

FY 1992 - FY 2012

Transportation Enhancements Spending Report



MAY 2013

Prepared by
National Transportation
Alternatives Clearinghouse

This report supersedes all previously published editions

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Suggested Citation for this Report:

2013. Transportation Enhancements Spending Report: FY 1992 through FY 2012. Washington, DC: National Transportation Alternatives Clearinghouse.

http://ta-clearinghouse.info/action/document/download?document_id=190

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Executive Summary

Transportation Enhancement (TE) projects improve the quality of America's transportation infrastructure. Congress defined and structured the TE activities to establish community livability as a priority. TE funding helps build a transportation system that provides diverse travel choices and supports our natural, economic, and social vitality.

From its inception in 1992 through 2012, the TE set-aside provided over \$14 billion to the states. This report documents and analyzes how the 50 states and the District of Columbia used this funding.

In July of 2012, the Moving Ahead for Progress in the 21st Century Act was signed into law. This bill recast the Transportation Enhancements activities as Transportation Alternatives (TA) and consolidated the Safe Routes to School (SRTS) program, the Recreational Trails program (RTP), and the creation of boulevards from former divided highways to create the Transportation Alternatives Program (TAP). This report will focus exclusively on the use of Transportation Enhancements funding from FY 1992 through the conclusion of FY 2012.

The National Transportation Alternatives Clearinghouse (NTAC) is operated by the Rails-to-Trails Conservancy under a cooperative agreement with the Federal Highway Administration (FHWA). NTAC was previously known as the National Transportation Enhancements Clearinghouse but rebranded in February of 2013 to reflect the changes to the Transportation Enhancements program. NTAC provides transparency to a complex set-aside, promotes best practices, and provides citizens, professionals, and policy-makers with information and technical assistance.

Data in this report were obtained from the FHWA Fiscal Management Information System (FMIS) and the NTAC project database, which was developed through over 17 years of direct interaction with staff and data systems at each of the state transportation agencies. This report publishes statistics that provide insight into how TE funds were used at the national and state levels. The report is a tool for agency staff, policy makers, professionals, and citizens who are striving to enhance America's transportation system and its communities.

Spending Analysis

Figure 1 on page 3 illustrates the status of funding at the national level through fiscal year (FY) 2012. From 1992 through 2012, Congress apportioned \$14.26 billion to the states for TE projects. The up-to-date nationwide project listing shows that state Departments of Transportation (DOTs) programmed 76% of this funding for 27,776 projects through FY 2012.

The financial path of a successfully completed TE project ends with reimbursement, which is the moment at which federal dollars are actually dispersed to the project sponsor. The reimbursement rate for obligated funding through FY 2012 is at 88%, holding steady since FY 2008. Obligation and reimbursement rates are performance measures for project implementation. States continue to seek best practices to improve TE project delivery and increase reimbursement rates.

The 2012 fiscal years marks the start of a challenging transitional period for state departments of transportation as a new authorization bill takes effect. MAP-21 made drastic changes to many of the multi-modal programs of the Federal-aid Highway program. Several Transportation Enhancements activities were eliminated or revised and recast as Transportation Alternatives. The Transportation Alternatives were combined with RTP, SRTS, and the creation of boulevards from former divided highways to create TAP.

Common abbreviations used in this report:

TE: Transportation Enhancement Activities

TA: Transportation Alternatives

TAP: Transportation Alternatives Program

FHWA: Federal Highway Administration

NTAC: National Transportation Alternatives 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, Efficient Transportation Equity Act: A Legacy for Users of 2005

MAP-21: Moving Ahead for Progress in the 21st Century Act

STP: Surface Transportation Program

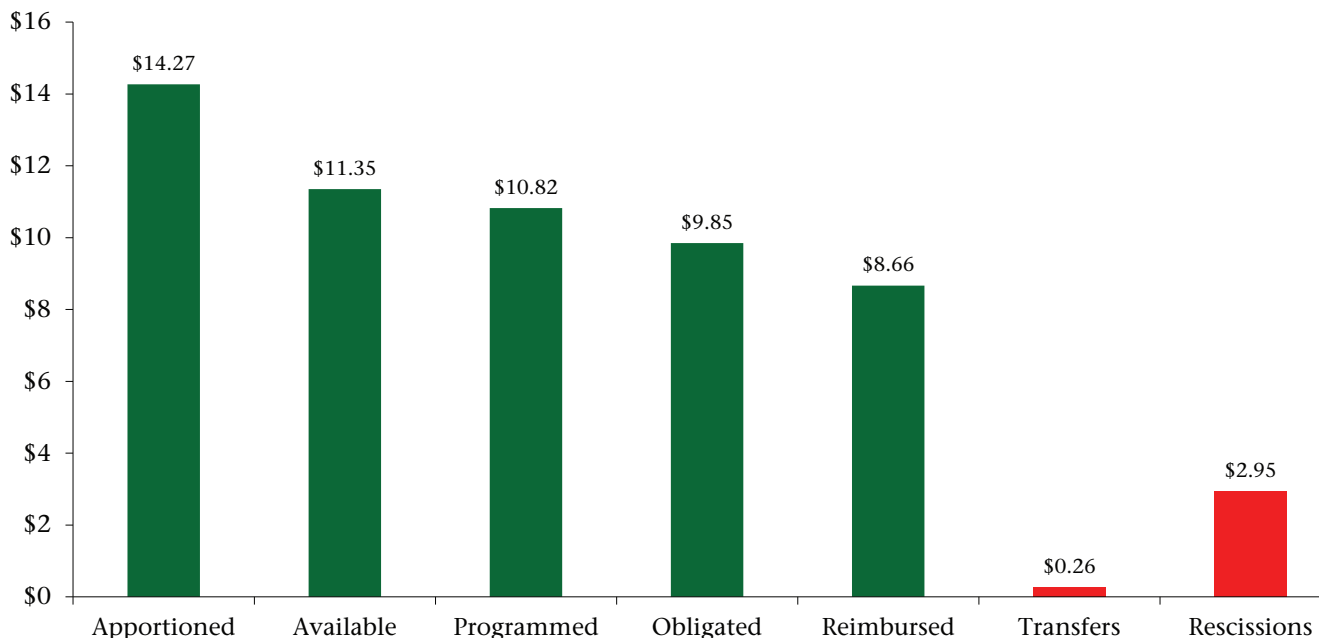
Nationwide Priorities for Transportation Enhancement Funding

The consistent leading priority in TE investment since 1992 has been the improvement of conditions for walking and bicycling, followed by landscaping and beautification, and then preservation and rehabilitation of historic transportation infrastructure. Bicycle and pedestrian facilities, combined with rail-trails and bicycle and pedestrian safety programs, comprise 58.5% of programmed funding between FY 1992 and FY 2012. Landscaping and scenic beautification received 18.5% of TE funding. Historic preservation and rehabilitation of historic transportation facilities received 12% of TE funding. The other six categories combined account for the remaining 11% of programmed funding.

Lessons of FY 2012

The 2012 fiscal year was very different than previous years. Rescissions disproportionately affected the Transportation Enhancements program for years including a \$1.9 billion reduction from FY 2009 – FY 2011. In FY 2011 alone, 13% of rescinded funds nationwide were from the Transportation Enhancements program, which received only 2.3% of the Federal-aid Highway Program (FAHP) apportionments. For the first time since FY 2002, no rescissions directly affected the Transportation Enhancements program. At the same time many states continued to suspend or scale back implementation of their TE set-asides due to shifting priorities and uncertainty surrounding reauthorization of SAFETEA-LU. After nine SAFETEA-LU extensions, MAP-21 was signed into law on July 6, 2012. This bill made significant changes to the Transportation Enhancements program and for the first time since August of 2005, a long-term transportation bill was signed into law. Despite the uncertainty in the first half of FY 2012, the growth in the TE project list, obligation trends, and an average match rate of over 20% shows that states are affirming their commitment to delivering the small-scale, large-impact livable infrastructure projects represented by TE.

Figure 1: Cumulative Transportation Enhancements Financial Summary, FY 1992 to FY 2012



The reimbursement rate is calculated using obligated funds as the denominator, since only obligated funds can be reimbursed. All other rates are calculated using apportionments as the denominator.

The 12 Transportation Enhancement Activities

A Transportation Enhancement is any activity related to surface transportation that fits one or more of these twelve categories.



1

Pedestrian 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:

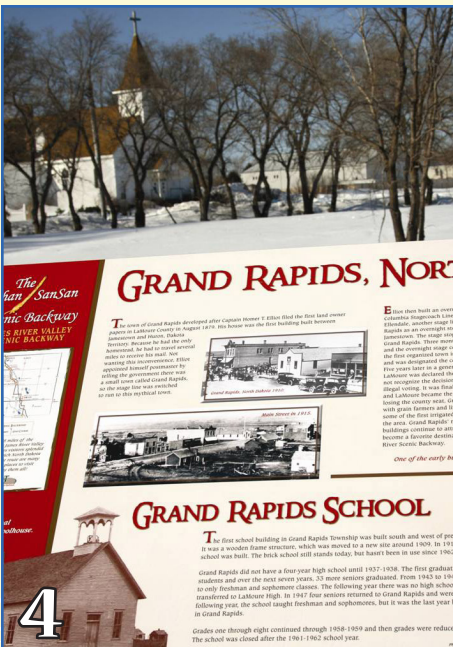
Programs designed to encourage walking and bicycling by providing potential users with education and safety instruction through classes, pamphlets, and signs.



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:

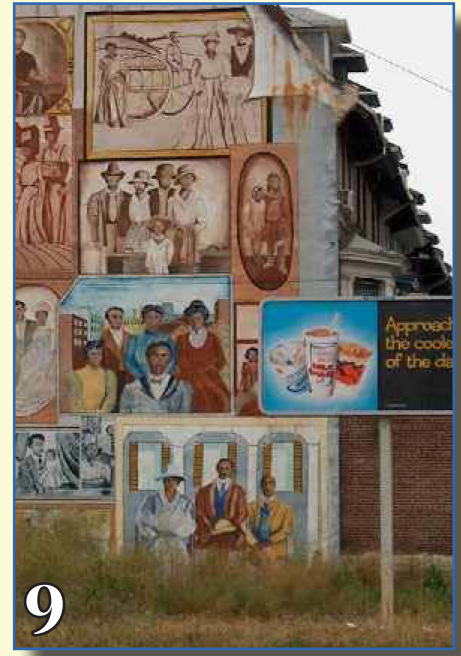
Restoration of historic railroad depots, bus stations, canals, canal towpaths, historic canal bridges, and lighthouses; rehabilitation of rail trestles, tunnels, and bridges.



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

Archeological 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.

Updating The Project Database

This report uses data collected and maintained by the National Transportation Alternatives Clearinghouse (NTAC). Beginning in 1993, the Rails-to-Trails Conservancy developed a database of TE projects funded by each state. This project listing has been managed and updated annually since 1998 under successive cooperative agreements with FHWA. Data for this edition were collected between November 2012 and April 2013. Data for this report come from three sources: FHWA's Fiscal Management Information System (FMIS), state DOT tracking systems, and the state TE Coordinators themselves.

FMIS provides the cumulative and fiscal year activity for funding available, obligated, and reimbursed in every state. Every state is required to report its obligations and reimbursements through the FMIS system.

State DOTs provide programming (selected/planned project) data, including project name, TE activity type, location, and funding levels. This allows analysis of the distribution of funding by TE category and state match rates for TE funding. Though states are not contractually required to provide this information, their voluntary participation in doing so has been essential to the success of the clearinghouse in creating openness, transparency, and promoting best practices.

The national list of programmed TE projects now contains 27,776 projects selected from FY 1992 to FY 2012. The database also contains 526 programmed projects for future fiscal years (FY 2013 to FY 2016) and 1,205 American Recovery and Reinvestment Act (ARRA) projects. Altogether, the list contains 29,507 programmed TE projects. However, charts and tables in this report do not include ARRA or future-year projects unless specifically stated. The national TE project list can be viewed online at www.ta-clearinghouse.info/project_search. Since the 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 this information. During the most recent data collection, 45 states provided programming information.

Figure 2: State Data Collection Participation During FY 2012

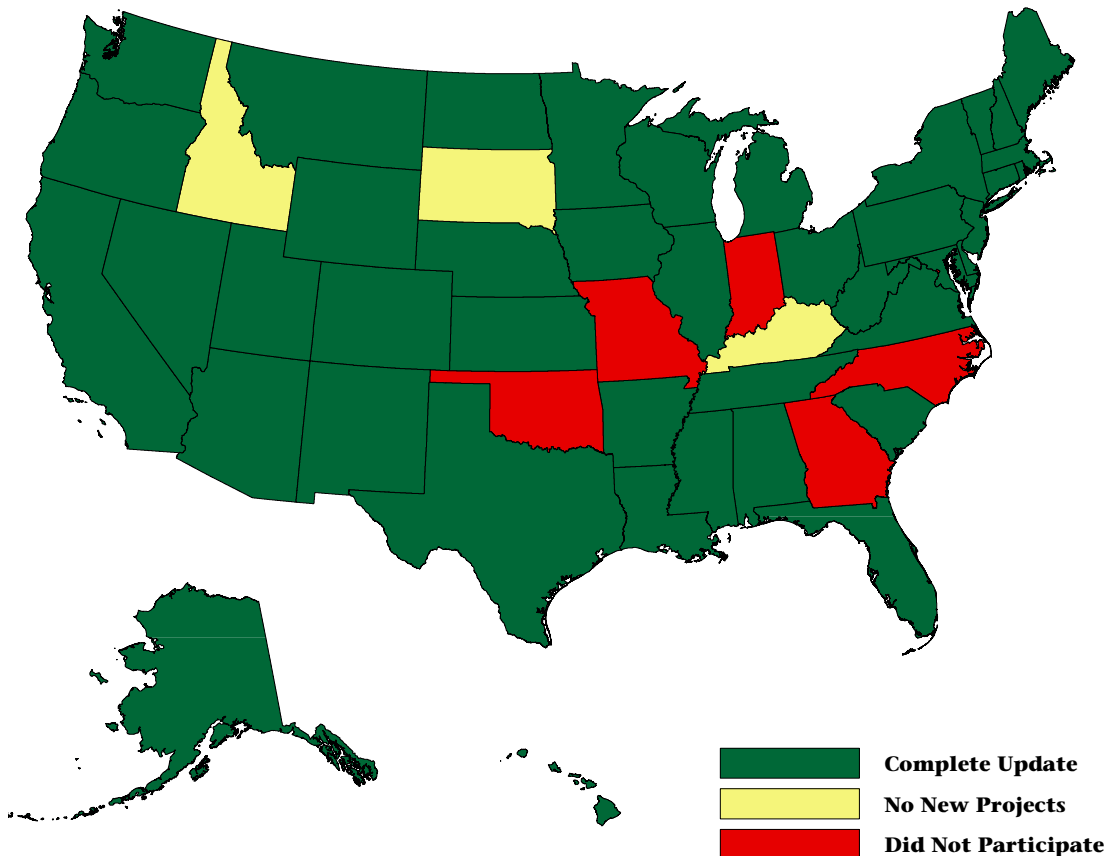


Table 1: State TE Program Benchmarks for FY 1992 through FY 2012 (in thousands of \$)

State	Apportioned		Rescinded*		Available*		Programmed*		Obligated		Reimbursed ‡	
	FY 92-12	FY 92-12	Rate	FY 92-12	Rate	FY 92-12	Rate	FY 92-12	Apport.	Avail.	FY 92-12	Rate
Alabama	\$289,453	-\$78,848	-27%	\$211,983	73%	\$194,620	67%	\$196,133	68%	93%	\$181,798	93%
Alaska	\$179,489	-\$26,066	-15%	\$150,406	84%	\$146,451	82%	\$145,153	81%	97%	\$137,209	95%
Arizona	\$263,947	-\$22,306	-8%	\$244,404	93%	\$186,838	71%	\$210,740	80%	86%	\$183,742	87%
Arkansas	\$194,373	-\$62,609	-32%	\$128,855	66%	\$108,595	56%	\$107,004	55%	83%	\$99,892	93%
California	\$1,273,340	-\$282,141	-22%	\$967,456	76%	\$1,111,171	87%	\$913,164	72%	94%	\$803,056	88%
Colorado	\$204,733	-\$43,574	-21%	\$169,175	83%	\$151,340	74%	\$137,691	67%	81%	\$133,839	97%
Connecticut	\$185,653	-\$53,502	-29%	\$128,534	69%	\$142,348	77%	\$117,763	63%	92%	\$107,613	91%
Delaware	\$70,567	-\$2,000	-3%	\$69,107	98%	\$54,909	78%	\$65,297	93%	94%	\$59,207	91%
Dist. Of Col.	\$59,944	-\$17,966	-30%	\$43,485	73%	\$39,235	65%	\$39,529	66%	91%	\$34,249	87%
Florida	\$794,862	-\$135,224	-17%	\$678,237	85%	\$671,501	84%	\$664,839	84%	98%	\$543,020	82%
Georgia	\$542,043	-\$142,533	-26%	\$405,410	75%	\$351,841	65%	\$318,997	59%	79%	\$271,865	85%
Hawaii	\$92,413	-\$11,141	-12%	\$82,368	89%	\$56,570	61%	\$68,122	74%	83%	\$54,618	80%
Idaho	\$104,820	-\$34,960	-33%	\$65,447	62%	\$56,762	54%	\$59,234	57%	91%	\$57,554	97%
Illinois	\$523,788	-\$76,744	-15%	\$474,490	91%	\$457,619	87%	\$308,647	59%	65%	\$282,493	92%
Indiana	\$375,687	-\$24,356	-6%	\$363,426	97%	\$296,836	79%	\$317,255	84%	87%	\$291,004	92%
Iowa	\$187,810	-\$16,916	-9%	\$180,806	96%	\$229,296	122%	\$161,267	86%	89%	\$149,506	93%
Kansas	\$185,507	-\$12,738	-7%	\$180,049	97%	\$161,141	87%	\$150,531	81%	84%	\$147,007	98%
Kentucky	\$234,346	-\$28,318	-12%	\$221,159	94%	\$196,429	84%	\$164,321	70%	74%	\$152,381	93%
Louisiana	\$211,579	-\$72,393	-34%	\$131,361	62%	\$201,312	95%	\$129,406	61%	99%	\$103,601	80%
Maine	\$70,766	-\$9,877	-14%	\$60,341	85%	\$66,410	94%	\$60,341	85%	100%	\$57,152	95%
Maryland	\$211,998	-\$18,036	-9%	\$191,360	90%	\$202,658	96%	\$144,604	68%	76%	\$133,198	92%
Massachusetts	\$220,556	-\$51,701	-23%	\$169,068	77%	\$96,542	44%	\$91,001	41%	54%	\$61,549	68%
Michigan	\$455,767	-\$100,358	-22%	\$371,565	82%	\$368,174	81%	\$341,088	75%	92%	\$323,015	95%
Minnesota †	\$277,308	-\$29,896	-11%	\$222,752	80%	\$296,169	107%	\$236,591	85%	106%	\$216,140	91%
Mississippi	\$186,311	-\$15,584	-8%	\$178,493	96%	\$154,115	83%	\$136,909	73%	77%	\$121,264	89%
Missouri	\$326,637	-\$29,885	-9%	\$299,500	92%	\$242,564	74%	\$250,819	77%	84%	\$220,988	88%
Montana	\$118,697	-\$17,551	-15%	\$102,043	86%	\$84,564	71%	\$84,880	72%	83%	\$78,010	92%
Nebraska	\$128,018	-\$46,530	-36%	\$80,842	63%	\$100,172	78%	\$79,029	62%	98%	\$68,211	86%
Nevada	\$110,616	-\$37,837	-34%	\$74,537	67%	\$77,334	70%	\$73,981	67%	99%	\$64,845	88%
New Hampshire	\$72,753	-\$6,019	-8%	\$69,511	96%	\$83,038	114%	\$58,728	81%	84%	\$54,608	93%
New Jersey	\$306,874	-\$59,582	-19%	\$232,972	76%	\$131,728	43%	\$173,359	56%	74%	\$154,388	89%
New Mexico	\$140,994	-\$33,920	-24%	\$108,058	77%	\$159,411	113%	\$97,204	69%	90%	\$86,330	89%
New York	\$533,294	-\$99,714	-19%	\$455,025	85%	\$406,014	76%	\$334,289	63%	73%	\$271,269	81%
North Carolina	\$410,014	-\$100,446	-24%	\$333,142	81%	\$264,310	64%	\$297,276	73%	89%	\$258,418	87%
North Dakota	\$90,851	-\$20,010	-22%	\$72,925	80%	\$58,441	64%	\$69,131	76%	95%	\$66,847	97%
Ohio	\$484,856	-\$71,636	-15%	\$380,153	78%	\$374,183	77%	\$345,905	71%	91%	\$313,913	91%
Oklahoma	\$250,516	-\$86,611	-35%	\$169,084	67%	\$147,284	59%	\$148,598	59%	88%	\$138,249	93%
Oregon	\$168,982	-\$50,869	-30%	\$119,508	71%	\$127,712	76%	\$107,247	63%	90%	\$98,452	92%
Pennsylvania	\$438,031	-\$41,070	-9%	\$412,048	94%	\$435,666	99%	\$400,882	92%	97%	\$351,269	88%
Rhode Island	\$65,577	-\$2,784	-4%	\$63,724	97%	\$51,303	78%	\$61,061	93%	96%	\$56,103	92%
South Carolina	\$258,371	-\$68,533	-27%	\$187,503	73%	\$123,491	48%	\$168,958	65%	90%	\$148,972	88%
South Dakota	\$104,175	-\$49,642	-48%	\$53,597	51%	\$45,239	43%	\$47,660	46%	89%	\$46,322	97%
Tennessee	\$314,791	-\$66,631	-21%	\$263,700	84%	\$255,666	81%	\$202,589	64%	77%	\$177,716	88%
Texas	\$1,242,926	-\$428,419	-34%	\$776,985	63%	\$633,046	51%	\$613,035	49%	79%	\$530,130	86%
Utah	\$110,824	-\$12,957	-12%	\$102,986	93%	\$92,455	83%	\$92,053	83%	89%	\$87,773	95%
Vermont	\$65,998	-\$3,337	-5%	\$64,924	98%	\$62,793	95%	\$52,288	79%	81%	\$46,101	88%
Virginia	\$359,088	-\$35,489	-10%	\$319,720	89%	\$307,627	86%	\$293,821	82%	92%	\$195,072	66%
Washington †	\$230,850	-\$41,476	-18%	\$166,055	72%	\$214,551	93%	\$179,199	78%	108%	\$157,096	88%
West Virginia	\$113,782	-\$6,748	-6%	\$108,040	95%	\$100,392	88%	\$98,191	86%	91%	\$76,782	78%
Wisconsin	\$332,611	-\$161,741	-49%	\$174,647	53%	\$187,634	56%	\$161,163	48%	92%	\$144,073	89%
Wyoming	\$73,979	-\$974	-1%	\$73,933	100%	\$56,698	77%	\$70,231	95%	95%	\$64,754	92%
Total to States	\$14,266,683	-\$2,950,199	-21%	\$11,354,898	80%	\$10,822,197	76%	\$9,847,206	69%	87%	\$8,662,661	88%

* Denominator is Apportioned.

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

‡ Reimbursement rates are calculated from obligated funds.

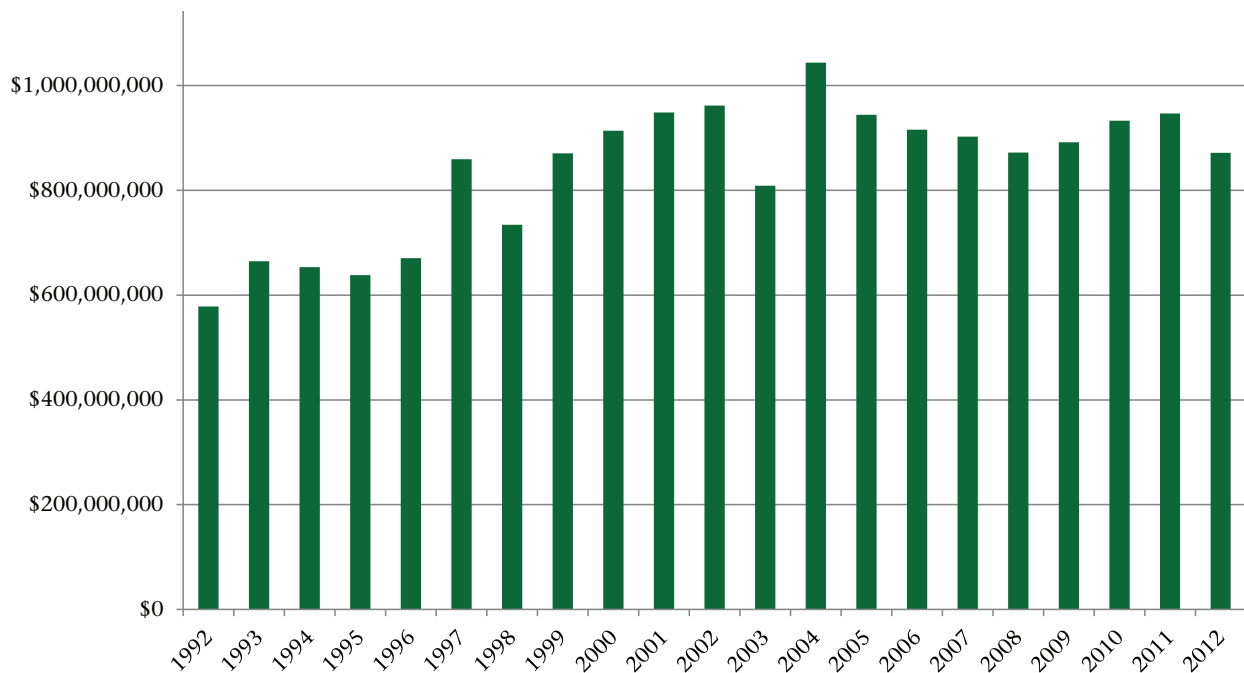
Spending Analysis

Apportionments

Over the 21 years (FY 1992 through FY 2012) of the TE set-aside, cumulative apportioned funding provided to states stands at \$14.27 billion. The distribution among states is shown in Table 1, page 7. States are not authorized to obligate all apportioned funding because the annual Congressional appropriation is typically less than the annual apportionment.

In FY 2012, apportionments decreased in almost every state with the exception of Connecticut, Massachusetts, and Pennsylvania which received identical apportionments to FY 2011. Overall, nationwide apportionments in FY 2012 were 93.98% of FY 2011 levels. Arizona, Florida, and Texas all received 92% of their FY 2011 apportionment. FY 2012 apportionments totaled approximately \$871.7 million.

Figure 3: Transportation Enhancement Apportionments by Year 1992 - 2012 (In 2012 Dollars)

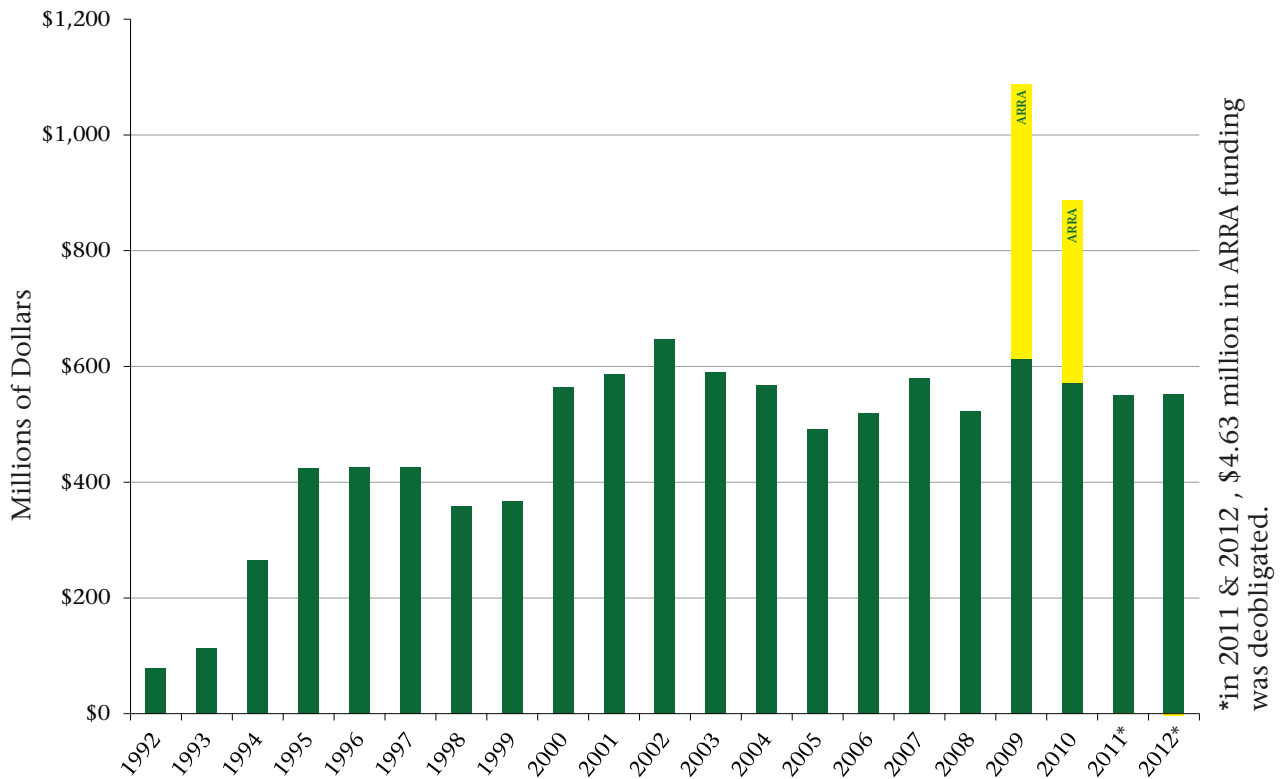


Obligation Rates by Fiscal Year

This report presents obligation rates in three ways. Method one is to compare the cumulative dollar amount obligated to the cumulative available amount (apportionments minus rescissions and transfers). The national cumulative obligation rate (FY 1992 – FY 2012) is 87% (Table 1, page 7). The second method is to compare obligations to the original apportionment. It is important to recognize that the entire apportionment is not available for obligation due to annual limitations on obligations. However, this rate gives a sense of the rate at which TE funds are directed to TE projects by the states, as opposed to transfers to other programs or the retraction of available funds by the federal government through rescissions. Nationwide, over the course of 21 years, 69% of apportionments have been obligated to actual TE projects (Table 1, page 7).

The final method is to compare the amount obligated in a particular fiscal year to the fiscal year apportionment. This rate shows how much of the year’s apportionment has been obligated. Table 2 on page 10 shows this rate for the past five years. This rate shows how the TE programs operate from year to year. This rate can be quite variable between years. It is possible for a state to obligate more than a hundred percent of one year’s apportionment because a state has the ability to obligate previously unobligated funding.

Figure 4: TE Funding Obligated Each Fiscal Year 1992-2012



Recent Trends in Obligation

The cumulative obligation rate combines the past 21 years of the TE set-aside and minimizes changes from year to year. Table 2, page 10, provides fiscal year obligation rates compared to the amount apportioned that year since 2008. In 2012, the national yearly obligation rate was 63%, which is in line with the 5-year cumulative obligation divided by apportionment figure. It is normal for obligations to fluctuate from year to year, as shown in Figure 4 above.

Figure 6 on page 13 plots the TE set-aside’s yearly obligations next to the amount apportioned for the year, the available balance and the total amount rescinded. This graph and the accompanying Table 2 (page 10) 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 funding.

Many states have made great strides in moving their programmed projects to completion and have prioritized obligating TE funding. For example, Maine, which in 2003 had an unobligated balance of \$12.4 million and an obligation rate of 25%, has obligated an average of 130% of its yearly apportionment from 2005 - 2012 and now has no unobligated funding. It was possible for Maine to obligate over 100% of their annual apportionment because of the large balance of unobligated funding that accumulated over previous years. The national unobligated balance reached a peak in FY 2005 at over \$2 billion. With the enactment of SAFETEA-LU, this figure declined significantly in FY 2006. Major rescissions from FY 2009 - FY 2011 reduced the balance to \$1.26 billion in FY 2011. The unobligated balance at the conclusion of FY 2012 was \$1.55 billion. State specific unobligated balances at the close of FY 2012 are reported in Table 2, page 10.

Table 2: Yearly Obligation Rates by Fiscal Year 2007-2012*

State	5-Year Average Annual Apportionment	2008	2009	2010	2011	2012	5-Year Cumulative Obligation/ Apportioned	Unobligated Balance
Alabama	\$17,310,706	70%	54%	69%	52%	11%	51%	\$15,849,731
Alaska	\$8,598,005	88%	26%	80%	20%	50%	51%	\$5,252,378
Arizona	\$17,376,435	82%	51%	266%	0%	78%	96%	\$33,663,785
Arkansas	\$12,008,254	31%	-1%	14%	36%	25%	22%	\$21,851,461
California	\$78,241,253	83%	85%	46%	56%	68%	67%	\$54,292,312
Colorado	\$12,719,253	25%	167%	58%	57%	20%	65%	\$31,484,078
Connecticut	\$8,838,173	35%	22%	15%	62%	18%	31%	\$10,771,342
Delaware	\$4,051,488	81%	122%	70%	100%	76%	90%	\$3,810,568
Dist. of Columbia	\$3,531,134	-37%	50%	245%	19%	29%	64%	\$3,956,398
Florida	\$51,478,641	64%	224%	86%	86%	90%	110%	\$13,398,111
Georgia	\$33,943,736	53%	51%	15%	60%	91%	54%	\$86,412,849
Hawaii	\$3,797,089	34%	9%	96%	155%	-16%	57%	\$14,246,353
Idaho	\$5,835,384	91%	13%	51%	4%	-6%	30%	\$6,212,818
Illinois	\$32,018,836	43%	27%	20%	65%	55%	43%	\$165,842,930
Indiana	\$23,249,782	130%	79%	87%	97%	84%	95%	\$46,171,663
Iowa	\$11,430,461	61%	89%	97%	85%	39%	75%	\$19,539,247
Kansas	\$10,785,781	129%	78%	5%	27%	35%	54%	\$29,517,516
Kentucky	\$13,876,392	55%	47%	39%	8%	26%	34%	\$56,837,326
Louisiana	\$12,959,514	48%	93%	82%	109%	115%	91%	\$1,955,098
Maine	\$3,711,432	200%	128%	86%	118%	125%	130%	\$0
Maryland	\$12,405,834	5%	68%	51%	33%	21%	36%	\$46,755,990
Massachusetts	\$11,917,734	16%	76%	23%	109%	110%	67%	\$78,066,428
Michigan	\$27,353,694	83%	72%	92%	52%	48%	69%	\$30,477,605
Minnesota	\$18,205,241	61%	58%	88%	86%	91%	77%	\$11,470,535
Mississippi	\$11,578,232	66%	81%	144%	66%	36%	79%	\$41,584,442
Missouri	\$21,265,446	120%	106%	47%	102%	119%	98%	\$48,680,095
Montana	\$6,621,480	100%	15%	121%	52%	44%	66%	\$17,162,738
Nebraska	\$7,255,316	29%	21%	51%	41%	96%	48%	\$1,813,770
Nevada	\$7,379,312	49%	68%	25%	29%	84%	50%	\$555,605
New Hampshire	\$3,920,486	95%	25%	43%	28%	54%	49%	\$10,782,956
New Jersey	\$18,865,800	49%	47%	48%	32%	11%	37%	\$59,612,684
New Mexico	\$7,719,138	58%	76%	75%	30%	53%	58%	\$10,853,741
New York	\$29,220,829	16%	50%	20%	99%	32%	44%	\$120,735,170
North Carolina	\$24,269,876	21%	57%	84%	32%	86%	56%	\$35,866,488
North Dakota	\$4,644,483	61%	105%	45%	30%	43%	56%	\$3,794,445
Ohio	\$29,608,199	87%	79%	66%	54%	76%	72%	\$34,248,208
Oklahoma	\$15,808,786	61%	64%	42%	26%	13%	40%	\$20,485,914
Oregon	\$10,365,265	62%	89%	67%	80%	61%	72%	\$12,260,617
Pennsylvania	\$27,996,402	172%	77%	131%	65%	141%	117%	\$11,165,457
Rhode Island	\$3,591,004	86%	5%	82%	99%	112%	79%	\$2,662,956
South Carolina	\$16,495,648	115%	44%	17%	55%	85%	62%	\$18,545,252
South Dakota	\$5,923,590	3%	55%	23%	7%	-1%	17%	\$5,936,575
Tennessee	\$19,649,300	54%	5%	71%	89%	33%	51%	\$61,111,325
Texas	\$80,367,550	21%	51%	46%	44%	54%	43%	\$163,950,053
Utah	\$7,107,298	86%	105%	68%	32%	55%	67%	\$10,933,596
Vermont	\$3,899,997	68%	19%	38%	82%	78%	59%	\$12,635,196
Virginia	\$23,294,723	46%	86%	99%	54%	87%	75%	\$25,898,928
Washington	\$13,633,633	103%	104%	55%	74%	88%	84%	\$5,113,664
West Virginia	\$7,467,246	81%	124%	113%	105%	-4%	84%	\$9,848,526
Wisconsin	\$20,073,365	23%	42%	55%	42%	43%	41%	\$13,483,923
Wyoming	\$3,798,445	63%	106%	79%	72%	94%	83%	\$3,701,944
Total	\$867,465,102	64%	74%	64%	59%	63%	65%	\$1,551,260,790

* a negative rate indicates a net de-obligation (see glossary for definition). Limitation on obligations was approximately 90% under SAFETEA-LU (FY 2005 - 2009)

Reimbursements

The final stage of TE project funding is reimbursement. The FHWA reimburses states for projects as they 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.

The cumulative (FY 92 - FY 12) reimbursement rate nationally was 88% of obligations (Table 1, page 7). State reimbursement rates range from a low of 66% in Virginia to a high of 98% in Kansas.

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. Reimbursement rates alone are an insufficient benchmark for TE funding. These statistics should be interpreted in the context of the whole TE funding process, from apportioned to obligated.

Transfers

The Uniform Transferability Provision (23 U.S.C. 126) limits the amount of funding that can be transferred from TE to other Federal-aid Highway Programs in a given year at 25% of each year's apportionment that is above the state's FY 1997 TE apportionment level. There is no limit on the amount that can be transferred to FTA; however, TE funding that is transferred to FTA must be used for TE-eligible activities.

Table 5, in Appendix C, on page 25, shows all transfers from TE since FY 2003. Since 2003, \$247.6 million have been transferred. In FY 2012, 13 states transferred a total of \$23.75 million. FY 2012 continued the trend of transfers by states to other programs for non-TE related projects. This includes \$2.23 million to the National Highway System, \$1.9 million to the Interstate Maintenance program, and \$0.6 million to the Recreational Trails program. Approximately \$19 million was transferred from seven states to the Federal Transit Authority (FTA). California's transfer of \$14.53 million marks the second largest transfer to the FTA since Ohio transferred \$31.81 million in FY 2006. The FY 2012 transfer to the FTA also marks the fourth largest transfer to any program since 2003. FY 2012 transfers were otherwise typical compared to previous years.

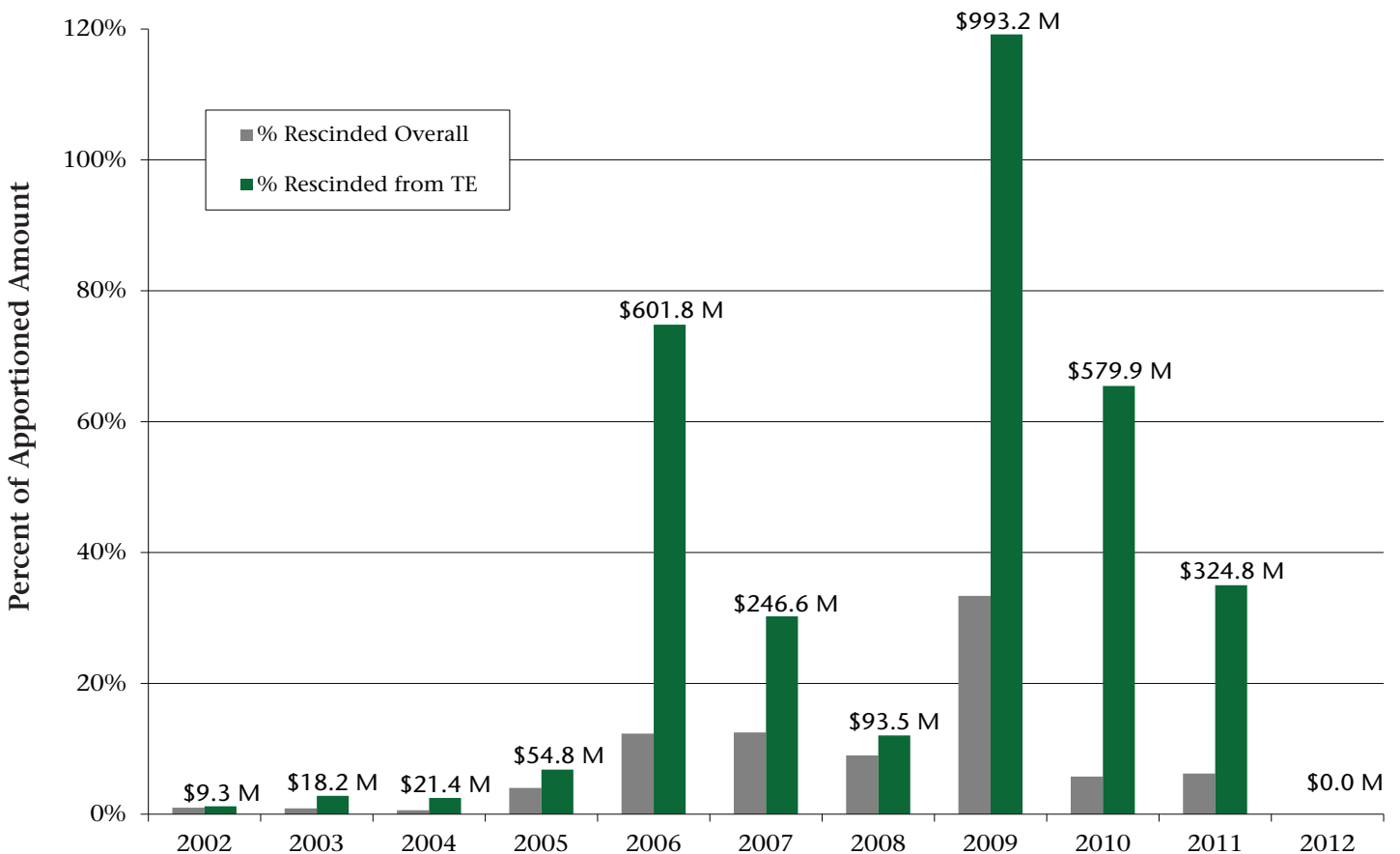
The total transferred since 2003, \$247.6 million, represents 2.9% of cumulative apportionments. However, some individual states have made substantial transfers. California has transferred the most funding since FY 2003 at \$42.53 million or approximately 54% of California's average one year apportionment since FY 1992. New Jersey and South Carolina both transferred over \$8 million in FY 2010, roughly 50% of each state's typical annual apportionment. This increased transfer activity is potentially due to the Department of Transportation Appropriations Act of 2010, which allowed a one-time redistribution between states of obligation limitation due to expire that fiscal year. In order to receive redistributed "obliment," states had to demonstrate available funds to obligate for particular programs. This framework created an incentive for states to consolidate funds to priority programs.

Rescissions

Since 2002, Congress has enacted 13 rescissions that have affected the Federal-aid Highway Program. Through rescissions, Congress cancels the authority to obligate a certain portion of available funding before it is set to expire. While Congress sets a total rescission amount for the Federal-aid Highway Program (FAHP), FHWA calculates the share each state is responsible for based on the original distribution of Federal-aid funding. The states in turn are required to choose which funding will become inaccessible to them, thus reducing the amount of available funding.

For the first time since 2002, no rescissions affected the Transportation Enhancements Program in FY 2012. In FY 2011, \$325 million was rescinded nationally from TE, as shown in Figure 5, below. This is equivalent to 35% of the 2011 TE apportionment. Although this is equivalent, the rescinded funding comes from a backlog of funding that has accumulated over several years. It could also be the case for some states that the rescinded funds are equal to the funding which is unavailable due to limitations. In the FY 2011 rescission, states were given complete discretion to apply the rescission across their Federal-aid highway programs as they desired. Table 3 illustrates the dynamics at work at the state level in responding to rescissions. The first three columns show the size of the

Figure 5: Rescissions from TE vs. FHWA Overall

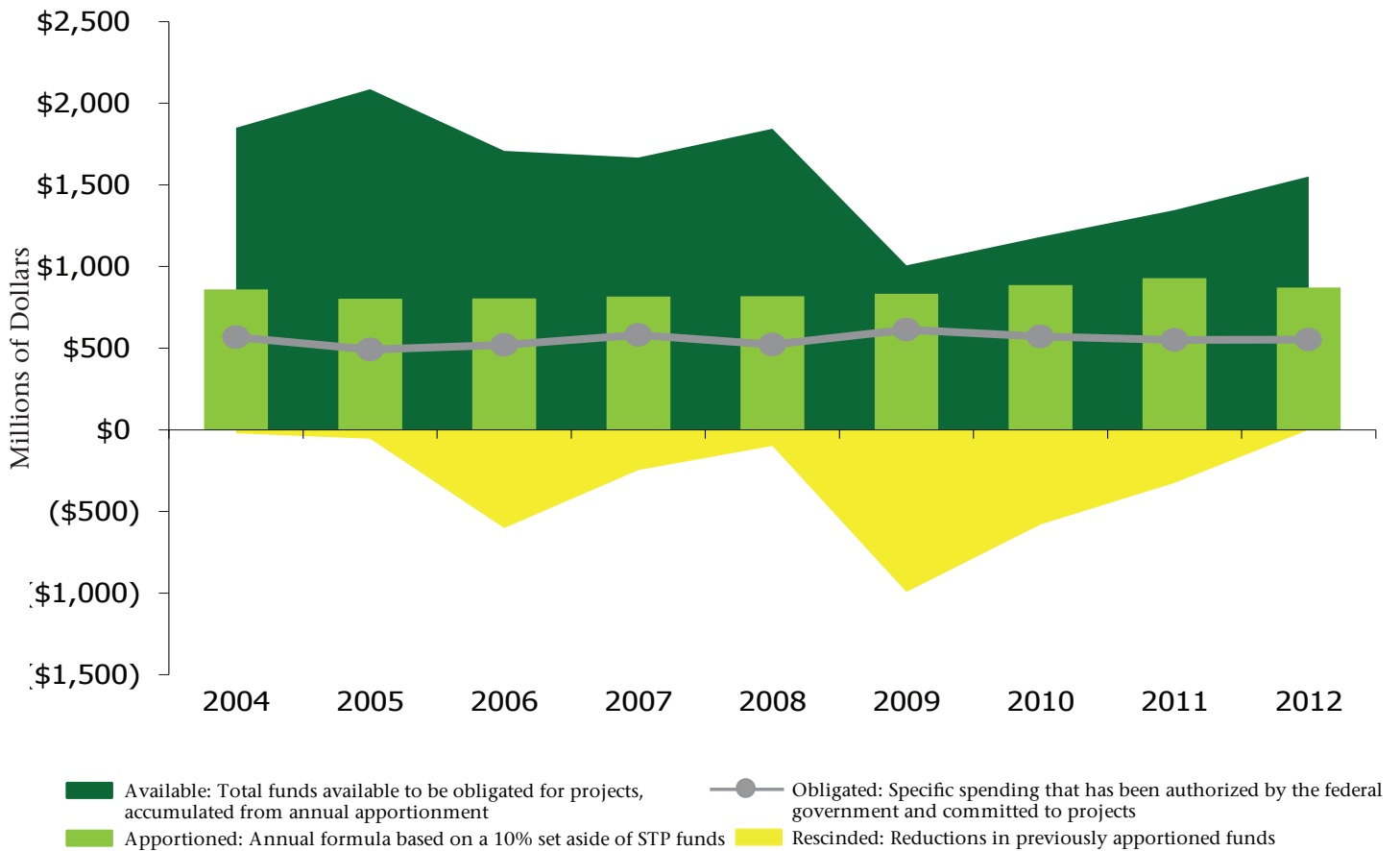


FAHP, the size of the TE program, and the size of TE within FAHP. Generally, TE represents roughly 2% of overall apportionments from FHWA. From FY 2002 - 2012, some states such as Pennsylvania and Vermont, applied the rescissions proportionately to TE. For these states, the percentage of the rescissions taken from TE is roughly equal to the percentage of TE within FHWA apportionments. Delaware, Rhode Island, and Wyoming all rescinded less than 2% from the TE program, either because they did not have any unobligated balance to rescind, or because they chose to protect the program. Most states, however, disproportionately used TE funds to meet the rescission, 15 states used TE funding for more than 10% of their overall rescissions.

The full history of rescissions by year for each state is shown in Appendix C, Table 6, page 26.

The disproportionate impact of past rescissions has rendered the traditional program measure of cumulative obligation rates for the states less meaningful, as it is the removal of available funding that leads to an increased obligation rate. For this reason, yearly obligation rates which are based on apportionments rather than the available balance are shown in Table 2, page 10.

Figure 6: Obligation, Apportionment, Available Balance, & Rescissions for each FY 2004 - 2012



To see Figure 5 for an individual state, please visit www.ta-clearinghouse.info/stateprofile

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Table 3: FHWA and TE Rescissions from FY 2002 - FY 2012 (in dollars)

State	Total Apportionment		%	Total Rescission		% from TE	Ob. Rate Before	Ob. Rate After	Δ
	FHWA	TE		FHWA	TE				
Alabama	\$7,479,289,666	\$183,324,124	2.5%	\$559,863,553	\$77,161,650	14%	64%	110%	46%
Alaska	\$3,702,742,228	\$84,627,890	2.3%	\$291,275,551	\$26,066,005	9%	59%	86%	26%
Arizona	\$6,859,527,866	\$178,514,410	2.6%	\$581,035,722	\$22,305,688	4%	91%	104%	13%
Arkansas	\$4,551,699,298	\$125,024,486	2.7%	\$376,964,942	\$62,608,872	17%	45%	90%	45%
California	\$32,712,716,180	\$823,354,610	2.5%	\$2,777,902,020	\$282,141,466	10%	72%	109%	37%
Colorado	\$4,763,964,464	\$130,812,040	2.7%	\$401,424,807	\$43,574,231	11%	63%	94%	31%
Connecticut	\$4,857,241,525	\$95,612,862	2.0%	\$417,872,223	\$53,501,556	13%	41%	92%	52%
Delaware	\$1,471,743,895	\$41,424,163	2.8%	\$121,373,855	\$1,999,540	2%	110%	115%	6%
District of Columbia	\$1,404,584,414	\$36,541,828	2.6%	\$124,593,708	\$17,965,730	14%	51%	99%	49%
Florida	\$17,907,627,828	\$527,560,525	2.9%	\$1,483,965,625	\$135,223,872	9%	81%	108%	28%
Georgia	\$12,673,023,354	\$360,228,902	2.8%	\$1,050,998,614	\$142,533,149	14%	50%	83%	33%
Hawaii	\$1,613,579,338	\$41,253,915	2.6%	\$141,246,692	\$11,140,879	8%	71%	97%	26%
Idaho	\$2,681,391,761	\$60,848,650	2.3%	\$224,702,097	\$34,960,177	16%	52%	123%	71%
Illinois	\$12,167,822,829	\$313,739,509	2.6%	\$1,036,554,335	\$76,743,507	7%	53%	70%	17%
Indiana	\$8,901,064,053	\$239,194,262	2.7%	\$764,250,813	\$24,355,635	3%	89%	99%	10%
Iowa	\$4,145,729,042	\$114,436,786	2.8%	\$349,589,555	\$16,916,116	5%	103%	121%	18%
Kansas	\$3,750,328,587	\$117,184,472	3.1%	\$313,855,835	\$12,737,893	4%	81%	91%	10%
Kentucky	\$6,162,214,532	\$143,971,572	2.3%	\$493,494,664	\$28,318,232	6%	61%	76%	15%
Louisiana	\$5,771,440,186	\$133,858,528	2.3%	\$490,637,701	\$72,392,810	15%	71%	155%	84%
Maine	\$1,688,730,783	\$40,223,651	2.4%	\$136,104,868	\$9,877,142	7%	99%	131%	32%
Maryland	\$5,735,577,970	\$133,805,097	2.3%	\$489,697,325	\$18,036,393	4%	63%	73%	10%
Massachusetts	\$6,014,334,405	\$130,057,804	2.2%	\$528,277,494	\$51,700,866	10%	41%	68%	27%
Michigan	\$10,547,242,240	\$297,288,095	2.8%	\$878,985,311	\$100,358,200	11%	82%	123%	42%
Minnesota	\$5,570,735,548	\$177,277,050	3.2%	\$462,474,549	\$29,896,216	6%	77%	93%	16%
Mississippi	\$4,307,763,394	\$120,317,871	2.8%	\$355,384,528	\$15,583,957	4%	78%	89%	12%
Missouri	\$8,323,999,746	\$215,493,693	2.6%	\$705,350,957	\$29,885,349	4%	91%	106%	15%
Montana	\$3,461,617,395	\$66,953,760	1.9%	\$291,397,888	\$17,550,644	6%	64%	87%	23%
Nebraska	\$2,682,337,410	\$75,923,573	2.8%	\$228,002,324	\$46,530,067	20%	56%	144%	88%
Nevada	\$2,703,094,273	\$68,454,321	2.5%	\$201,315,083	\$37,836,671	19%	70%	156%	86%
New Hampshire	\$1,667,823,915	\$42,373,309	2.5%	\$141,154,278	\$6,019,047	4%	81%	95%	13%
New Jersey	\$9,450,195,555	\$195,417,025	2.1%	\$825,340,106	\$59,582,234	7%	45%	64%	20%
New Mexico	\$3,389,963,814	\$79,564,735	2.3%	\$286,412,585	\$33,919,826	12%	58%	100%	43%
New York	\$16,592,477,944	\$317,163,454	1.9%	\$1,418,493,158	\$99,713,643	7%	49%	71%	22%
North Carolina	\$10,062,827,354	\$257,856,582	2.6%	\$834,955,349	\$100,445,549	12%	70%	115%	45%
North Dakota	\$2,249,981,980	\$49,479,047	2.2%	\$188,724,931	\$20,010,417	11%	74%	125%	51%
Ohio	\$12,518,435,508	\$309,109,075	2.5%	\$1,063,101,985	\$71,635,848	7%	73%	95%	22%
Oklahoma	\$5,557,203,616	\$162,410,107	2.9%	\$470,661,724	\$86,611,297	18%	47%	101%	54%
Oregon	\$4,181,495,282	\$106,858,042	2.6%	\$353,678,275	\$50,869,320	14%	66%	127%	60%
Pennsylvania	\$16,373,233,951	\$299,654,533	1.8%	\$1,358,123,262	\$41,070,220	3%	109%	127%	17%
Rhode Island	\$1,899,719,002	\$38,379,188	2.0%	\$161,800,819	\$2,783,731	2%	118%	128%	9%
South Carolina	\$5,927,959,944	\$169,914,059	2.9%	\$489,540,675	\$68,533,098	14%	64%	108%	44%
South Dakota	\$2,443,651,422	\$60,413,608	2.5%	\$202,198,516	\$49,642,238	25%	40%	224%	184%
Tennessee	\$7,819,960,346	\$203,482,103	2.6%	\$633,718,862	\$66,631,388	11%	70%	104%	34%
Texas	\$29,894,193,500	\$833,836,769	2.8%	\$2,493,113,936	\$428,418,728	17%	50%	103%	53%
Utah	\$2,775,183,292	\$70,808,894	2.6%	\$232,233,604	\$12,957,138	6%	89%	109%	20%
Vermont	\$1,558,754,237	\$39,265,408	2.5%	\$127,926,226	\$3,337,040	3%	72%	79%	7%
Virginia	\$9,341,761,244	\$244,290,135	2.6%	\$774,035,738	\$35,489,093	5%	98%	114%	17%
Washington	\$6,116,063,622	\$145,383,468	2.4%	\$525,674,626	\$41,475,959	8%	76%	106%	30%
West Virginia	\$3,877,367,350	\$72,010,251	1.9%	\$286,231,885	\$6,748,475	2%	87%	97%	9%
Wisconsin	\$6,996,601,279	\$206,331,763	2.9%	\$579,072,462	\$161,741,470	28%	51%	236%	185%
Wyoming	\$2,358,135,655	\$39,911,923	1.7%	\$206,082,064	\$973,860	0%	91%	93%	2%
Total	\$357,666,154,022	\$9,021,221,927	2.5%	\$29,930,867,703	\$2,948,512,133	10%	69%	102%	33%

Programming Analysis

This section presents major findings from the self-reported programming data collected from each state DOT. The nationwide list of programmed TE projects enables analysis of states' TE funding priorities across the 12 eligible activities. The funding levels represented in this section are programming numbers, not obligations. These programming numbers are obtained through a voluntary survey of state DOTs.

The Project List

Each year state DOTs provide information on programmed projects. Programmed projects are those approved to receive TE funding by individual states. As a result, the project database now spans 21 fiscal years of TE programming.

Table 1 (page 7) indicates that the cumulative level of programming for FY 1992 through FY 2012 is \$10.82 billion, which represents 76% of all apportionments and 95% of all available funding. This high rate represents the continuing popularity of TE-eligible projects nationwide, with approved projects maxing out the currently available funding.

The programming data also shows that 15 states have selected projects for future fiscal years. The database now has 526 future-programmed projects worth \$277 million in federal TE funding. The future programming data suggests that there are TE projects in the design and development stages planned for future years.

There are some important issues to note regarding programming data. While every effort possible is made to accurately reflect state project selection, it is likely that some errors occur because of data reporting problems. For example, for 17 states, the 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 by state DOTs did not include all selected projects;
- Differences in methodology for tracking projects.

Another issue to note is that 15 states have programming totals that are higher than their available balances. Possible reasons for this include:

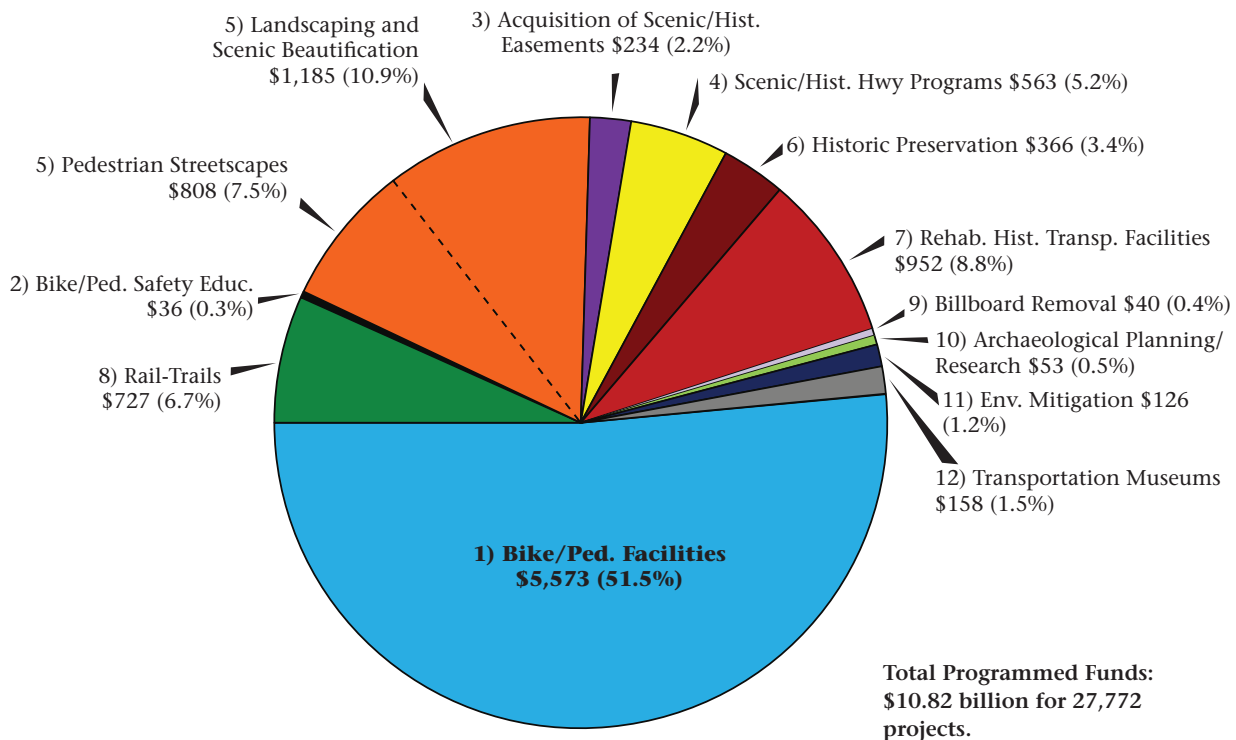
- States program more than their apportionments with the expectation that some projects will be dropped or some bids will come in lower than the initial cost estimate;
- Older project data were not updated, so projects that have been dropped or had their funding levels changed are not accounted for;
- Years assigned to projects may be incorrect or vary, some states enter the year of the project award while some states enter the year of expected construction as listed in the Statewide Transportation Improvement Program (STIP);
- Future year projects which are in the engineering or design phases are included with current projects; and
- States may combine a TE project with other federal or state funding, but not differentiate these in their data submission.

Findings by Transportation Enhancement Activity

Figure 7 illustrates the distribution of funding across all 12 activities through FY 2012. Overall, the percentages have shifted only slightly from previous years. The overall average funding award was \$389,624, but there are differences in this statistic across project funding categories. Bicycle and pedestrian facilities (Activity 1) received over half of all programmed funding at 51.5%, with an average project funding award of \$384,017.

Category 5, landscaping and scenic beautification, accounts for the second largest slice of spending, 18.4%. 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. In response to the proliferation of this type of TE activity, a subclassification of Category 5 projects to distinguish pedestrian streetscapes from other beautification projects has been implemented. This division is reflected in Figure 7 below. The average Category 5 project funding award for a pedestrian streetscape is \$428,184, 47% higher than the average project award for other landscaping projects, \$291,797. This reflects the higher cost of these types of projects, which frequently involve custom paving materials, historic lighting, street furniture, and retrofitting of existing urban infrastructure. The increased value of these investments is precisely why these projects are very popular with local

Figure 7: Distribution of Federal Funding by TE Activity FY 1992 through FY 2012 (in millions of dollars)



Project Count for Each Category:

1	2	3	4	5	6	7	8	9	10	11	12	Total
14,513	214	380	1,070	5,949	1,141	2,058	1,401	67	223	450	306	27,772

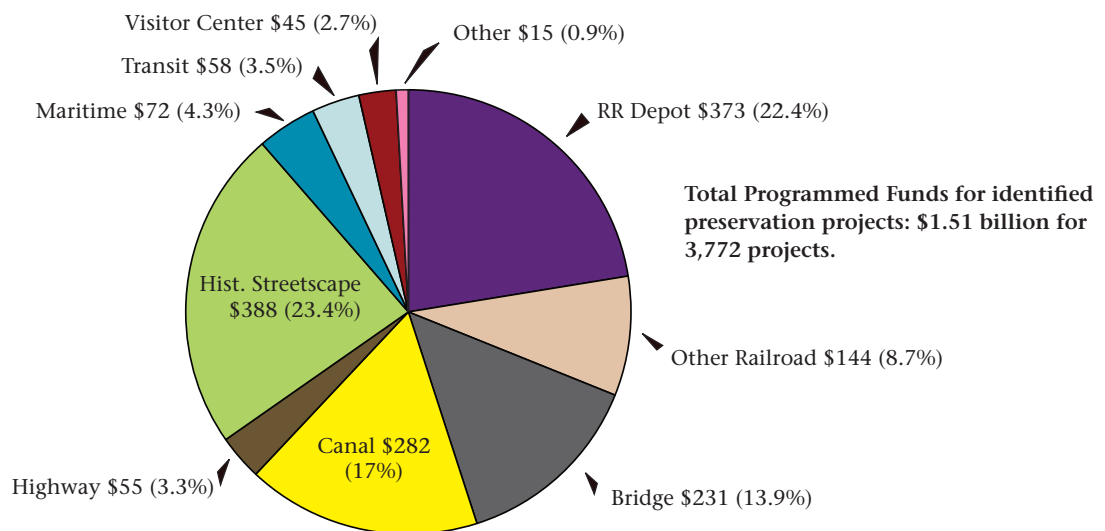
To see Figure 9 for an individual state, please visit www.enhancements.org/stateprofile.asp

communities for their combined impact on transportation and economic development. Other landscaping and scenic beautification projects generally require less preliminary engineering, right-of-way acquisition, and permitting than other types of TE projects and generally can be completed more quickly.

Average funding for Category 4 projects, scenic or historic highway programs, is \$526,473. The vast majority (69%) of these projects are visitor centers. Some also pertain to signing, interpretation, and planning for scenic byways. Category 4 projects account for 5.2% of all TE spending.

Categories 6 and 7, historic preservation and rehabilitation of historic transportation facilities together account for 12.5% of funding. While this percentage has continued to decrease since FY 2000, funding for these categories fills a continuing need and desire in many states to preserve the historic texture and meaning of our local, state, and national transportation infrastructure. These projects include both operational transportation facilities, as well as buildings that relate to surface transportation by enhancing the travel experience, but do not serve primarily as transportation facilities, such as historic hotels, gas stations, and stagecoach inns. Figure 8, below, illustrates the distribution of TE programmed funding to historic preservation activities (primarily, but not exclusively, funded under categories 6 and 7) roughly categorized by transportation facility types. This figure also includes TE projects outside of categories 6 and 7 that have a strong historic preservation component.

Figure 8: Distribution of Funding Across Projects with Designated Historic Preservation Subtypes from FY 1992 to FY 2012 (in millions of dollars)

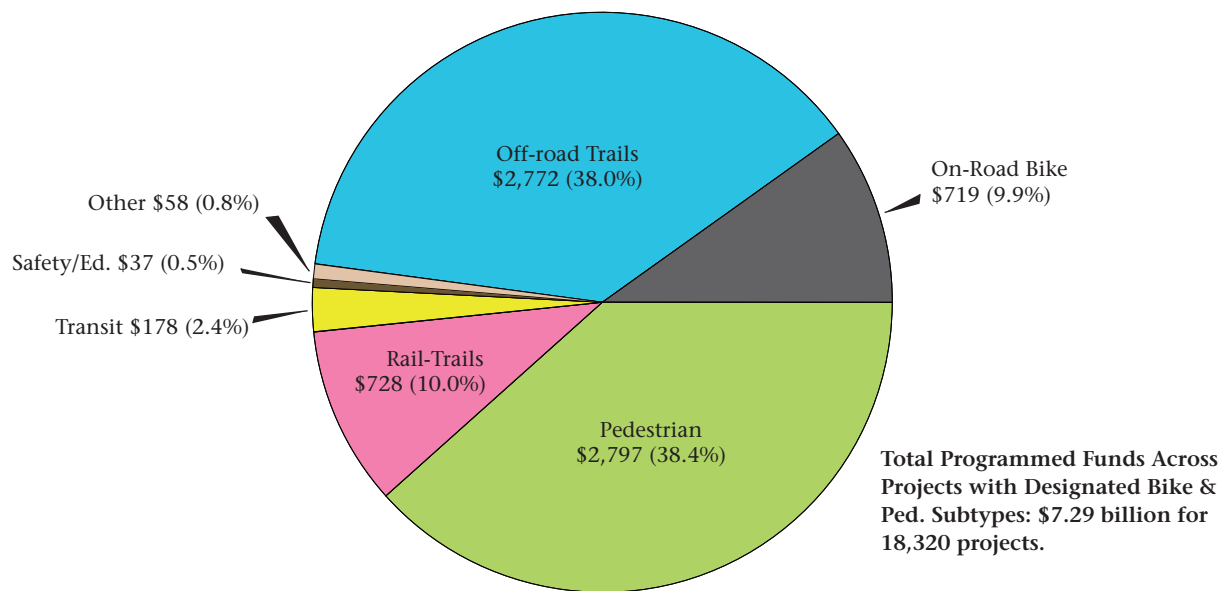


The growth and new dominance of historic streetscapes in this area is a new trend since FY 10. These historic streetscapes may include traditional pavement materials, curb styles, lighting, building facades, and pedestrian facilities. More traditionally, preserving and rehabilitating railroad depots composes the second-largest share of preservation-related funding, followed by canals and bridges. TE funds commonly rehabilitate nationally and locally significant bridges for reuse as bicycle and pedestrian bridges or to return them to vehicular service. 16 states have used funding to restore canal locks, gates, keeper's houses, and infrastructure. Maritime facilities include lighthouses, historic canal boats, and ferry landings.

Bicycle and Pedestrian Project Subtypes

Bicycle and pedestrian facilities attract the largest percentage share of programmed TE funding. NTAC tracks the funding of project “subtypes” within these activities, based on state DOT project lists. Figure 9 below presents the distribution of federal programmed funding to TE project categories with a strong bicycle and pedestrian component (primarily, but not limited to, TE Categories 1, 2, and 8). Category 5 landscaping projects that are pedestrian-oriented streetscapes are included in this figure. Pedestrian facilities and off-road trails receive roughly equal shares of programmed TE funding across these categories, while respectively, rail-trails and on-road bicycle facilities comprise the third and fourth largest shares.

Figure 9: Distribution of Funding across Projects with Designated Bike & Pedestrian Subtypes for FY 1992 through 2012 (in millions of dollars)



The average rail-trail project received \$519,216 in TE funding. This figure is significantly larger than funding for the average TE project. Several theories have been proffered to explain the decline in the number of rail-trail projects being initiated over time. Rail-trails are often larger, more complex, and take longer to realize than other types of TE projects. Most of the more straightforward rail-trail projects have already been developed. Those projects that remain may face more complex issues with respect to ownership, valuation, or liability. In addition, the rate of railroad abandonment has decreased across the country as railroads have begun to retain corridors in hopes of restarting service. Nevertheless, many extensions and rails-with-trails projects remain.

Future Programming

Seventeen states programmed 526 projects for future years (beyond 2012). Bicycle and pedestrian facilities account for 66% of future programmed funding and landscaping projects will receive 17.6%. The share of future programmed landscaping projects increased more than 5% from the previous year while historic preservation projects decreased more than 7%.

While these figures show a shift across TE activities, they should not be interpreted as a prediction of where TE funding will be programmed by all states in the future, since most states did not report future programming. Nonetheless, these numbers provide an interesting glimpse into future funding that has been programmed.

Average Federal Awards and Match Rates

Analyzing the project-level data in the national project list provides insight into the average funding awards in each state. Table 4, page 20, illustrates that as of FY 2012, the average federal project award was \$389,624 nationwide. Average awards by state varied from \$117,612 in Montana to \$1,315,574 in Hawaii.

The Federal-aid Highway Program requires that federal highway funding be matched with funding from other sources. These funds are commonly referred to as the non-federal share of project costs, even if the match came from another federal agency using the “innovative financing” provision under 23 U.S.C. 133(e)(5)(C). In general, the funding is provided with a maximum federal share of 80%, necessitating that a minimum of 20% of the funding come from non-federal sources. Some states that have large federal land holdings are provided larger federal shares 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% 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. Some 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 correspondingly higher federal share, passes along the “savings” in non-federal share by requiring only a 5.7% match of total project costs by project sponsors. Maryland, on the other hand, historically required a 50% match by project sponsors in order to spread the available federal funding 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 NTAC website, www.ta-clearinghouse.info/stateprofile.

States report non-federal share information in different ways. Some states report the entire non-federal share of project 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 on page 20 provides information on matching fund levels reported by each state.

In FY 2012, the average national match rate was 28%. As in previous years, this rate surpassed the federal share required under 23 U.S.C. 120. Table 4 shows that 39 states had a match rate higher than 20%, and 18 of these states had a rate higher than the national average. 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 funding than required, or the state choosing not to use federally-approved procedures for reducing or eliminating the required non-federal share.

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Table 4: Cumulative Programmed Federal Awards and Matching Funds, FY 1992 through FY 2012 (in thousands of dollars)

State	Project Count	Federal Awards	Avg. Federal Award	Matching Funds	Match Rate*
Alabama	839	\$194,620	\$232	\$52,031	21%
Alaska	275	\$146,451	\$533	\$18,062	11%
Arizona	439	\$186,838	\$426	\$56,486	23%
Arkansas	493	\$108,595	\$220	\$61,620	36%
California	1,668	\$1,111,171	\$666	\$520,045	32%
Colorado	653	\$151,340	\$232	\$71,797	32%
Connecticut	179	\$142,348	\$795	\$35,587	20%
Delaware	198	\$54,909	\$277	\$42,281	44%
Dist. of Col.	109	\$39,235	\$360	\$9,772	20%
Florida	1,604	\$671,501	\$419	\$29,511	4%
Georgia	809	\$351,841	\$435	\$96,847	22%
Hawaii	43	\$56,570	\$1,316	\$20,212	26%
Idaho	163	\$56,762	\$348	\$12,258	18%
Illinois	665	\$457,619	\$688	\$120,407	21%
Indiana	547	\$296,836	\$543	\$134,444	31%
Iowa	769	\$229,296	\$298	\$152,949	40%
Kansas	325	\$161,141	\$496	\$87,176	35%
Kentucky	818	\$196,429	\$240	\$59,295	23%
Louisiana	528	\$201,312	\$381	\$27,848	12%
Maine	328	\$66,410	\$202	\$17,507	21%
Maryland	277	\$202,658	\$732	\$296,027	59%
Massachusetts	271	\$96,542	\$356	\$25,407	21%
Michigan	1,411	\$368,174	\$261	\$133,191	27%
Minnesota	605	\$296,169	\$490	\$205,330	41%
Mississippi	333	\$154,115	\$463	\$28,749	16%
Missouri	916	\$242,564	\$265	\$108,744	31%
Montana	719	\$84,564	\$118	\$27,824	25%
Nebraska	619	\$100,172	\$162	\$56,545	36%
Nevada	151	\$77,334	\$512	\$19,131	20%
New Hampshire	227	\$83,038	\$366	\$26,884	24%
New Jersey	346	\$131,728	\$381	\$74,922	36%
New Mexico	432	\$159,411	\$369	\$52,651	25%
New York	517	\$406,014	\$785	\$313,481	44%
North Carolina	930	\$264,310	\$284	\$71,540	21%
North Dakota	269	\$58,441	\$217	\$24,975	30%
Ohio	802	\$374,183	\$467	\$106,315	22%
Oklahoma	388	\$147,284	\$380	\$40,717	22%
Oregon	219	\$127,712	\$583	\$42,866	25%
Pennsylvania	1,013	\$435,666	\$430	\$64,468	13%
Rhode Island	188	\$51,303	\$273	\$10,971	18%
South Carolina	717	\$123,491	\$172	\$50,217	29%
South Dakota	213	\$45,239	\$212	\$23,401	34%
Tennessee	628	\$255,666	\$407	\$61,615	19%
Texas	540	\$633,046	\$1,172	\$154,625	20%
Utah	211	\$92,455	\$438	\$27,212	23%
Vermont	368	\$62,793	\$171	\$16,912	21%
Virginia	622	\$307,627	\$495	\$336,260	52%
Washington	813	\$214,551	\$264	\$94,455	31%
West Virginia	576	\$100,392	\$174	\$25,104	20%
Wisconsin	631	\$187,634	\$297	\$56,121	23%
Wyoming	372	\$56,698	\$152	\$12,149	18%
TOTAL	27,776	\$10,822,197	\$390	\$4,214,944	28%

* Match rate is calculated from total project funding (Federal and match)

Conclusion

Transportation Enhancement funding continues 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.

In 2012, the 12 TE-eligible activities were funded at similar percentages as in past years. Category 1, bicycle and pedestrian related facilities, continues to contain over half of all selected projects at 51.5% of total funding. The share of pedestrian streetscapes increased while landscaping and scenic beautification decreased as a result of efforts to reclassify category 5 projects. The percentage of funding for all other projects remained nearly the same as last year.

Analyzing the states' use of federal funds using three measures of obligations provides the most balanced assessment of TE financial performance.

Cumulative Obligation Rate: FHWA's stated goal for the national cumulative obligation rate of the TE program is at least 75%. This year, the cumulative national obligation rate was 87% of the available balance, but only 69% of original apportionments. Individual state rates range from a low of 41% to a high of 95% (page 11).

Obligation of Yearly Apportionment: States obligated only 63% of the FY 2012 annual apportionment. Individually, the analysis showed that states ranged from 141% to -16% in obligation of the yearly apportionment (page 13).

Unobligated Balances: There is still a significant accumulation of unobligated funds at the national level, which continues to grow at \$1.55 billion. At the state level, Maine has obligated all available funding and 17 states have available balances less than one year's apportionment. In fact, just 5 states receiving only 22% of national apportionments over the past five years are responsible for 40% of the remaining national unobligated balance (see Table 2).

Once projects are obligated, states are supporting them through completion and reimbursement. Nationwide, the cumulative reimbursement rate is at 88% and continues to rise. Unobligated funding, however, highlights challenges in project implementation at both the state and local level. Since TE funds are programmed at 95.3% of available levels, states do value these projects, but advancing these projects to completion remains a challenge. There is the opportunity to improve project delivery at both the state and local levels. Improving project delivery will help to increase states' obligation rates for TE and bring it up to the level of other Federal-aid highway programs.

Analysis of clearinghouse data shows that a state's priorities and management are the keys to TE program success. Higher program success correlates with minimal delay between obligation and reimbursement. Through interactions and technical assistance to the states, four causes seem to contribute to delays: (1) drawn out project selection and review processes, (2) unprepared or inexperienced project sponsors, (3) state procedures for obligating TE projects, and (4) low priority of TE among a state's transportation leadership. States find their programs languishing when they do not grant obligating authority for TE and the DOT has not cultivated a community of experienced project sponsors.

When TEA-21 expired in 2003, funding for highway programs continued through 12 short-term extensions spanning almost two years. These short-term extensions prevented a total shutdown of the Federal-aid Highway Program but disrupted the orderly and predictable flow of funding. Many state DOTs were unwilling to plan for TE projects under these conditions, as reflected in the dip in obligations during the TEA-21 extension period. The TE program finds itself once again in this situation as SAFETEA-LU expired in 2009 and continued through 9 short term extensions. MAP-21 was enacted in July of 2012 to replace SAFETEA-LU. MAP-21 consolidated the TE program with RTP, SRTS, and the creation of boulevards from former divided highways to create TAP. It is reasonable to expect that the remaining TE funds will be obligated before they expire. For example, the New York Department of Transportation announced a final round for TE funding before it obligates TA. New York has over \$120 million in available funding, so there should be a significant increase in obligations.

Appendix A: TE Obligations Explained

Obligations

An obligation is a formal agreement between the federal government and the state partner that the federal government will reimburse the state for up to the maximum federal share of eligible project costs. The agreement indicates that the federal government recognizes that the project meets federal criteria, and that the state will comply with federal rules and regulations governing project work. It represents a high level of commitment on the part of both the state DOT and the FHWA to advance 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.

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 funding 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 this funding may be accessible in a given year. For example, in FY 2010 Congress imposed an overall obligation limitation such that only approximately 92% of total apportionments nationwide 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.

Some state DOTs evenly distribute the obligation limitation across all programs, while other DOTs place lower limitations on some programs and higher ones on others. 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.

Interpreting Obligation Rates

Obligation rates are suited to track changes at the national and state level over time. However, comparisons across states need to consider several factors that can affect obligation rates. Low obligation rates do not necessarily reflect a low commitment to TE by a state. Obligation rates are best explained in terms of state-specific policies and procedures for implementing TE projects.

There are several factors that can lead to low obligation rates:

Alternate funding. There are many TE-eligible projects being funded from federal, state, and local sources other than TE. At the federal level alone, projects may be funded by Surface Transportation Program funding, Safe Routes to School, or the Congestion Mitigation and Air Quality Improvement Program.

Obligation limitation. Congress, in its annual appropriations acts, sets the annual obligation limitation for the overall amount of Federal-aid highway funding 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.

Appendix A (continued)

Accounting practices. State procedures for obligating projects and varying accounting practices impact the obligation rate. Some states obligate project funding 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 barrier 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 funding when expected due to delays resulting from inaccurate cost estimates, the inability to raise matching funding, 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.

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.

There are several factors that can lead to high obligation rates:

Priority. In some states, demand for the TE program at both local and leadership levels has motivated states to obligate close to the maximum allowable amount, which is the apportioned amount.

Rescissions. Congress occasionally enacts legislation that cancels the availability of funding previously authorized before the funding is set to expire. When funds are rescinded by states, the available balance for obligation is reduced, and thus the obligation rate increases, though no new obligations have occurred. This affects only the obligation rate calculated out of the available balance. Obligation rates calculated in reference to historic apportionments are not affected by rescissions.

Appendix B: Glossary

Authorization is a statutory provision created by Congress that creates or extends a federal program, such as the Federal-aid Highway Program. An authorization can be open-ended, but typically transportation authorizations are for a set number of years.

Apportionments are the funds distributed among the states by the FHWA as prescribed by statutory formula. Transportation Enhancement funds are a minimum 10% set aside from the Surface Transportation Program (STP) funding category, plus 10% of the portion of Equity Bonus Program distributed to the STP.

Appropriations are annual acts of Congress that set a limit on the obligations a state can make from apportioned funds in a given fiscal year.

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 NTAC database.

Federal Aid are funds from the federal government made available to the states to build the highway system. These funds traditionally come from the Highway Trust Fund, which draws revenue from the federal gasoline tax and other sources.

Matching Funds are funds from any non-Federal Highway Administration source (except the Recreational Trails Program) that are used to cover the costs of a project. Typically, only up to 80% of the eligible costs of a Federal-aid highway project, including TE projects, can be reimbursed by the federal government. Most western states are eligible for a “sliding scale” that allows a higher federal share (up to 95% in Nevada), based on the proportion of Federal lands within the state. The remaining project costs must be covered by matching funds. States also have the option to account for matching funds across the program as a whole, rather than at the project level.

Obligations, Obligation Limitation, and Obligation Rates are addressed in Appendix A.

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 unobligated balances, by Act of Congress. 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 the past, states had discretion over how to assign the rescissions among their Federal-aid programs. For the FY 2008 rescission and one rescission in FY 2009, the 2007 Energy Independence and Security Act required that states distribute the rescission proportionately over their Federal-aid programs, within a margin of 10%.

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% 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: Additional Tables

Table 5: Transfers of TE Funds (in thousands of dollars to other Federal-aid Highway Programs and the Federal Transit Administration (in thousands of dollars)

State	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	Total TE Funds Transferred FY 03-12
Arizona								\$2,212 (NHS)			\$2,212
Arkansas									\$1,162 (NHS)		\$1,162
California	\$7,883 (FTA)	\$4,561 (FTA)	\$3,426 (FTA)	\$476 (FTA)	\$8,204 (FTA)	\$1,352 (FTA)	\$229 (FTA)	\$917 (FTA)	\$954 (FTA)	\$14,528 (FTA)	\$42,530
Colorado	\$325 (FTA)	\$28 (FTA)	\$227 (FTA)		\$197 (FTA)	\$179 (FTA)	\$504 (FTA)	\$132 (FTA)		\$284 (FTA)	\$1,875
Connecticut					\$1,680 (FTA)						\$1,680
Florida			\$500 (FTA)	\$600 (FTA)	\$432 (FTA)	\$300 (FTA)		\$1,388 (FTA)	\$1,256 (FTA)		\$4,476
Georgia							\$20,025 (NHS)		\$7,065 (NHS)		\$27,090
Indiana								\$284 (RTP)			\$284
Louisiana						\$7,201 (NHS)		\$1,682 (ISM)			\$8,884
Michigan				\$1,392 (FTA)	\$74 (FTA)	\$49 (FTA)	\$529 (FTA)	\$16 (FTA)		\$48 (FTA)	\$4,578
Minnesota						\$2,470 (NHS)					
Missouri	\$1,563 (FTA)					\$78 (FTA)			\$2,182 (B85)		\$4,397
	\$787 (NHS)								\$662 (FTA)	\$2,100 (FTA)	\$2,428
Nebraska									\$701 (RTP)	\$598 (RTP)	\$701
Nevada						\$380 (NHS)	\$1,082 (NHS)	\$873 (ISM)	\$1,087 (NHS)	\$974 (NHS)	\$3,422
New Jersey	\$1,000 (FTA)	\$1,000 (FTA)		\$1,000 (FTA)	\$1,850 (FTA)	\$1,000 (FTA)	\$1,000 (FTA)	\$1,000 (FTA)		\$1,000 (FTA)	\$15,397
								\$7,547 (B85)			
New York	\$980 (FTA)				\$2,000 (FTA)	\$2,000 (FTA)	\$3,489 (FTA)			\$778 (FTA)	\$8,469
North Carolina							\$1,700 (NHS)				\$1,700
Ohio		\$185 (FTA)	\$326 (FTA)	\$31,809 (FTA)					\$600 (FTA)		\$32,919
Oregon			\$40 (FTA)		\$1,422 (FTA)		\$625 (RTP)	\$1,636 (NHS)	\$1,249 (NHS)	\$1,074 (NHS)	\$3,510
Pennsylvania		\$640 (FTA)									\$2,102
Rhode Island	\$89 (FTA)										\$89
South Carolina								\$8,400 (B85)		\$425 (ISM)	\$8,400
South Dakota											
Tennessee	\$226 (RTP)				\$100 (RTP)	\$278 (RTP)					\$603
Texas		\$1,805 (FTA)	\$180 (NHS)				\$24,884 (NHS)		\$3,921 (FTA)	\$186 (NHS)	\$36,486
		\$5,697 (NHS)									
Vermont	\$311 (FTA)										\$311
Virginia					\$10,428 (NHS)	\$2,035 (NHS)	\$160 (FTA)				\$12,623
Washington				\$1,044 (FTA)	\$1,465 (FTA)	\$1,038 (FTA)	\$3,500 (FTA)		\$2,568 (FTA)	\$284 (FTA)	\$9,615
Wisconsin					\$34 (FTA)			\$28 (FTA)		\$1,475 (ISM)	\$62
Subtotals											
to FTA	\$12,150	\$8,219	\$4,518	\$36,321	\$17,359	\$5,996	\$9,410	\$3,481	\$9,961	\$19,022	\$126,437
to NHS	\$787	\$5,697	\$180	\$0	\$10,428	\$12,087	\$47,691	\$3,848	\$10,563	\$2,234	\$93,515
to Rec Trails	\$226	\$0	\$0	\$0	\$100	\$278	\$625	\$284	\$701	\$598	\$2,812
to ISM	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,556	\$0	\$1,900	\$4,456
to Bridge 85%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,162	\$2,182	\$0	\$20,344
Total	\$13,163	\$13,916	\$4,698	\$36,321	\$27,886	\$18,360	\$57,727	\$28,332	\$23,407	\$23,754	\$247,564

Table 6: Yearly Rescissions from TE by state (in thousands of dollars)

*This percentage shows the proportion of the rescission taken from TE over the total rescission taken from the state in the given fiscal year. When a cell is blank, the state did not rescind any TE funds in that fiscal year, and the funds required to be returned to FHWA must have been rescinded from other Federal-aid programs. If the percentage column shows 100%, the entire rescission for that year was taken from TE. The first row of the table shows the size of the TE Program nationally relative to the Federal-aid Highway Program as a whole, for reference. This table shows that in 2002 and 2009, FHWA required rescissions to be proportionately administered among all Federal-aid programs, and so the statistic shown in the percentage columns for those years is roughly equivalent to the size of the TE program relative to the Federal-aid Highway Program as a whole in that fiscal year.

State	2002	%	2003	%	2004	%	2005	%	2006	%	2007	%	2008	%	2009	%	2010	%	2011	%	2012	%	Total
Alabama	\$189	3%					\$8,102	35%	\$13,186	18%	\$25,225	31%	\$2,195	4%	\$15,048	6%	\$5,994	16%	\$8,910	22%			\$78,848
Alaska	\$94	3%					\$728	7%	\$3,001	10%	\$6,220	18%	\$738	2%	\$4,886	4%	\$203	1%	\$10,196	27%			\$26,066
Arizona	\$178	3%											\$2,138	3%	\$4,990	2%	\$15,000	33%					\$22,306
Arkansas	\$132	3%			\$61	2%	\$7,000	45%	\$14,245	29%			\$1,416	4%	\$19,701	13%	\$15,056	54%	\$4,998	15%			\$62,609
California	\$848	3%						\$23,862	7%	\$9,675	2%	\$9,448	3%	\$150,193	14%	\$88,115	43%						\$282,141
Colorado	\$134	3%						\$9,414	18%		0%	\$1,494	3%	\$24,036	15%	\$6,121	20%	\$2,375	7%				\$43,574
Connecticut	\$103	2%	\$3,410	100%	\$2,810	100%	\$7,144	42%	\$9,967	18%	\$5,000	8%	\$1,121	2%	\$9,778	6%	\$6,940	22%	\$7,229	21%			\$53,502
Delaware	\$45	3%									\$257	1%	\$410	3%	\$1,220	3%	\$38	0%	\$29	0%			\$2,000
Dist. Of Col.	\$39	3%							\$5,655	31%	\$2,281	12%	\$365	3%	\$6,668	14%			\$2,958	28%			\$17,966
Florida	\$496	3%	\$838	7%				\$10,809	6%	\$27,327	13%	\$6,207	4%	\$60,683	10%	\$24,700	22%	\$4,163	3%				\$135,224
Georgia	\$369	3%							\$5,682	4%	\$5,682	4%	\$3,873	3%	\$59,018	14%	\$34,009	45%	\$39,584	48%			\$142,533
Hawaii	\$46	3%						\$3,067	17%	\$1,500	8%	\$469	3%	\$5,097	9%	\$261	2%	\$700	5%				\$11,141
Idaho	\$63	3%						\$13,857	50%	\$971	3%	\$696	3%	\$5,818	6%	\$7,532	44%	\$6,023	32%				\$34,960
Illinois	\$313	3%					\$4,426	10%	\$14,168	11%	\$6,784	5%	\$3,621	3%	\$36,153	9%			\$11,279	12%			\$76,744
Indiana	\$245	3%						\$83	0%	\$6,016	5%	\$2,865	3%	\$15,147	5%			\$7,775	25%				\$24,356
Iowa	\$120	3%						\$4,218	9%			\$1,148	3%	\$3,656	3%			\$7,775	25%				\$16,916
Kansas	\$131	3%									\$4,000	8%			\$2,847	2%	\$629	3%	\$5,131	22%			\$12,738
Kentucky	\$154	3%	\$257	6%					\$17,630	28%	\$401	1%	\$1,473	3%	\$10,719	5%	\$6,000	16%	\$9,715	23%			\$28,318
Louisiana	\$141	3%											\$1,320	3%	\$45,215	24%	\$5,000	13%	\$2,685	6%			\$72,393
Maine	\$48	3%	\$1,376	100%	\$1,151	100%					\$5,689	28%	\$435	3%	\$1,178	2%							\$9,877
Maryland	\$142	3%											\$1,560	3%	\$12,357	6%	\$959	3%	\$3,019	8%			\$18,036
Massachusetts	\$146	2%									\$25,228	32%	\$1,511	3%	\$6,902	3%	\$7,914	21%	\$10,000	24%			\$51,701
Michigan	\$341	3%							\$12,750	11%	\$7,000	5%	\$3,400	4%	\$46,488	13%	\$20,000	34%	\$10,379	16%			\$100,358
Minnesota	\$172	4%									\$6,052	9%	\$2,132	4%	\$19,200	11%	\$23	0%	\$2,317	6%			\$29,896

Table 6 (continued): Yearly Rescissions from TE (in thousands of dollars)

State	2002	%	2003	%	2004	%	2005	%	2006	%	2007	%	2008	%	2009	%	2010	%	2011	%	2012	%	Total
Mississippi	\$130	3%					\$2,016	13%					\$1,349	4%	\$11,133	8%	\$955	4%					\$15,584
Missouri	\$217	3%					\$833	3%	\$2,701	3%	\$2,692	3%	\$2,247	3%	\$18,524	7%	\$1,247	2%	\$1,424	2%			\$29,885
Montana	\$71	2%											\$742	2%	\$1,738	1%	\$5,000	22%	\$10,000	37%			\$17,551
Nebraska	\$84	3%					\$6,735	63%	\$8,004	26%	\$1,000	3%	\$539	2%	\$6,107	7%	\$16,061	100%	\$8,000	43%			\$46,530
Nevada	\$66	3%							\$3,000	12%	\$6,803	22%	\$741	3%	\$11,204	17%	\$10,954	62%	\$5,069	21%			\$37,837
New Hampshire	\$46	3%											\$492	3%	\$5,181	9%			\$300	3%			\$6,019
New Jersey	\$192	2%							\$10,659	10%	\$11,751	10%	\$2,260	3%	\$24,658	8%	\$6,842	11%	\$3,220	5%			\$59,582
New Mexico	\$83	3%							\$11,992	32%	\$7,840	19%	\$834	3%	\$2,895	3%	\$5,161	24%	\$1,885	8%			\$33,920
New York	\$347	2%											\$3,667	2%	\$59,403	11%	\$20,484	20%	\$15,813	14%			\$99,714
North Carolina	\$274	3%	\$1,352	20%					\$13,531	13%	\$13,536	11%	\$2,995	3%	\$36,526	11%	\$19,484	32%	\$12,746	19%			\$100,446
North Dakota	\$56	3%							\$2,280	9%	\$7,000	25%	\$553	3%	\$1,838	2%	\$4,102	30%	\$4,181	26%			\$20,010
Ohio	\$317	3%							\$32,000	23%	\$276	0%	\$3,641	3%	\$8,504	2%	\$10,000	13%	\$10,000	12%			\$71,636
Oklahoma	\$163	3%	\$4,248	100%					\$9,000	14%	\$8,000	12%	\$1,841	4%	\$22,909	12%	\$8,000	24%	\$28,907	71%			\$86,611
Oregon	\$115	3%							\$32,646	69%			\$1,042	3%	\$6,940	5%	\$10,056	40%	\$70	0%			\$50,869
Pennsylvania	\$314	2%									\$918	0%	\$3,227	2%	\$8,909	2%	\$6,710	7%	\$20,992	20%			\$41,070
Rhode Island	\$46	2%											\$372	2%	\$1,269	2%	\$409	4%	\$687	5%			\$2,784
South Carolina	\$176	3%											\$1,953	4%	\$57,938	29%			\$8,466	22%			\$68,533
South Dakota	\$63	3%	\$1,772	100%					\$14,963	57%			\$664	3%	\$6,741	9%	\$6,377	43%	\$9,169	51%			\$49,642
Tennessee	\$208	3%	\$161	3%					\$3,187	4%	\$3,724	4%	\$2,138	3%	\$23,618	9%	\$21,751	47%	\$10,800	21%			\$66,631
Texas	\$821	3%							\$222,951	73%	\$114	0%	\$8,767	3%	\$36,669	4%	\$150,000	79%					\$428,419
Utah	\$69	3%							\$5,400	19%			\$710	3%					\$5,274	25%			\$12,957
Vermont	\$44	3%											\$365	3%	\$1,357	3%			\$1,571	13%			\$3,337
Virginia	\$257	3%							\$4,075	4%	\$6,219	5%	\$2,556	3%	\$18,499	6%	\$1,837	3%	\$2,046	3%			\$35,489
Washington	\$166	3%							\$9,434	13%	\$1,795	2%	\$1,573	3%	\$15,509	8%	\$13,000	35%					\$41,476
West Virginia	\$71	3%									\$764	2%	\$770	3%	\$3,643	3%	\$1,000	4%	\$500	2%			\$6,748
Wisconsin	\$215	3%	\$4,803	100%					\$60,027	82%	\$28,834	34%	\$2,390	4%	\$35,289	15%	\$16,000	38%	\$14,183	31%			\$161,741
Wyoming	\$43	2%													\$923	1%			\$8	0%			\$974
Total	\$9,346	3%	\$18,218	7%	\$21,381	10%	\$54,836	4%	\$601,763	16%	\$246,574	6%	\$98,461	3%	\$994,922	8%	\$579,924	26%	\$324,775	13%	\$0	0%	\$2,950,199
TE as a % of Federal-aid		2%		2%		3%		3%		3%		2%		2%		2%		2%		2%		2%	

ACKNOWLEDGEMENTS

This report was prepared, written, edited, and produced by Kyle Lukacs and reviewed by Tracy Hadden Loh for the National Transportation Alternatives Clearinghouse (NTAC). It builds upon the ideas and framework developed by previous NTAC staff whose contributions to this report have been essential. NTAC is funded in equal parts by the Rails-to-Trails Conservancy and the Federal Highway Administration through cooperative agreement DTFH61-08-H-00033, using funds through the Office of Planning, Environment, and Realty's Surface Transportation Environment and Planning Cooperative Research Program (STEP). NTAC exists to increase knowledge of the Transportation Enhancement and Alternatives activities. NTAC provides free services to professionals, policymakers, agencies, the media, and the public.

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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NTAC Resources

National Transportation Alternatives Clearinghouse (NTAC)

The National Transportation Alternatives Clearinghouse (NTAC) is funded in equal parts by Rails-to-Trails Conservancy and the Federal Highway Administration and exists to increase knowledge of the Transportation Enhancements program. NTAC provides free services to professionals, policy makers, agencies, the media, and the public.

Available Resources and Expertise:

- Website with project examples, searchable project database, contact information for TE professionals in each state, and downloadable documents: www.ta-clearinghouse.info/.
- State Transportation Enhancement Program Profiles outlining project nomination, selection, and funding procedures for each state.
- 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 Enhancement 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. The document includes ten 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 website (www.ta-clearinghouse.info/) or can be obtained by calling 888-388-6832.



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