4,697,646**	**$35,320,560**	**$98,791,763**

Appendix E: State DOT TE Manager Contact

(Updated May 2007)

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

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