

FY 1992 - FY 2013

Transportation Enhancements & Alternatives Spending Report



JUNE 2014

Transportation Alternatives Data Exchange

This report supersedes all previously published editions.

List of Tables and Figures

Figure 1: Cumulative Transportation Enhancements Financial Summary for FY 1992 - 20133
Figure 2: Transportation Alternatives Financial Summary for FY 20136
Figure 3: State Data Collection Participation during FY 201310
Figure 4: Transportation Enhancement/Alternatives Apportionments by Year 1992 - 2013 (in 2013 Dollars).....11
Table 1: State TE Program Benchmarks for FY 1992 to FY 201312
Figure 5: TE/TA Funding Obligated Each Fiscal Year 1992 to 2013.....13
Table 2: Yearly Obligation Rates by Fiscal Year 2009 to 201314
Table 3: TAP Obligation Rates by Large Urbanized Areas Suballocation.....16
Figure 6: Obligation, Apportionment, Available Balance, Recissions, and Transfers for Each Fiscal Year 2005 through 201318
Figure 7: Distribution of Federal Funding by TE/TA Eligibility Grouping20
Figure 8: Distribution of Federal Funding by TA Eligibility21
Figure 9: Distribution of Funding across Projects with Designated Bike & Pedestrian Subtypes22
Table 3: Cumulative Programmed Federal Awards and States' Matching Funds24
Table 4: Historic TE Transfers to Other Programs.....30
Table 5: TE and TA Transfers during FY 2013, and Cumulative Transfers (FY 2003 - FY 2012).....31

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Table of Contents

Executive Summary	2
Spending Analysis	2
Nationwide Priorities for Transportation Alternatives Funding.....	3
Lessons of Fiscal Year 2013	3
MAP-21 Changes	4
The Transportation Alternatives Eligibilities	8
Updating the TRADE Database	10
Spending Analysis	11
Apportionments.....	11
Obligation Rates by Fiscal Year	13
Recent Trends in Obligation	15
Reimbursements.....	15
Transfers	16
Programming Analysis	17
The Project List.....	17
Findings by Eligibility	19
Bicycle and Pedestrian Project Subtypes.....	21
Future Programming	21
Average Federal Awards and Match Rates.....	21
Conclusion	24
Appendix A: Obligations Explained	25
Appendix B: Glossary	27
Appendix C: Additional Tables	29

Executive Summary

In 1991, Congress initiated a new era in federal transportation policy with the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the authorizing legislation that established a dedicated funding stream for a set of newly defined Transportation Enhancement (TE) activities under the U.S. Department of Transportation's (DOT) Federal-aid Highway Program. Ten percent of Surface Transportation Program (STP) funding was set aside for TE activities. The dedication of Federal-aid Highway funding specifically for TE was a significant shift in national transportation policy. Prior to ISTEA, many important transportation needs had been excluded from the normal routine of planning, funding, and building transportation infrastructure. Under ISTEA, Congress ensured that funding would be available for bicycle and pedestrian transportation, for the preservation of many of the nation's scenic and historic assets, and to address and protect environmental systems that are inextricably linked with America's transportation infrastructure.

There were two subsequent authorizations after ISTEA, covering 13 years. In July 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law. This bill recast the Transportation Enhancements activities as Transportation Alternatives (TA) and consolidated the Safe Routes to School (SRTS) program and the Recreational Trails program (RTP) to create the Transportation Alternatives Program (TAP). However, at the end of fiscal year (FY) 2012, \$1.55 billion in available TE funds were also still on the books. This report documents the use of these remaining funds and examines the use of new TAP funding through September 30, 2013 (the conclusion of FY 2013).

The Transportation Alternatives Data Exchange (TrADE) is operated by Rails-to-Trails Conservancy. TrADE was previously operated as the National Transportation Enhancements Clearinghouse in cooperation with the Federal Highway Administration (FHWA), which ended in September 2013. TrADE provides transparency, promotes best practices, and provides citizens, professionals, and policymakers with information and access to data.

Data in this report were obtained from the Federal Highway Administration (FHWA) Fiscal Management Information System (FMIS) and the TrADE 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 provides insight into how TE and TA funds are being used at the national and state levels. The report is a tool for agency staff, policymakers, professionals, and citizens who want to understand how federal funding shapes America's transportation system and its communities.

Common abbreviations used in this report:

- TE:** Transportation Enhancement Activities
- TA:** Transportation Alternatives
- TAP:** Transportation Alternatives Program
- FHWA:** Federal Highway Administration
- 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
- FY:** Fiscal Year

Spending Analysis

Figure 1 on page 3 illustrates the status of TE funding at the national level through FY 2013. A financial summary for TAP during FY 2013 is in Figure 2 (page 6). From 1992 to 2012, Congress apportioned \$14.27 billion to the states for TE projects. Additionally, the \$807.14 million apportioned to the states under TAP in 2013 brings the total apportionment since 1992 to \$15.07 billion. Out of the \$807.14 million apportioned in 2013, \$80.01 million was designated as Recreational Trails Program (RTP) set-aside. This RTP set-aside is not included in the tables or figures in this report.

The TRADE national project database shows that state DOTs have programmed a cumulative total of 29,158 TE/TA projects through FY 2013.

The financial path of a successfully completed Federal-aid project ends with reimbursement, which is the moment at which federal dollars are dispersed to the project sponsor. The reimbursement rate for obligated TE funding through FY 2013 is 90%, holding steady since FY 2008. Under TAP, the reimbursement rate for obligated funding is 10%, which reflects the infancy of the program. The reimbursement rate is a performance measure for project implementation.

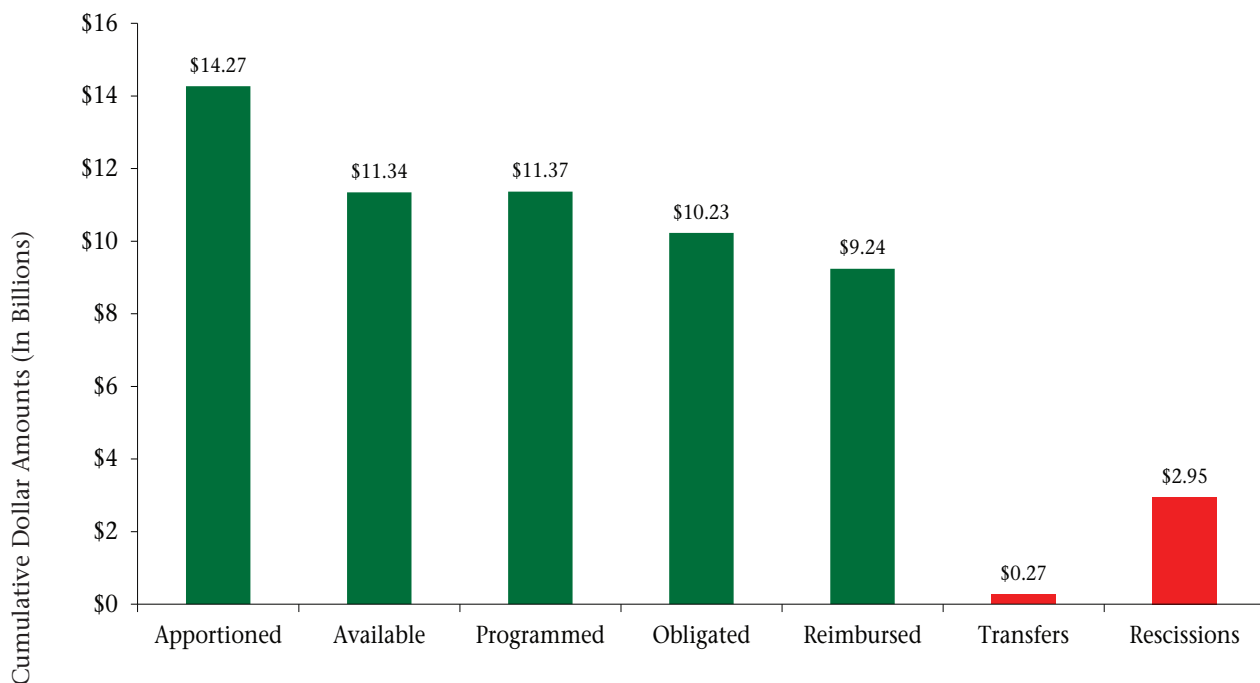
Increasing Trend in Nationwide Priorities for Pedestrian and Bicycle Projects in Transportation Enhancement and Alternatives Funding

The consistent leading priority in TE/TA investment since 1992 has been the improvement of conditions for walking and bicycling, which comprise 52.1% of programmed funding between FY 1992 and FY 2013. The conversion of railroads into trails comprise 6.8% of programmed funding. Pedestrian and bicycle projects, combined with rail-trail projects, account for 66.1% of cumulative programmed funding. Landscaping and scenic beautification, combined with vegetation management, received 11.3% of TE/TA funding. Historic preservation and rehabilitation of historic transportation structures received 11.5% of TE/TA funding. Scenic and historic highway programs, and scenic turnouts and overlooks, accounted for 7.1% of programmed funding, and the other categories combined accounted for the remaining 4% of programmed funding.

Lessons of FY 2013

The 2013 fiscal year was the first year of MAP-21. The low programming rates reflect that federal guidance on program implementation was not issued until a majority of the fiscal year was over. States were grappling with how to construct a system to implement MAP-21. Additionally, there was a 26.37% reduction in total dedicated funding compared to funding levels during FY 2009, the final year of the previous transportation authorization.

Figure 1: Cumulative Transportation Enhancements Financial Summary, FY 1992 to FY 2013



MAP-21 Changes

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users of 2005 (SAFETEA-LU) expired on September 30, 2009, but funding authorization continued through a series of nine short term extensions. On July 6, 2012, MAP-21 was signed into law. MAP-21 made major changes to many of the multimodal programs of the Federal-aid Highway program. Several Transportation Enhancements activities were eliminated or revised and recast as Transportation Alternatives. Environmental mitigation was made broadly eligible, while archaeological activities are now restricted to only those activities already required by existing federal law concerning highway construction. These TA eligibilities were then combined with the Recreational Trails Program, Safe Routes to School Program, and a new eligibility - the creation of boulevards from former divided highways. Combined, these eligibilities create the Transportation Alternatives Program (TAP). The consolidation of these programs was associated with a 26.37% reduction in total dedicated funding for all three programs from FY 2009 (the final year of SAFETEA-LU) funding levels.

The 2013 fiscal year marked the start of a transitional period for state DOTs as a new authorization bill took effect. MAP-21 made sweeping programmatic changes, including the [eligibility definitions](#), spatial distribution of funds, guidelines for transfers and requirements in regards to matching funds.

Reservation of Funds: Prior to MAP-21, states were required to set-aside 10% of their STP funds

$$State\ TA = NationalAmt \times \left(\frac{State\ FY09}{Total\ FY09} \right)$$

for TE activities. However, under the Transportation Alternatives Program, a reservation of funds for TA is determined by a formula based off of a changing variable known as the “National Amount”:

State TA = On October 1 of FY 2013 and FY 2014, the amount proportionally reserved for State TA projects from the funds apportioned to the state for STP that year.

National Amt = Amount for each fiscal year that is equal to 2% of the amounts authorized to be appropriated for such fiscal year from the Highway Trust Fund (other than the Mass Transit account) to carry out chapters 1,2,5, and 6 of Title 23.

State FY09 = Amount apportioned to the State for TE activities in FY 2009.

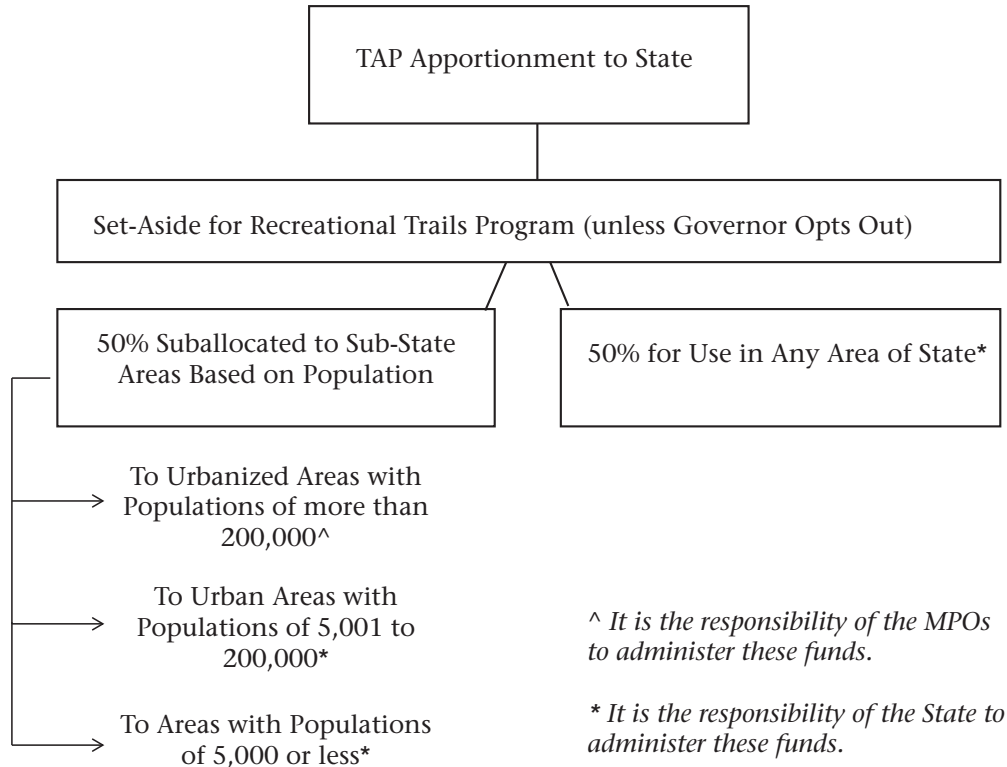
Total FY09 = Total amount of funds apportioned to all states for TE activities in FY 2009.

Matching Funds: Only up to 80% of the eligible costs of a Federal-aid highway project, including TE/TA 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 no longer have the option to account for matching funds across the program as a whole (what is known as a “programmatic match”), rather than at the project level. All projects must meet the required match rate. Previously, Safe Routes to School projects could be funded 100% with federal funds; under MAP-21, this is no longer the case.

Suballocation: For TAP funding, a portion of funding is suballocated to areas based upon their relative share of the state’s total population. 50% of a state’s funding must be split proportionally between areas with populations of 5,000 or less, areas with populations between 5,001 and 200,000, and areas with populations of more than 200,000. For urbanized areas with populations of more

than 200,000, the Metropolitan Planning Organization (MPO) is responsible for project selection and administration in conjunction with the state's transportation agency. The remaining 50% can be obligated anywhere in the state.

If relevant Transportation Management Areas (TMAs) and the state jointly apply for permission, the population-based suballocation to TMA funds may be obligated to "other factors." Of the 50% of funding retained by the state, if greater than 100% of the annual reserved funds for that year

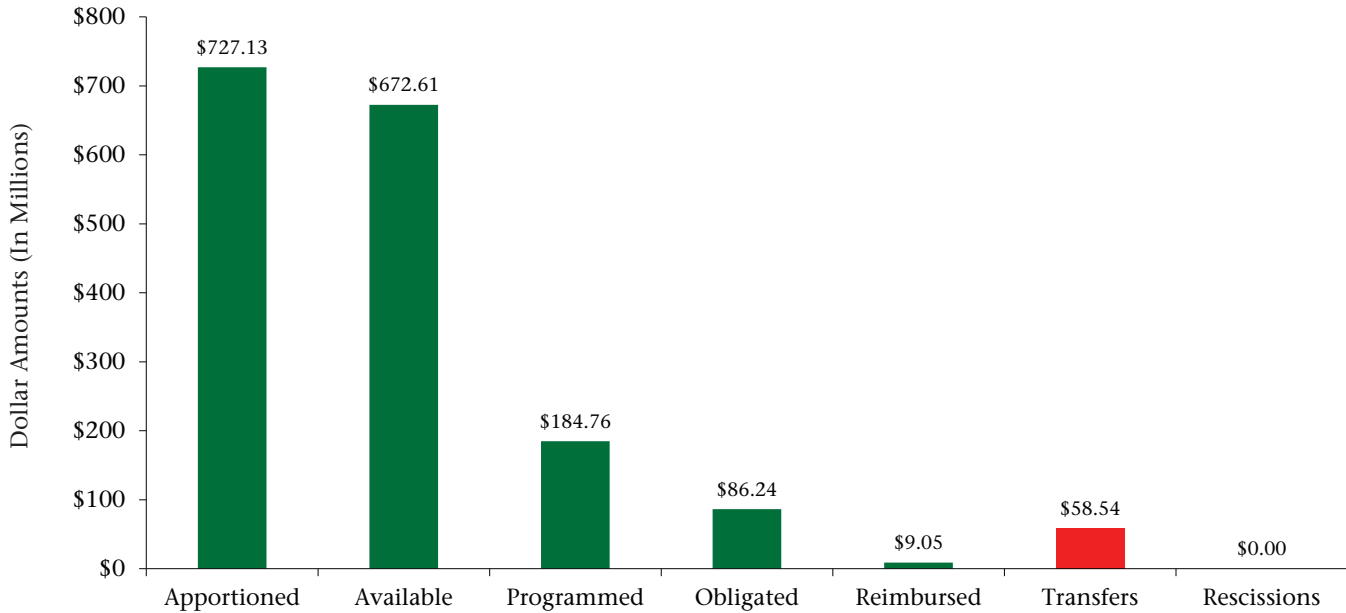


remain unobligated on August 1 of the second fiscal year, these funds may be used by the state for the CMAQ program. A state may also opt out of the recreational trails component of the overall TA program prior to receiving funding for each fiscal year before state apportionments are made.

Transferability: Section 1509 of Title 23 U.S.C. no longer exempts TE/TA from the general 50% transferability clause. Therefore, state DOTs may transfer the 50% of TAP funding that is available for obligation anywhere in the state. These funds may be transferred to other Federal-aid highway programs, including the National Highway Performance Program, the Surface Transportation Program, the Highway Safety Improvement Program, and the Congestion Mitigation and Air Quality Improvement (CMAQ) program.

Competitive Project Selection: TAP funds must be distributed using competitive processes at the state and large MPO (over 200,000 population) level. Some states and MPOs already had competitive processes in place for Transportation Enhancements, and those that did not are developing their own competitive processes. States select projects for funds suballocated to small urban areas, rural areas, and funds available to any area of the state.

Figure 2: Transportation Alternatives Financial Summary, FY 2013



MAP-21 does not authorize the states or MPOs to suballocate the small urban area funds, nonurban area funds, or any area funds to individual MPOs, counties, cities, or other local government entities. MAP-21 requires the state to be responsible for the competitive process for these funds.* However, the state or MPO competitive processes may include selection criteria to ensure a distribution of projects among small MPOs, other small urban areas, and nonurban areas across the state, and the state may consult with MPOs to ensure that MPO priorities are considered.

Transportation Projects Eligible for Funding: For a project to be eligible for TA funds, federal law states that the project must [relate to surface transportation](#)[†] and must qualify under one or more of the eligibilities shown on pages 8 and 9. Additionally, projects may qualify through the Safe Routes to School Program or the [Recreational Trails Program](#)[‡], or a new eligibility, divided highways. States may impose narrower eligibility restrictions. A TA project must be accessible to the public and may be a “stand-alone” project or an additional enhancement to a larger highway project.

Eligible Project Sponsors: Only certain entities are eligible to submit projects to the competitive processes: local governments, regional transportation authorities, transit agencies, natural resource or public land agencies, school districts, local education entities, schools, tribal governments, and other local or regional government authorities with responsibility for or oversight of transportation or recreational trails that the state determines to be eligible. State DOTs and MPOs are explicitly not eligible. Nonprofit organizations are also not eligible unless they are designated transit agencies or

* Information from [FHWA webinar](#) (August 28, 2013) in regards to responsibility at the state level: http://www.fhwa.dot.gov/environment/transportation_alternatives/overview/presentation/#s8

† http://trade.railstotrails.org/relate_stp

‡ https://www.fhwa.dot.gov/environment/recreational_trails

schools. However, these entities can be partners or co-sponsors with an eligible sponsor for a TAP project.

Federal Role: Like other components of the Federal-aid highway program, TAP projects are federally funded and state administered. FHWA division office staff provide guidance, stewardship, and oversight for the use of TA funding. FHWA disburses federal funding to the states and the District of Columbia via formula apportionments. State DOTs administer apportioned TA funding and solicit and select projects for implementation. The FHWA division offices in each state provide federal oversight according to guidance developed by FHWA Headquarters' Office of Planning, Environment, and Realty.

State Role: Federal transportation law provides flexibility to states in regard to managing and administering TA funding. State DOTs use a wide range of approaches to the various aspects of TA management, including soliciting and selecting TA projects; involving local sponsors; engaging regional transportation planning organizations; administering the various federal options for financing matching funding; managing project development; and contracting construction. Every state publishes a document describing its unique program guidelines and policies. Detailed information about a particular state's TA program can be found on the TrADE website, trade.railstotrails.org, along with contact information for the [TA Coordinator in each state](#)*.

Regional Role: Large MPOs (over 200,000 population) select projects for the funds suballocated to large urbanized areas, in consultation with the state, but the MPOs control their own processes. However, the state is responsible for ensuring eligibility.

* http://trade.railstotrails.org/ta_contacts_state_managers

The Transportation Alternatives Eligibilities

A Transportation Alternative is any activity related to surface transportation that fits one or more of these 10 categories. In addition, projects eligible under the Recreational Trails Program and Safe Routes to School Program qualify.*



1

Pedestrian and Bicycle Facilities:

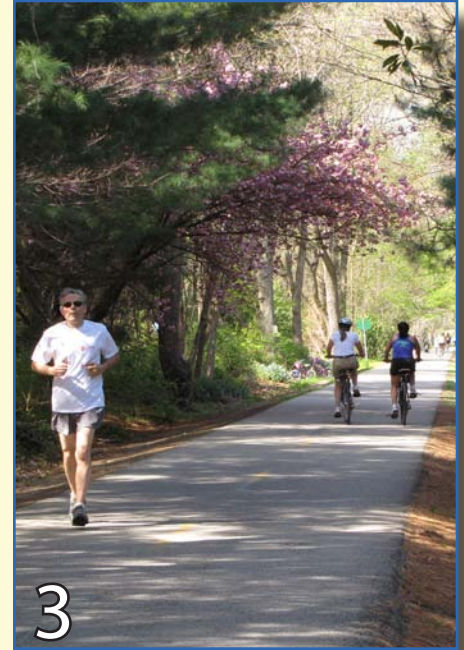
New or reconstructed sidewalks, walkways, curb ramps, bike lane striping, paved shoulders, bike parking, bus racks, off-road trails, bike and pedestrian bridges, and underpasses.



2

Safe Routes for Non-Drivers:

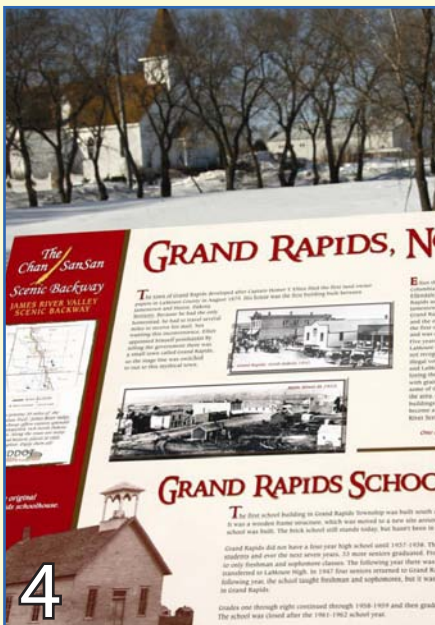
Access and accommodation for children, older adults, and individuals with disabilities.



3

Conversion of Abandoned Railway Corridors to Trails:

Acquisition of railroad rights-of-way; planning, design and construction of multi-use trails and rail-with-trail projects.



4

Scenic Turnouts and Overlooks:

Construction of scenic turnouts, overlooks, and viewing areas.



5

Outdoor Advertising Management:

Billboard inventories and removal of illegal and nonconforming billboards.



6

Historic Preservation & Rehab of Historic Transportation Facilities:

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

8 * The planning, designing, or construction of boulevards in the right-of-way of former Interstate System routes or other divided highways is also eligible.



7

Vegetation Management: Improvement of roadway safety, prevention of invasive species, and providing erosion control.



8

Archaeological Activities: Projects related to impacts from implementation of highway construction projects.



9

Stormwater Mitigation: Pollution prevention and abatement activities to address stormwater management; water pollution prevention related to highway construction or due to highway runoff.



10

Wildlife Management: Reduction of vehicle-caused wildlife mortality; restoration and maintenance of connectivity among terrestrial or aquatic habitats.



Recreational Trails Program: Construction and maintenance of recreational trails, trailside and trailhead facilities, acquisition of easements, assessment of trail conditions, publications and educational programs, and more.



Safe Routes to School Program: Sidewalks, traffic calming, and pedestrian and bicycle crossing improvements, on/off-street bicycle facilities, traffic diversion improvements, secure bicycle parking facilities, and more.

Updating the TRADE Database

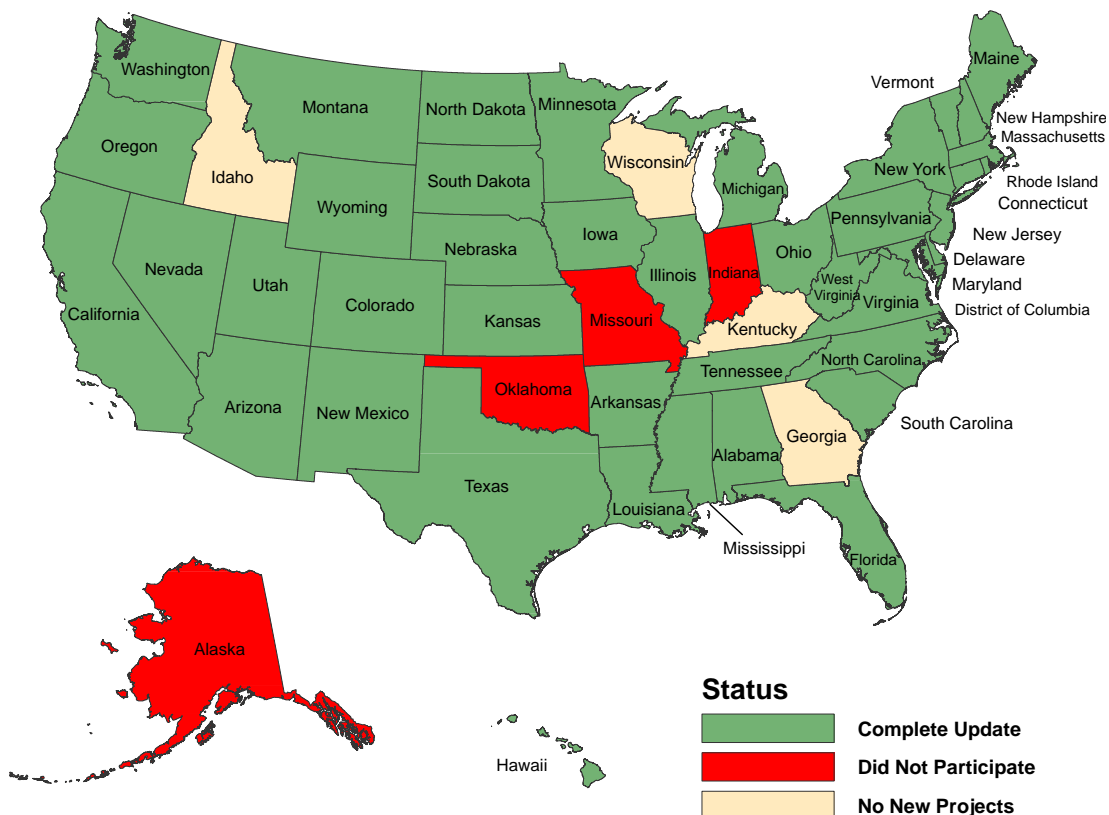
This report uses data collected and maintained by the Transportation Alternatives Data Exchange (TRADE) at Rails-to-Trails Conservancy (RTC), previously the National Transportation Enhancements Clearinghouse (NTEC). Beginning in 1993, RTC developed a database of funded TE projects by each state. This project listing has been managed and updated annually since 1998 under successive cooperative agreements with FHWA. The most recent agreement ended in September 2013. Data for this edition were collected between November 2013 and April 2014. Data for this report come from three sources: FHWA's Fiscal Management Information System (FMIS), state DOT tracking systems, and state DOT staff.

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, activity type, location, and funding levels. This allows analysis of the distribution of funding by federal category and state match rates for federal 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 and transparency, and promoting best practices.

The national list of programmed TE and TA projects now contains 29,158 projects selected from FY 1992 to FY 2013. The database also contains 883 programmed projects for future fiscal years (FY 2014 to FY 2018) and 1,212 American Recovery and Reinvestment Act (ARRA) projects. Altogether, the list contains 31,258 programmed TE and TA projects. However, charts and tables in this report do not include ARRA or future-year projects. The national TE/TA project list can be viewed online at trade.railstotrails.org/project_search. Since the database of projects is the only existing central resource for information on TE and TA projects nationwide, the participation of each state DOT is crucial for the accuracy and completeness of this information. During the most recent data collection, 47 states provided programming information.

Figure 3: State Data Collection Participation During FY 2013



Spending Analysis

Apportionments

TE: For 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 remaining unobligated balance is \$1.16 billion.

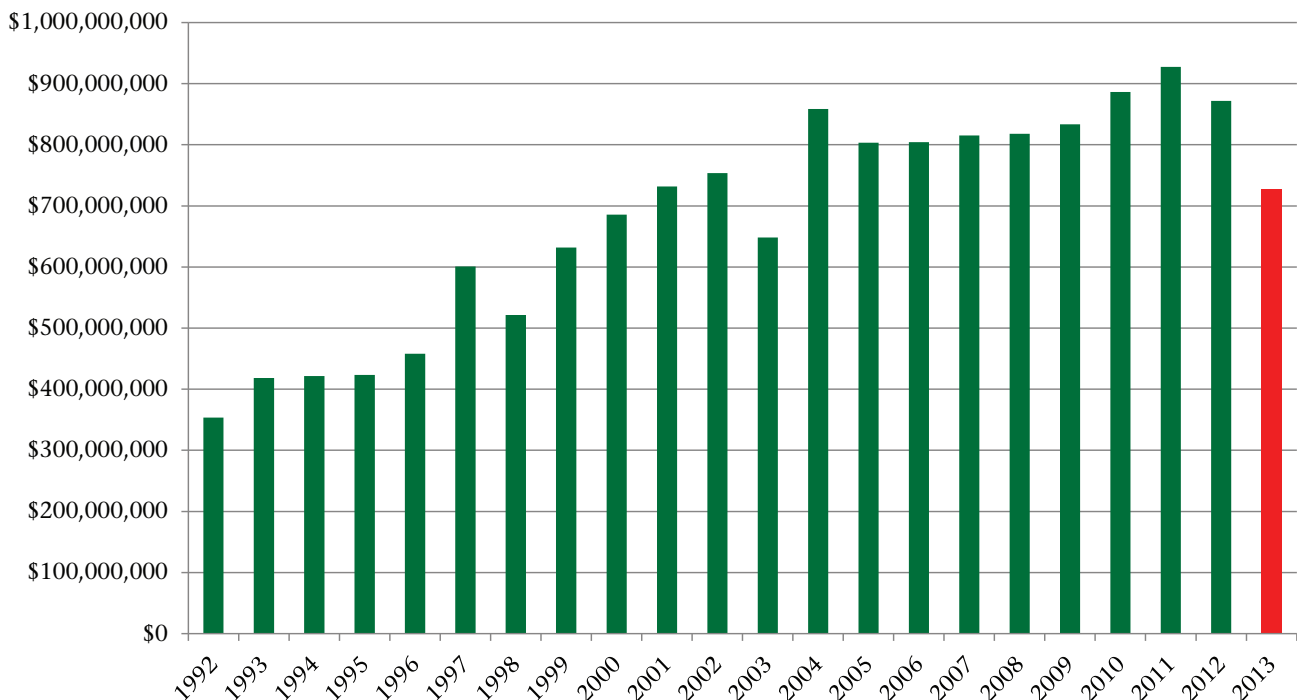
TA: \$727.13 million was apportioned in FY 2013. This figure does not include the FY 2013 Recreational Trails set-aside.

TE and TA: The cumulative apportioned funding for TE and TA (FY 1992 through FY 2013) is \$14.98 billion. The distribution among states is shown in Table 1, page 12. States are not authorized to obligate all apportioned funding because the annual Congressional appropriation is typically less than the annual apportionment.

As part of the transition to MAP-21, apportionments decreased in every state during FY 2013. Only three states (Florida, Texas, and Indiana) received 90% or more of their FY 2012 apportionment. Overall, nationwide apportionments in FY 2013 were 77% of FY 2012 levels.

FY 2013 apportionments by state are in Table 2 (page 14), and historic apportionments are available [online](#).^{*} National apportionments by year can be seen in Figure 4. Annual apportionments are at their lowest since 2004 in non-inflation adjusted dollars.

Figure 4: TE/TA Apportionments by Year 1992 - 2013 (In 2013 Dollars)



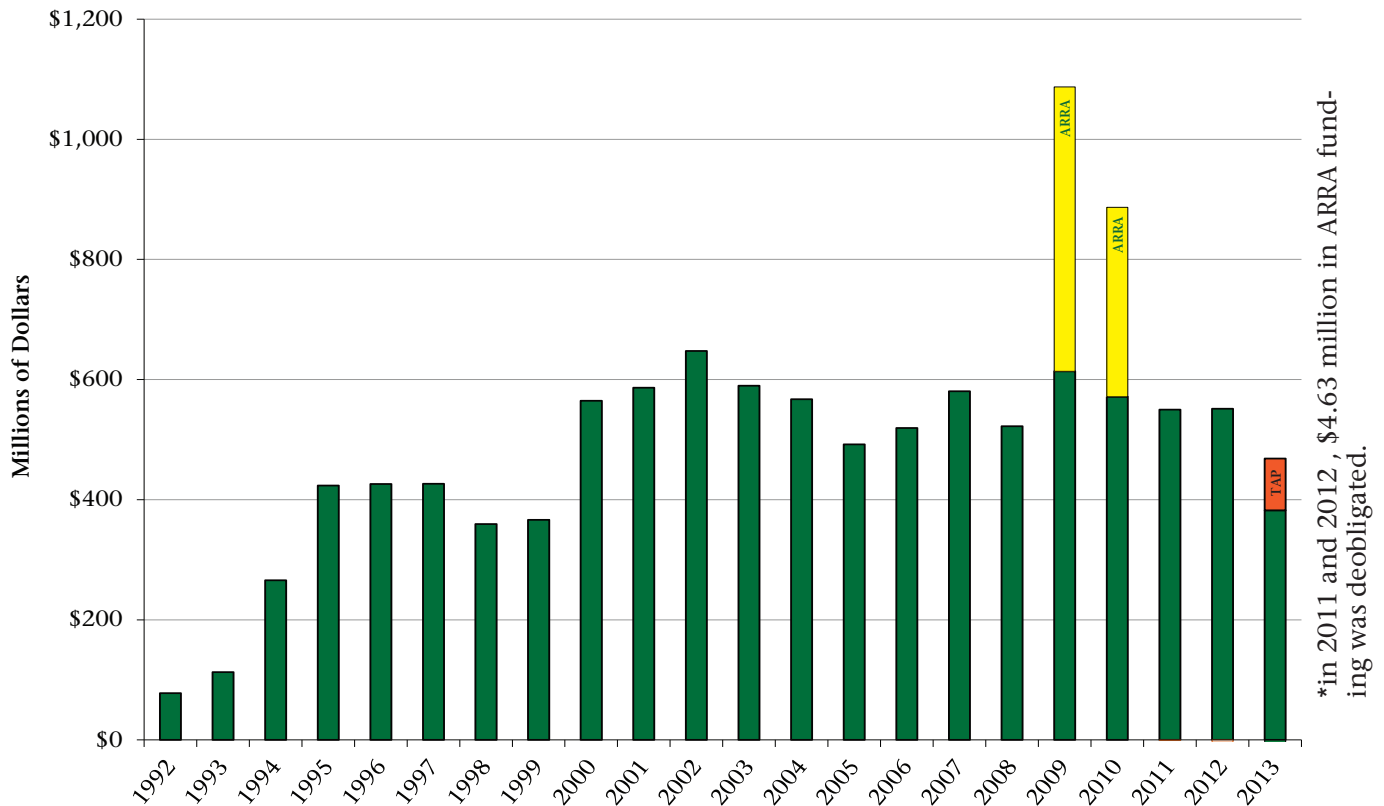
* Historic apportionments are available at trade.railstotrails.org/spending.

Transportation Enhancements & Alternatives Spending Report, 1992 - 2013

Table 1: State TE/TA Program Benchmarks for FY 1992 to FY 2013 (in thousands of \$)

State	Apportioned		Rescinded		Available		Programmed		Obligated			Reimbursed	
	FY 92-13	FY 92-13	Rate	FY 92-13	Rate	FY 92-13	Rate	FY 92-13	Apport.	Avail.	FY 92-13	Rate	
Alabama	\$304,471	-\$78,848	-26%	\$227,000	75%	\$209,961	69%	\$202,989	67%	89%	\$189,718	93%	
Alaska	\$184,406	-\$26,066	-14%	\$155,322	84%	\$156,138	85%	\$150,406	82%	97%	\$140,262	93%	
Arizona	\$278,838	-\$22,306	-8%	\$255,472	92%	\$189,214	68%	\$214,472	77%	84%	\$193,273	90%	
Arkansas	\$203,695	-\$62,609	-31%	\$138,178	68%	\$109,101	54%	\$112,551	55%	81%	\$104,295	93%	
California	\$1,339,763	-\$282,141	-21%	\$1,032,964	77%	\$1,178,270	88%	\$966,323	72%	94%	\$860,919	89%	
Colorado	\$214,819	-\$43,574	-20%	\$178,703	83%	\$153,679	72%	\$141,006	66%	79%	\$140,672	100%	
Connecticut	\$193,251	-\$53,502	-28%	\$132,333	68%	\$131,383	68%	\$121,646	63%	92%	\$111,057	91%	
Delaware	\$73,237	-\$2,000	-3%	\$71,777	98%	\$60,990	83%	\$68,522	94%	95%	\$63,085	92%	
Dist. Of Col.	\$62,242	-\$17,966	-29%	\$45,783	74%	\$39,670	64%	\$39,384	63%	86%	\$36,218	92%	
Florida	\$843,987	-\$135,224	-16%	\$727,362	86%	\$803,379	95%	\$701,590	83%	96%	\$597,978	85%	
Georgia	\$572,849	-\$142,533	-25%	\$420,813	73%	\$351,841	61%	\$332,566	58%	79%	\$291,184	88%	
Hawaii	\$95,039	-\$11,141	-12%	\$84,993	89%	\$78,401	82%	\$68,707	72%	81%	\$59,662	87%	
Idaho	\$108,522	-\$34,960	-32%	\$67,029	62%	\$56,762	52%	\$59,361	55%	89%	\$58,451	98%	
Illinois	\$550,550	-\$76,744	-14%	\$501,252	91%	\$457,262	83%	\$336,733	61%	67%	\$302,588	90%	
Indiana	\$396,595	-\$24,356	-6%	\$384,335	97%	\$296,836	75%	\$338,333	85%	88%	\$313,476	93%	
Iowa	\$196,659	-\$16,916	-9%	\$189,656	96%	\$243,062	124%	\$166,462	85%	88%	\$154,600	93%	
Kansas	\$195,785	-\$12,738	-7%	\$188,327	96%	\$176,145	90%	\$153,402	78%	81%	\$149,899	98%	
Kentucky	\$245,780	-\$28,318	-12%	\$232,594	95%	\$196,429	80%	\$177,178	72%	76%	\$158,778	90%	
Louisiana	\$221,809	-\$72,393	-33%	\$141,592	64%	\$195,791	88%	\$133,898	60%	95%	\$123,465	92%	
Maine	\$72,650	-\$9,877	-14%	\$62,226	86%	\$69,286	95%	\$60,355	83%	97%	\$59,381	98%	
Maryland	\$222,792	-\$18,036	-8%	\$201,990	91%	\$209,579	94%	\$150,401	68%	74%	\$136,215	91%	
Massachusetts	\$230,913	-\$51,701	-22%	\$179,425	78%	\$113,891	49%	\$105,858	46%	59%	\$67,686	64%	
Michigan	\$478,894	-\$100,358	-21%	\$394,692	82%	\$387,134	81%	\$371,058	77%	94%	\$343,982	93%	
Minnesota	\$291,333	-\$29,896	-10%	\$236,777	81%	\$316,618	109%	\$250,014	86%	106%	\$230,721	92%	
Mississippi	\$195,403	-\$15,584	-8%	\$186,185	95%	\$158,949	81%	\$139,395	71%	75%	\$132,701	95%	
Missouri	\$344,253	-\$29,885	-9%	\$317,116	92%	\$242,564	70%	\$268,646	78%	85%	\$245,696	91%	
Montana	\$122,894	-\$17,551	-14%	\$105,842	86%	\$97,014	79%	\$88,218	72%	83%	\$82,389	93%	
Nebraska	\$133,467	-\$46,530	-35%	\$85,556	64%	\$100,666	75%	\$83,858	63%	98%	\$72,087	86%	
Nevada	\$115,411	-\$37,837	-33%	\$79,332	69%	\$82,461	71%	\$74,237	64%	94%	\$69,817	94%	
New Hampshire	\$75,249	-\$6,019	-8%	\$72,008	96%	\$83,735	111%	\$59,187	79%	82%	\$56,320	95%	
New Jersey	\$323,171	-\$59,582	-18%	\$248,270	77%	\$138,434	43%	\$174,042	54%	70%	\$161,314	93%	
New Mexico	\$146,773	-\$33,920	-23%	\$113,836	78%	\$166,020	113%	\$103,208	70%	91%	\$91,978	89%	
New York	\$559,104	-\$99,714	-18%	\$480,834	86%	\$397,254	71%	\$363,266	65%	76%	\$290,312	80%	
North Carolina	\$431,372	-\$100,446	-23%	\$349,151	81%	\$391,569	91%	\$317,552	74%	91%	\$272,296	86%	
North Dakota	\$93,949	-\$20,010	-21%	\$74,474	79%	\$60,529	64%	\$70,633	75%	95%	\$68,480	97%	
Ohio	\$510,747	-\$71,636	-14%	\$405,243	79%	\$410,828	80%	\$371,246	73%	92%	\$346,263	93%	
Oklahoma	\$262,793	-\$86,611	-33%	\$178,361	68%	\$147,284	56%	\$150,874	57%	85%	\$145,466	96%	
Oregon	\$176,324	-\$50,869	-29%	\$126,850	72%	\$134,355	76%	\$117,532	67%	93%	\$107,749	92%	
Pennsylvania	\$463,156	-\$41,070	-9%	\$437,173	94%	\$458,524	99%	\$415,303	90%	95%	\$380,938	92%	
Rhode Island	\$67,839	-\$2,784	-4%	\$65,986	97%	\$50,718	75%	\$62,227	92%	94%	\$57,885	93%	
South Carolina	\$272,705	-\$68,533	-25%	\$194,670	71%	\$129,840	48%	\$175,518	64%	90%	\$158,943	91%	
South Dakota	\$108,282	-\$49,642	-46%	\$55,650	51%	\$44,939	42%	\$48,062	44%	86%	\$47,324	98%	
Tennessee	\$331,237	-\$66,631	-20%	\$280,146	85%	\$252,927	76%	\$215,409	65%	77%	\$184,963	86%	
Texas	\$1,316,632	-\$428,419	-33%	\$850,691	65%	\$735,754	56%	\$624,101	47%	73%	\$563,389	90%	
Utah	\$115,675	-\$12,957	-11%	\$107,837	93%	\$99,031	86%	\$98,568	85%	91%	\$94,773	96%	
Vermont	\$68,070	-\$3,337	-5%	\$66,996	98%	\$64,558	95%	\$55,516	82%	83%	\$49,764	90%	
Virginia	\$379,124	-\$35,489	-9%	\$329,969	87%	\$347,758	92%	\$291,460	77%	88%	\$210,718	72%	
Washington	\$241,277	-\$41,476	-17%	\$175,931	73%	\$231,714	96%	\$184,225	76%	105%	\$169,032	92%	
West Virginia	\$119,307	-\$6,748	-6%	\$113,564	95%	\$99,329	83%	\$98,480	83%	87%	\$80,737	82%	
Wisconsin	\$349,108	-\$161,741	-46%	\$187,019	54%	\$187,634	54%	\$168,832	48%	90%	\$155,172	92%	
Wyoming	\$76,089	-\$974	-1%	\$76,043	100%	\$56,698	75%	\$72,835	96%	96%	\$67,933	93%	
Total to States	\$14,978,291	-\$2,950,199	-20%	\$12,015,330	80%	\$11,551,909	77%	\$10,315,645	69%	86%	\$9,252,000	90%	

Figure 5: TE/TA Funding Obligated Each Fiscal Year 1992-2013



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 2013) is 86% (Table 1, page 12). 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/TA funds are directed to TE/TA projects by the states as opposed to transfers to other programs, the retraction of available funds by the federal government through rescissions, or lingering available balances. Nationwide, over the course of 22 years, 69% of apportionments have been spent on TE/TA projects (Table 1).

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 14 shows this rate for the past five years. This rate can be quite variable between years. It is possible for a state to obligate more than 100% of one year’s apportionment because a state has the ability to obligate prior year funding.

During FY 2013, only TA funds were apportioned, but both “old” TE and “new” TA funds were obligated. Table 2 reflects this in two ways. First, obligation rates of TAP funds are shown in the 2013 TAP column. It is worth noting that 29 states have a 0.0% obligation rate, which shows that states are holding off from obligating TAP funds until they spend their remaining TE balance. The second 2013 column includes obligations of both TE and TAP funds over the 2013 apportionment. This analysis is necessary because states have continued to obligate TE funds and will continue to until they expire.

Transportation Enhancements & Alternatives Spending Report, 1992 - 2013

Table 2: Yearly Obligation Rates by Fiscal Year 2009 - 2013*

State	5-Year Average Annual TE/TAP Apportionment	2009	2010	2011	2012	2013 TAP	2013	5-Year Cumulative Obligation/ Apportioned	Unobligated TE Balance	Unobligated TAP Balance
Alabama	\$16,852,145	54%	69%	52%	11%	0%	46%	46%	\$8,993,227	\$15,017,353
Alaska	\$8,299,888	26%	80%	20%	50%	0%	107%	52%	\$0	\$4,916,464
Arizona	\$16,981,611	51%	266%	0%	78%	17%	25%	86%	\$32,818,305	\$8,181,959
Arkansas	\$11,639,551	-1%	14%	36%	25%	11%	60%	26%	\$17,465,274	\$8,161,186
California	\$76,621,766	85%	46%	56%	68%	0%	80%	66%	\$218,015	\$66,422,659
Colorado	\$12,379,412	167%	58%	57%	20%	0%	33%	67%	\$27,648,489	\$10,048,566
Connecticut	\$8,590,307	22%	15%	62%	18%	6%	51%	33%	\$7,376,094	\$3,311,420
Delaware	\$3,874,856	122%	70%	100%	76%	19%	121%	95%	\$1,259,113	\$1,996,498
Dist. of Columbia	\$3,357,000	50%	245%	19%	29%	14%	-6%	73%	\$4,535,808	\$1,863,277
Florida	\$51,512,279	224%	86%	86%	90%	84%	75%	112%	\$18,053,740	\$7,718,739
Georgia	\$33,384,215	51%	15%	60%	91%	0%	44%	52%	\$72,843,711	\$15,403,155
Hawaii	\$3,582,012	9%	96%	155%	-16%	0%	22%	57%	\$13,660,793	\$2,625,309
Idaho	\$5,478,241	13%	51%	4%	-6%	3%	3%	14%	\$6,230,033	\$1,438,116
Illinois	\$31,659,243	27%	20%	65%	55%	0%	105%	53%	\$137,757,385	\$26,761,858
Indiana	\$22,911,773	79%	87%	97%	84%	54%	101%	89%	\$36,986,448	\$9,015,721
Iowa	\$11,208,877	89%	97%	85%	39%	0%	59%	74%	\$14,344,442	\$8,849,421
Kansas	\$10,718,766	78%	5%	27%	35%	0%	28%	34%	\$26,647,087	\$8,277,957
Kentucky	\$13,607,533	47%	39%	8%	26%	0%	112%	43%	\$43,980,701	\$11,434,834
Louisiana	\$12,692,254	93%	82%	109%	115%	27%	44%	91%	\$666,265	\$7,027,303
Maine	\$3,401,784	128%	86%	118%	125%	1%	1%	102%	\$8,892	\$1,862,206
Maryland	\$12,103,866	68%	51%	33%	21%	0%	54%	45%	\$40,795,120	\$10,794,269
Massachusetts	\$11,605,609	76%	23%	109%	110%	0%	143%	91%	\$63,209,896	\$10,357,110
Michigan	\$26,614,680	72%	92%	52%	48%	24%	130%	77%	\$6,658,677	\$16,975,709
Minnesota	\$17,646,205	58%	88%	86%	91%	14%	96%	83%	\$279,389	\$11,793,552
Mississippi	\$11,268,590	81%	144%	66%	36%	0%	27%	73%	\$39,098,310	\$7,692,084
Missouri	\$20,888,988	106%	47%	102%	119%	0%	101%	95%	\$30,853,202	\$17,616,058
Montana	\$6,290,970	15%	121%	52%	44%	0%	80%	62%	\$13,427,009	\$4,196,777
Nebraska	\$6,998,568	21%	51%	41%	96%	50%	89%	58%	\$343,049	\$1,354,705
Nevada	\$7,169,882	68%	25%	29%	84%	2%	5%	44%	\$399,458	\$4,695,085
New Hampshire	\$3,642,877	25%	43%	28%	54%	0%	18%	35%	\$10,324,706	\$2,496,198
New Jersey	\$18,549,908	47%	48%	32%	11%	0%	4%	29%	\$58,930,000	\$15,297,825
New Mexico	\$7,428,428	76%	75%	30%	53%	0%	104%	65%	\$4,849,914	\$5,778,710
New York	\$28,598,167	50%	20%	99%	32%	0%	112%	62%	\$91,758,352	\$25,809,739
North Carolina	\$23,816,493	57%	84%	32%	86%	0%	95%	70%	\$15,589,891	\$16,008,202
North Dakota	\$4,390,997	105%	45%	30%	43%	0%	49%	54%	\$2,292,103	\$1,548,788
Ohio	\$29,043,233	79%	66%	54%	76%	5%	98%	73%	\$10,280,603	\$23,716,671
Oklahoma	\$15,360,404	64%	42%	26%	13%	0%	19%	32%	\$18,209,673	\$9,277,269
Oregon	\$10,025,925	89%	67%	80%	61%	31%	140%	83%	\$4,764,409	\$4,554,081
Pennsylvania	\$27,422,164	77%	131%	65%	141%	17%	57%	95%	\$1,353,357	\$20,516,356
Rhode Island	\$3,397,966	5%	82%	99%	112%	9%	52%	74%	\$1,775,034	\$1,984,034
South Carolina	\$16,281,313	44%	17%	55%	85%	0%	46%	49%	\$12,056,565	\$7,095,140
South Dakota	\$5,698,280	55%	23%	7%	-1%	0%	10%	18%	\$5,534,851	\$2,053,824
Tennessee	\$19,228,649	5%	71%	89%	33%	0%	78%	55%	\$48,291,423	\$16,446,074
Texas	\$79,895,116	51%	46%	44%	54%	0%	15%	43%	\$152,884,677	\$73,706,155
Utah	\$6,845,796	105%	68%	32%	55%	26%	134%	74%	\$6,077,909	\$3,190,358
Vermont	\$3,680,693	19%	38%	82%	78%	9%	156%	69%	\$9,696,037	\$1,783,591
Virginia	\$22,865,818	86%	99%	54%	87%	0%	-12%	65%	\$18,472,208	\$20,036,525
Washington	\$13,237,707	104%	55%	74%	88%	8%	48%	75%	\$707,485	\$9,257,014
West Virginia	\$7,357,124	124%	113%	105%	-4%	0%	5%	72%	\$9,559,962	\$5,524,768
Wisconsin	\$19,602,395	42%	55%	42%	43%	0%	46%	46%	\$5,814,333	\$12,372,682
Wyoming	\$3,498,200	106%	79%	72%	94%	0%	123%	92%	\$1,097,294	\$2,110,654
Total	\$849,208,526	74%	64%	59%	63%	11%	64%	65%	\$1,156,878,717	\$586,374,009

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

Recent Trends in Obligation

The cumulative obligation rate combines the past 22 years of TE/TA spending. Table 2, page 14, provides fiscal year obligation rates compared to the amount apportioned that year since 2009.

TE: During FY 2013, \$382.20 million in TE funds were obligated. The unobligated TE balance decreased by 25.42% because funds were being spent and not replaced via new apportionment. The unobligated TE balance is expected to continually decrease until states have spent their remaining TE funds, which are available for three fiscal years after FY 2012.

TA: In 2013, the national obligation rate was 11%, which is dramatically less than the five-year rolling obligation rate. It is normal for obligations to fluctuate from year to year, as shown in Figure 5, but this decrease is not considered to be in the expected realm of fluctuation. Instead, it reflects the shift to the TA program and the associated adjustments that states were undertaking to modify their existing programs to fit the changes made by MAP-21.

TE and TA: The five-year cumulative obligated/apportioned rate was 65% for the years FY 2009 to FY 2013. This value is the same as FY 2012, and only more time will show the impact of MAP-21 on this statistic.

Figure 6 on page 18 plots the TE set-aside's yearly obligations next to the amount apportioned for the year, the available balance, the total amount rescinded, and the total amount transferred. 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 value is the sum of all unobligated funding.

Unobligated Funding: While FY 2013 resulted in a decrease in the unobligated TE balance, the unobligated TAP balance grew. Funds were apportioned but not obligated under the TAP, thus growing the unobligated TAP balance. The TE/TA combined unobligated balance at the conclusion of FY 2013 was \$1.74 billion. Compared to this value at the close of FY 2012 (\$1.55 billion), there has been a \$190 million increase to the unobligated balance. State-specific unobligated balances at the close of FY 2013 are reported in Table 2, page 14.

The available balance of federal funds has continued to pile up since the expiration of SAFETEA-LU, and MAP-21 has not yet slowed that process. In fact, 29 states did not obligate any TA funds during FY 2013.

One example is the state of New York, which had more than \$120 million of unobligated TE funds at the end of FY 2012. The New York Department of Transportation announced a final round of TE funding before obligating any TA funds, and their obligation rate was 112% during FY 2013, a sign that they were using their remaining TE funds and lowering their unobligated TE balance before the funds expired. Because the state of New York was still dealing with TE funds, the unobligated TA balance grew.

TAP Obligations by Area: Transportation Alternatives funds are partially suballocated to certain areas within a state based on population (see Page 5). For Census-designated urbanized areas with a population greater than 200,000, MAP-21 designates the corresponding metropolitan planning organization (MPO) for that area to administer a regional competitive process to select projects for TAP funds. The state DOT is responsible for administering a process for programming any-area funds and funds suballocated to small- and medium-sized areas. Table 3 shows FY 2013 obligations of TAP funds by state, separated into MPO-administered funds and state-administered funds.

Some states, such as Florida, voluntarily suballocated significant funds to MPOs prior to MAP-21. Thus, MPOs in these states may already have project selection processes established that are compatible with MAP-21. In other states, MPOs gained administrative access to these funds for the first time in FY 2013 and may still be in the process of creating a new program to administer them. Many individual MPOs receive relatively small apportionments. Assuming fixed costs for program administration, the ratio of administrative costs to project costs may be of concern to some MPOs.

Transportation Enhancements & Alternatives Spending Report, 1992 - 2013

Table 3: TAP Obligation Rates by Large Urbanized Areas Suballocation

State	MPO Apportionment	MPO Obligations	Rate	Other Apportionments	Other Obligations	Rate	Total	Rate
Alabama	\$ 2,660,868	\$ -	0%	\$ 14,102,772	\$ -	0%	\$ -	0%
Alaska	\$ 869,595	\$ -	0%	\$ 5,571,735	\$ -	0%	\$ -	0%
Arizona	\$ 5,109,358	\$ 2,020,666	40%	\$ 11,712,603	\$ 865,601	7%	\$ 2,886,267	17%
Arkansas	\$ 1,225,671	\$ 1,161,297	95%	\$ 9,587,793	\$ -	0%	\$ 1,161,297	11%
California	\$ 26,672,887	\$ -	0%	\$ 45,494,449	\$ -	0%	\$ -	0%
Colorado	\$ 3,207,034	\$ 37,997	1%	\$ 8,467,998	\$ -	0%	\$ 37,997	0%
Connecticut	\$ 2,844,834	\$ 28,000	1%	\$ 5,714,299	\$ 460,000	8%	\$ 488,000	6%
Delaware	\$ 716,055	\$ 673,505	94%	\$ 2,857,817	\$ -	0%	\$ 673,505	19%
Dist. Of Columbia	\$ 1,149,146	\$ 435,015	38%	\$ 1,972,594	\$ -	0%	\$ 435,015	14%
Florida	\$ 18,987,081	\$ 14,577,614	77%	\$ 30,137,933	\$ 26,828,661	89%	\$ 41,406,275	84%
Georgia	\$ 8,474,711	\$ -	0%	\$ 24,068,256	\$ -	0%	\$ -	0%
Hawaii	\$ 774,351	\$ -	0%	\$ 2,809,501	\$ -	0%	\$ -	0%
Idaho	\$ 143,623	\$ 143,623	100%	\$ 5,265,574	\$ -	0%	\$ 143,623	3%
Illinois	\$ 9,753,472	\$ -	0%	\$ 18,530,632	\$ -	0%	\$ -	0%
Indiana	\$ 4,810,483	\$ 1,776,430	37%	\$ 17,297,232	\$ 10,116,258	58%	\$ 11,892,688	54%
Iowa	\$ 960,827	\$ -	0%	\$ 9,260,661	\$ -	0%	\$ -	0%
Kansas	\$ 2,046,821	\$ -	0%	\$ 8,231,136	\$ -	0%	\$ -	0%
Kentucky	\$ 2,023,610	\$ -	0%	\$ 10,832,770	\$ -	0%	\$ -	0%
Louisiana	\$ 2,307,502	\$ -	0%	\$ 9,437,441	\$ 3,203,032	34%	\$ 3,203,032	27%
Maine	\$ 144,651	\$ -	0%	\$ 3,179,811	\$ 22,400	1%	\$ 22,400	1%
Maryland	\$ 3,940,444	\$ -	0%	\$ 7,975,198	\$ -	0%	\$ -	0%
Massachusetts	\$ 4,418,925	\$ -	0%	\$ 7,122,541	\$ -	0%	\$ -	0%
Michigan	\$ 6,498,205	\$ 5,864,011	90%	\$ 19,476,782	\$ 287,020	1%	\$ 6,151,031	24%
Minnesota	\$ 3,504,474	\$ 1,531,832	44%	\$ 12,931,769	\$ 699,643	5%	\$ 2,231,475	14%
Mississippi	\$ 1,055,177	\$ -	0%	\$ 9,396,107	\$ -	0%	\$ -	0%
Missouri	\$ 4,276,036	\$ -	0%	\$ 15,000,094	\$ -	0%	\$ -	0%
Montana				\$ 5,800,269	\$ -	0%	\$ -	0%
Nebraska	\$ 629,300	\$ 525,975	84%	\$ 6,034,775	\$ 2,832,463	47%	\$ 3,358,438	50%
Nevada	\$ 2,022,424	\$ 94,050	5%	\$ 4,127,645	\$ 5,700	0%	\$ 99,750	2%
New Hampshire	\$ 295,910	\$ -	0%	\$ 3,465,696	\$ -	0%	\$ -	0%
New Jersey	\$ 7,321,385	\$ -	0%	\$ 10,200,743	\$ -	0%	\$ -	0%
New Mexico	\$ 1,083,281	\$ -	0%	\$ 6,122,400	\$ -	0%	\$ -	0%
New York	\$ 10,198,037	\$ -	0%	\$ 17,811,849	\$ -	0%	\$ -	0%
North Carolina	\$ 4,898,722	\$ -	0%	\$ 18,070,147	\$ -	0%	\$ -	0%
North Dakota				\$ 4,227,193	\$ -	0%	\$ -	0%
Ohio	\$ 6,907,812	\$ 913,420	13%	\$ 20,650,846	\$ 460,060	2%	\$ 1,373,480	5%
Oklahoma	\$ 2,482,362	\$ -	0%	\$ 11,578,416	\$ -	0%	\$ -	0%
Oregon	\$ 1,891,914	\$ 352,686	19%	\$ 7,057,102	\$ 2,435,316	35%	\$ 2,788,002	31%
Pennsylvania	\$ 7,805,361	\$ -	0%	\$ 19,307,135	\$ 4,608,857	24%	\$ 4,608,857	17%
Rhode Island	\$ 1,022,980	\$ -	0%	\$ 2,102,175	\$ 277,817	13%	\$ 277,817	9%
South Carolina	\$ 2,891,671	\$ -	0%	\$ 12,651,408	\$ 72,000	1%	\$ 72,000	0%
South Dakota				\$ 5,242,568	\$ -	0%	\$ -	0%
Tennessee	\$ 3,527,726	\$ -	0%	\$ 14,555,680	\$ -	0%	\$ -	0%
Texas	\$ 24,215,252	\$ -	0%	\$ 53,477,735	\$ -	0%	\$ -	0%
Utah	\$ 1,798,845	\$ 264,027	15%	\$ 4,610,212	\$ 1,395,944	30%	\$ 1,659,971	26%
Vermont				\$ 3,098,394	\$ 288,849	9%	\$ 288,849	9%
Virginia	\$ 6,059,292	\$ -	0%	\$ 15,501,340	\$ -	0%	\$ -	0%
Washington	\$ 3,114,935	\$ 562,389	18%	\$ 9,194,474	\$ 413,509	4%	\$ 975,898	8%
West Virginia	\$ 167,366	\$ -	0%	\$ 6,665,855	\$ -	0%	\$ -	0%
Wisconsin	\$ 3,236,804	\$ -	0%	\$ 15,423,524	\$ -	0%	\$ -	0%
Wyoming				\$ 3,582,181	\$ -	0%	\$ -	0%
Total	\$ 210,147,220	\$ 30,962,537	15%	\$ 596,995,260	\$ 55,273,129	9%	\$ 86,235,666	11%

Note: Montana, North Dakota, South Dakota, Vermont, and Wyoming do not have any large MPOs that qualify for sub-allocated TAP funds.

In Michigan, the state DOT and MPOs coordinated to develop a new cooperative model to explicitly address this issue, which is reflected in their obligation rate. Generally, these early obligation figures give an initial sense of regional interest in the TA Program.

Reimbursements

The final stage of 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.

TA: Because TAP was in its infancy during FY 2013, few dollars made it from apportionment to reimbursement. The reimbursement rate for TAP was 10% of obligations. The low was 0%, the high was 100%. In the context of using federal funds, a single fiscal year is a very short amount of time to move a project all the way to the reimbursement phase. Reimbursements do not occur until the project is complete on the ground and has been inspected.

TE and TA: The cumulative (FY 1992 - FY 2013) TE reimbursement rate nationally was 90% of obligations (Table 1, page 12). Rates range from a low of 64% in Massachusetts to a high of 100% in Colorado.

Differences in reimbursement rates can be explained a number of ways, and when looked at alone, they are insufficient benchmarks for TAP funding analysis. 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 should be interpreted in the context of the whole TAP funding process, from apportioned to obligated.

Transfers

States may transfer up to 50% of TAP funds to other Federal-aid highway programs, after the RTP set-aside. No transfers are allowed from funds suballocated by population. States may transfer funds from other FHWA programs into TAP, and TAP projects are eligible under STP without a transfer. States may transfer funds to the FTA for [TAP-eligible](#) projects.* The funds transferred are eligible to be obligated for the same purposes and under the same requirements that apply to the funding category to which funds are transferred. Under MAP-21, there is also a provision for Flexibility of Excess Reserved Funding, which takes effect August 1, 2014. If a state has more than one year of unobligated TAP funds available on August 1, 2014, then the state may use the funds for any project eligible under TAP or the Congestion Mitigation and Air Quality Improvement Program ([CMAQ](#)).†

TE: Table 5 in Appendix C on pages 30 and 31, shows all transfers from TE since FY 2003. Since 2003, \$258.4 million have been transferred, which accounts for 1.7% of cumulative apportionments. In FY 2013, 13 states transferred a total of \$10.88 million. \$1.68 million was transferred from three states to the Federal Transit Authority (FTA). Virginia's transfer of \$9.2 million to CMAQ was the largest transfer during FY 2013. FY 2013 transfers of TE were sizably smaller compared to previous years.

TA: The same is not true of transfers of TA funds. In FY 2013, \$58.54 million were transferred from TAP by 17 states. FY 2013 TAP transfers account for 8.05% of the FY 2013 apportionment. From a year to year perspective, transfers during FY 2013 were 18% of the cumulative transfers since 1992.

TE and TA: Combined, FY 2013 TE and TA transfers total \$69.42 million. The cumulative total transfers between FY 1993 and FY 2013 equal \$317 million. Transfers during FY 2013 represent 21.90% of all transferred funds since 1993, a rate that is disproportionately higher than any other year. This percentage reflects the change in the law regarding transfers under MAP-21.

* http://trade.railstotrails.org/10_definitions

† http://www.fhwa.dot.gov/environment/air_quality/cmaq/

Programming Analysis

This section presents major findings from the self-reported programming data collected from each state DOT. The funding levels represented in this section are programming numbers, not obligations. These programming numbers are obtained through a voluntary survey of state DOTs.

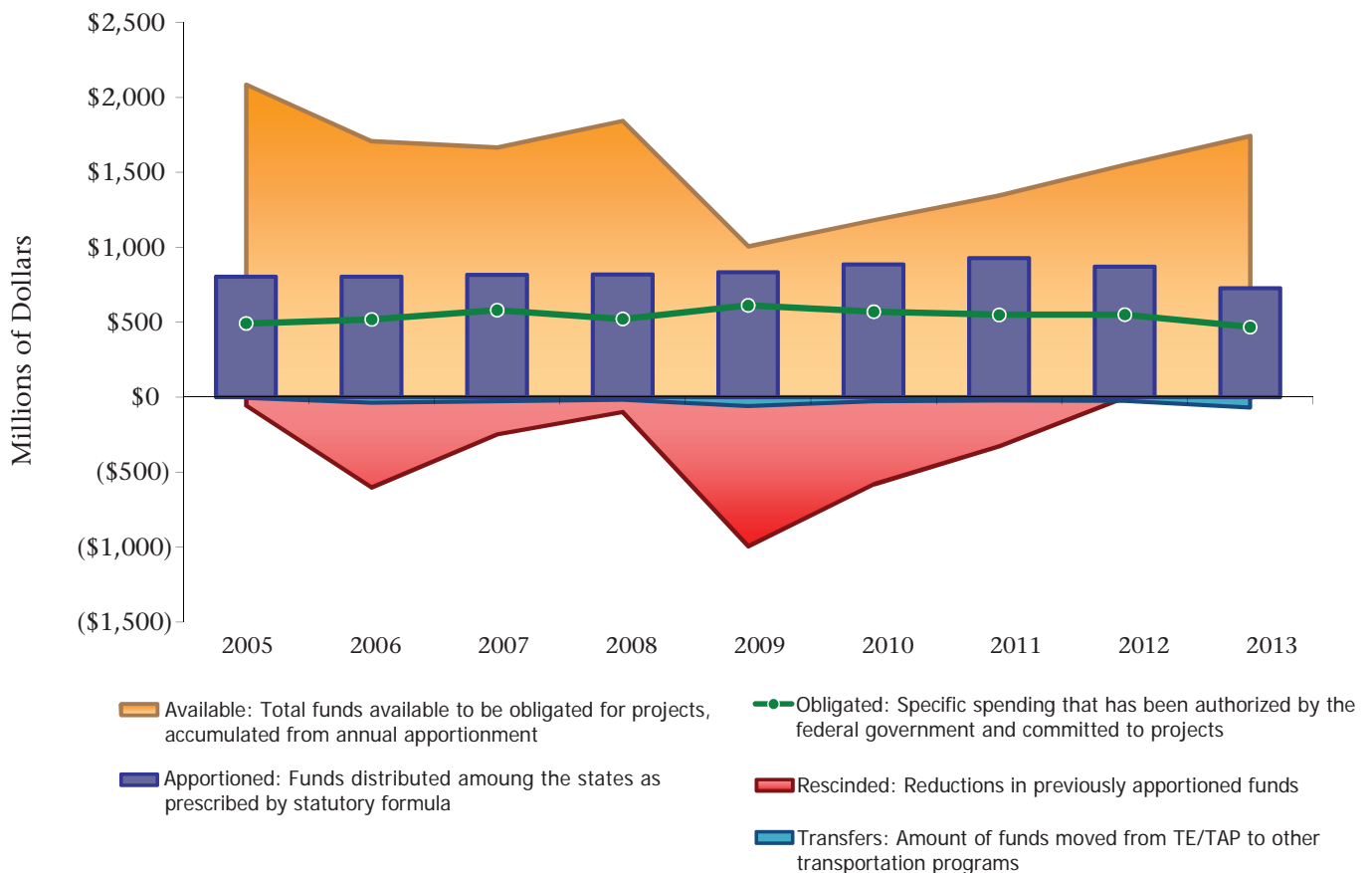
The Project List

Each year, state DOTs are required to provide information on programmed projects through the Statewide Transportation Improvement Program (STIP), a document that ensures public access to information about capital expenditures related to transportation. Programmed projects are those approved to receive TA funding by individual states. As a result, the project database now spans 22 fiscal years of TE and TA programming.

Table 1 (page 12) indicates that the cumulative level of programming for FY 1992 through FY 2013 is \$11.55 billion, which represents 69% of all apportionments and 86% of all available funding.

Future Programming: The programming data also show that 23 states have selected projects for future fiscal years. The database now has 883 future-programmed projects worth \$462.25 million in federal funding. Of this total, \$243.4 million (53%) will be “old” TE funds, and \$218.84 million (47%) will be TA funds. The future programming data suggests that there are projects in the design and development stages planned for future years.

Figure 6: Obligation, Apportionment, Available Balance, Rescissions & Transfers for each FY 2005 - 2013



To see Figure 6 for an individual state, please visit trade.railstotrains.org/stateprofile

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 12 states, the programming figures are lower than actual obligations. The reasons for this could include the following:

- 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.
- There are differences in methodology for tracking projects.

Another issue to note is that 19 states have programming totals that are higher than their available balances. Possible reasons for this include the following:

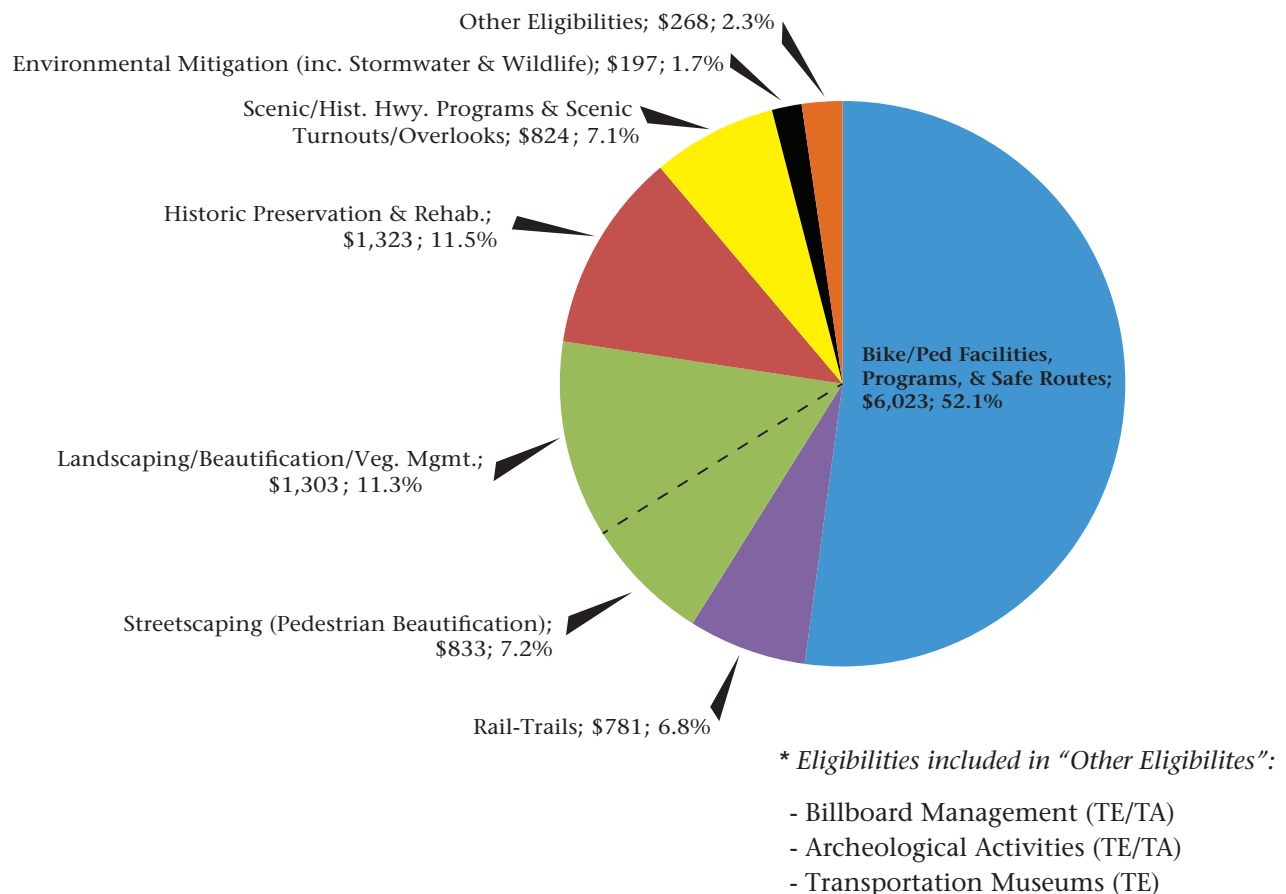
- States program more than their apportionments with the expectation that some projects will be dropped or some bids will come in lower than the initial cost estimate.
- Older project data were not updated, so projects that have been dropped or had their funding levels changed are not accounted for.
- 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.
- States may combine a TE project with other federal or state funding but not differentiate these in their data submission.

Findings by Eligibility

Figure 7, below, illustrates the distribution of funding by eligibility through FY 2013. The percentages have shifted only slightly from previous years. With the changes made to the project eligibilities, this figure groups similar TE and TAP eligibilities. For instance, the TE activity pedestrian and bicycle facilities is combined with the TAP eligibility of the same name, along with TE and TAP eligibilities relating to bicycle and pedestrian safety and education programs, Safe Routes to School, and safe routes for non-drivers. Landscaping and other scenic beautification was combined with vegetation management, while pedestrian streetscapes classified as beautification under TE were segmented out. There are important legal differences between these eligibilities, but the categories are close enough that grouping them serves the purpose of identifying what type of projects are being funded.

The percentages by eligibility have shifted only slightly from previous years. Pedestrian and bicycle improvements account for 52.1% of all programmed funding. Landscaping and scenic beautification/vegetation management continues to be the second largest slice of spending at 18.5%. However, over a third of these projects are actually pedestrian streetscapes. When streetscaping, rail-trails, and pedestrian and bicycle improvements are combined, these projects compose 66.1% of all projects. Historic preservation and rehabilitation is the third largest eligibility, with 11.5% of programmed funding. Funding for scenic or historic highway programs, in conjunction with scenic turnouts and overlooks, accounts for 7.1% of all programmed funding.

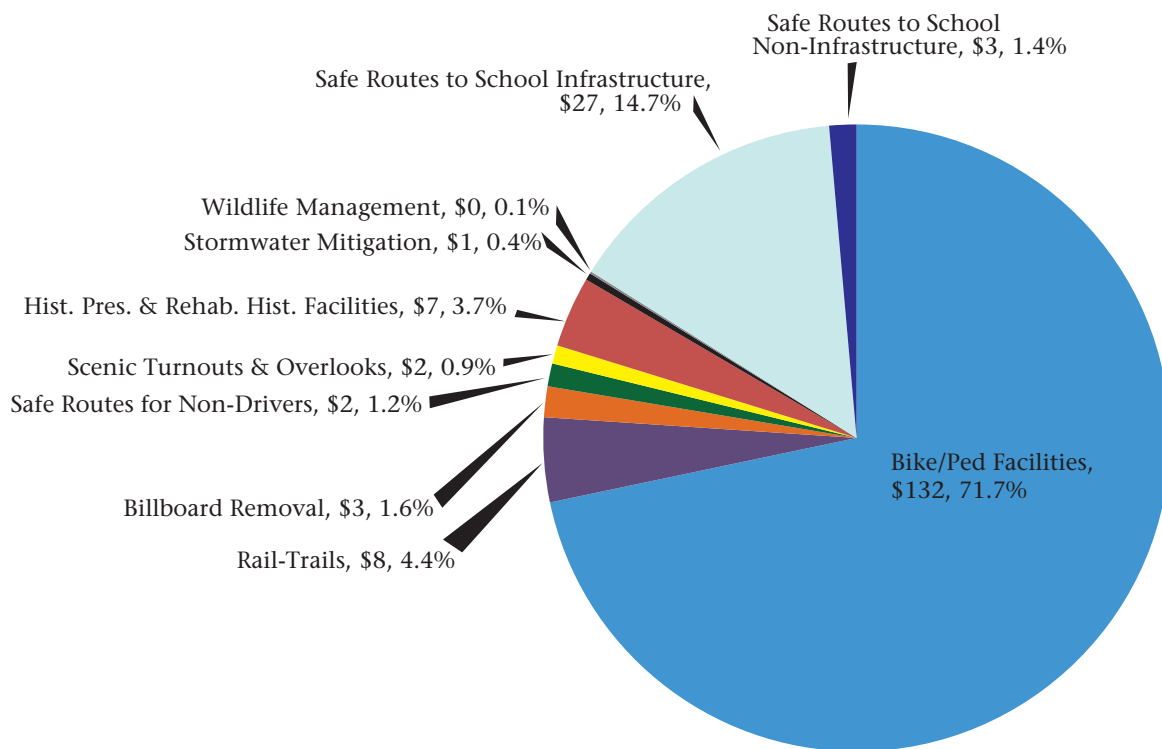
Figure 7: Distribution of Federal Funding by TE/TA Eligibility Grouping - FY 1992 through FY 2013 (in millions of dollars)



The remaining eligibilities, including environmental mitigation of various types, billboard removal, archaeology, and transportation museums, have received less than 5% of the total combined TE and TAP funding from FY 1992 through FY 2013.

Average Award Size: The overall average funding award was \$396,170, but there are differences in this statistic across project funding categories. Bicycle and pedestrian facilities received over half of all programmed funding at 51.6%, with an average project funding award of \$388,272. The average funding award for the vegetation management, landscaping and other scenic beautification category was slightly less, at \$347,489. Preservation, rehabilitation and operation of historic transportation facilities, combined with the establishment of transportation museums, accounted for 9.7% of programmed projects, and the average award size for this eligibility grouping was \$465,003. The average award size for rail-trail projects was \$527,639. The eligibility grouping that includes scenic and historic highways, overlooks, and turnouts had an average award size of \$531,860.

**Figure 8: Distribution of Federal Funding by TA Activity - FY 2013
(in millions of dollars)**

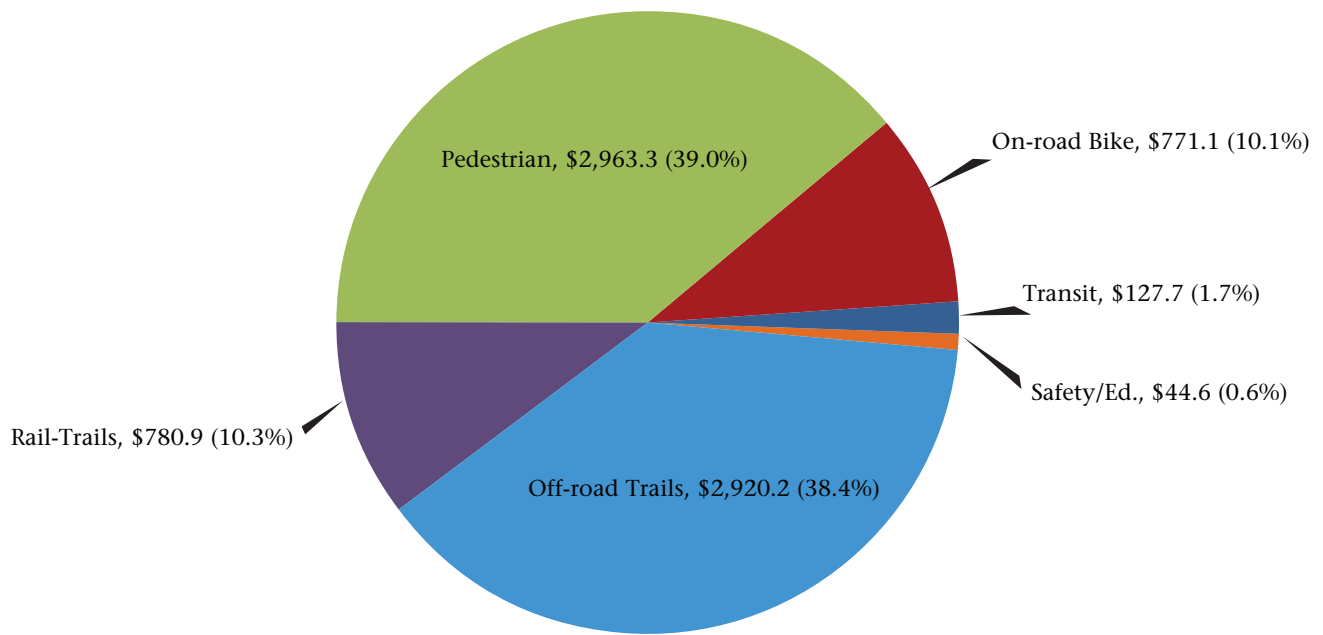


TA: Figure 8 above illustrates the distribution of funding across all 10 TA eligibilities during FY 2013. Pedestrian and bicycle facilities dominate the figure, with 71.7% of the distribution. While this is an interesting shift, there are no guarantees that this trend will continue as TAP matures. In fact, because FY 2013 was the first year of TAP, fewer than half of the states are represented in Figure 8. Please note that no projects were selected under the eligibilities covering vegetation management, archaeological work, and the conversion of divided highways into boulevards.

Bicycle and Pedestrian Project Subtypes

Bicycle and pedestrian facilities attract the majority of programmed TE funding. TRADE tracks the funding of project “subtypes” within these activities. Figure 9 below presents the distribution of federal programmed funding to designated bike and pedestrian subtypes with a strong bicycle and pedestrian component. 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 FY 2012 (in millions of dollars)



Future Programming

Twenty-three states programmed 883 projects for future years (beyond FY 2013). Bicycle and pedestrian facilities account for 82.6% of future programmed funding, and landscaping projects will receive 6.3%. The share of future programmed landscaping projects decreased more than 11% from the previous year, while historic preservation projects decreased more than 4.8%, and the share of bike and pedestrian facilities increased 16.6%.

While these figures show a shift across TA activities, they should not be interpreted as a prediction of where TA 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 a typical TE/TA project. Table 4, page 24, illustrates that as of FY 2013, the average federal project award was \$396,170 nationwide. Average awards by state varied from \$123,742 in Montana to \$1,866,699 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. Only up to 80% of the eligible costs of a Federal-aid highway project, including TE/TA projects, can be reimbursed by the federal government, requiring that a minimum of 20% of the funding come from non-federal sources. Prior to MAP-21, the ratios were allowed to vary on a project-to-project basis as long as the program as a whole reflected the 20% match rate. This is no longer the case; every project is required to meet the minimum non-federal match. 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.

These changes to the innovative financing and programmatic match pieces of the federal legislation may be perceived as increased barriers to using TAP funds and may result in fewer TAP projects taken on by communities. Without the option of other matching sources, communities may struggle to come up with those funds.

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. Maryland historically required a 50% match by project sponsors in order to spread the available federal funding across more projects. This high match rate was decreased in FY 2013 in an attempt to lower the barriers to these federal funds from a state perspective, and potentially attract more projects. This is just one example of states changing their standards to meet the new requirements and shifting procedures of the TA program. 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., land, materials, or services) toward the non-federal share. Some states recognize these in-kind donations as part of the non-federal share, while others do not. State-specific policies can be found on the TRADE website: trade.railstotrails.org/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 24 provides information on matching fund levels reported by each state.

In FY 2013, 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 41 states had a match rate higher than 20%, and 17 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.

Transportation Enhancements & Alternatives Spending Report, 1992 - 2013

Table 4: Cumulative Programmed Federal Awards and Matching Funds, FY 1992 through FY 2013 (in thousands of dollars)

STATE	Project Count	Federal Awards	Avg. Federal Award	Matching Funds	Match Rate*
Alabama	890	\$209,961	\$236	\$55,551	21%
Alaska	278	\$156,138	\$562	\$18,926	11%
Arizona	452	\$189,214	\$419	\$56,629	23%
Arkansas	495	\$109,101	\$220	\$57,389	34%
California	1,762	\$1,178,270	\$669	\$473,373	29%
Colorado	665	\$153,679	\$231	\$72,005	32%
Connecticut	180	\$131,383	\$730	\$37,418	22%
Delaware	221	\$60,990	\$276	\$43,802	42%
District Of Columbia	111	\$39,670	\$357	\$9,965	20%
Florida	2,100	\$803,379	\$383	\$62,316	7%
Georgia	809	\$351,841	\$435	\$96,847	22%
Hawaii	42	\$78,401	\$1,867	\$25,210	24%
Idaho	163	\$56,762	\$348	\$12,258	18%
Illinois	663	\$457,262	\$690	\$120,318	21%
Indiana	547	\$296,836	\$543	\$134,444	31%
Iowa	804	\$243,062	\$302	\$167,213	41%
Kansas	356	\$176,145	\$495	\$91,840	34%
Kentucky	818	\$196,429	\$240	\$59,295	23%
Louisiana	508	\$195,791	\$385	\$27,344	12%
Maine	327	\$69,286	\$212	\$18,226	21%
Maryland	291	\$209,579	\$720	\$298,887	59%
Massachusetts	291	\$113,891	\$391	\$29,745	21%
Michigan	1,449	\$387,134	\$267	\$131,365	25%
Minnesota	673	\$316,618	\$470	\$213,662	40%
Mississippi	362	\$158,949	\$439	\$30,106	16%
Missouri	916	\$242,564	\$265	\$108,744	31%
Montana	784	\$97,014	\$124	\$30,287	24%
Nebraska	615	\$100,666	\$164	\$56,919	36%
Nevada	167	\$82,461	\$494	\$26,615	24%
New Hampshire	228	\$83,735	\$367	\$27,058	24%
New Jersey	367	\$138,434	\$377	\$52,659	28%
New Mexico	459	\$166,020	\$362	\$54,854	25%
New York	502	\$397,254	\$791	\$304,748	43%
North Carolina	999	\$391,569	\$392	\$92,244	19%
North Dakota	282	\$60,529	\$215	\$25,450	30%
Ohio	862	\$410,828	\$477	\$115,742	22%
Oklahoma	388	\$147,284	\$380	\$40,717	22%
Oregon	233	\$134,355	\$577	\$44,708	25%
Pennsylvania	1,006	\$458,524	\$456	\$134,953	23%
Rhode Island	186	\$50,718	\$273	\$10,824	18%
South Carolina	736	\$129,840	\$176	\$57,150	31%
South Dakota	216	\$44,939	\$208	\$24,200	35%
Tennessee	603	\$252,927	\$419	\$61,056	19%
Texas	617	\$735,754	\$1,192	\$192,805	21%
Utah	223	\$99,031	\$444	\$28,856	23%
Vermont	379	\$64,558	\$170	\$17,446	21%
Virginia	717	\$347,758	\$485	\$345,199	50%
Washington	843	\$231,714	\$275	\$120,515	34%
West Virginia	571	\$99,329	\$174	\$24,838	20%
Wisconsin	631	\$187,634	\$297	\$56,121	23%
Wyoming	372	\$56,698	\$152	\$12,149	18%
TOTAL	29,159	\$11,551,909	\$396	\$4,410,993	28%

Conclusion

Federal funding for community-driven livability projects continues to be in high demand. Most states report that they cannot fund all qualified projects, and many sponsors are providing larger than the required non-federal share of project costs. In FY 2013, the eligibilities were funded at similar percentages as in past years. Bicycle- and pedestrian-related facilities continue to compose more than half of all selected projects, at 58.4% of total funding, including rail-trails.

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 86% of the available balance but only 69% of apportionments.

Obligation of Yearly Apportionment: States and MPOs obligated only 11% of the FY 2013 annual apportionment of TA funding. Individually, the analysis showed that regions varied from 0% to 100% in obligation of the first year of TAP funds, while states ranged from 0% to 89% in obligation of the yearly apportionment. The TE/TA obligation rate for FY 2013 was 64%, which is consistent with recent years.

Unobligated Balances: There is a significant accumulation of unobligated funds at the national level, which totals \$1.74 billion for TE and TA combined.

Once projects are obligated, states are supporting them through completion and reimbursement. Nationwide, the cumulative reimbursement rate is at 90%. The TA reimbursement rate is considerably low because FY 2013 was the first year of the TAP, and states were adjusting to and working with the changes made by MAP-21.

It is clear that states value TE/TA projects, but advancing them 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.

A state's priorities and management are the keys to program success. Higher program success correlates with minimal delay between obligation and reimbursement. Through interviews with 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/TA projects, and (4) low priority of TE/TA among a state's transportation leadership. States find their programs languishing when they do not grant obligating authority for TE/TA and the DOT has not cultivated a community of experienced project sponsors.

As states move out of this transitional period and obligate the remainder of their TE funds, there is an expectation that states will simultaneously adopt updated procedures for dispersing and managing TA funds under the new framework established by MAP-21. The changes to eligible project sponsors, project selection processes, matching funds, and transferability may have even more far reaching implications in FY 2014 as more states and regions engage with this new program.

Appendix A: TE/TA 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/TA. 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/TA programs. That said, the DOTs are largely responsible (23 U.S.C. 145) for how they distribute the limitation among Federal-aid highway 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/TA managers have reported that in their state's DOT, TE/TA is considered a lower priority, while in other agencies, the opposite is true.

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/TA by a state. Obligation rates are best explained in terms of state-specific policies and procedures for implementing TE/TA projects.

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

Alternate funding. There are many TE/TA-eligible projects being funded from federal, state, and local sources other than TE/TA. 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 the 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/TA 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 treat TE/TA 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/TA projects. As of FY 2013, this practice is enshrined in law, as MAP-21 requires all TAP projects be treated as if they are located in a Federal-aid right of way, regardless of the actual project location. Such strict requirements slow down the implementation of projects, 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/TA 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. A reservation of funds for TA is determined by a formula based off a changing variable known as the “National Amount”:

$$State\ TA = NationalAmt \times \left(\frac{State\ FY09}{Total\ FY09} \right)$$

State TA = On October 1 of fiscal years 2013 and 2014, the amount proportionally reserved for state TA projects for the funds apportioned to the state for STP on October 1st of fiscal years 2013 and 2014.

National Amt = Amount for each fiscal year that is equal to 2% of the amounts authorized to be appropriated for such fiscal year from the Highway Trust Fund (other than the Mass Transit account) to carry out chapters 1,2,5, and 6 of Title 23.

State FY09 = Amount apportioned to the state for the transportation Enhancements program for FY 2009.

Total FY09 = Total amount of funds apportioned to all states for the TE program for FY 2009.

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 an advisory committee, state transportation commission, legislature, state secretary of transportation, or governor. Upon approval, TE/TA projects are listed in the Statewide Transportation Improvement Program (STIP) and, if appropriate, in a metropolitan area TIP. 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 TrADE database, found at trade.railstotrails.org.

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/TA 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 no longer have the option to account for matching funds across the program as a whole (what is known as a “programmatic match”) rather than at the project level. All projects must meet the required match rate.

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 an 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 TAP to other transportation programs. States can transfer up to 50% of TAP funds to other FHWA programs. However, no funds sub-located by population may be transferred. States are also permitted to transfer funds from other FHWA programs into TAP, and transfers can be made to the FTA. Once transferred, the funds can only be obligated for the purposes and requirements that apply to the eligibility to which the funds are transferred. There is no limit on the amount that can be transferred to FTA; however, the transferred funds must be used for TAP-eligible activities. Transfers are tracked by FMIS.

Appendix C: Additional Tables

Table 5: Historic TE Transfers (FY 2003 - FY 2012) 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
Arizona								\$2,212 (NHS)		
Arkansas									\$1,162 (NHS)	
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)
Colorado	\$325 (FTA)	\$28 (FTA)	\$227 (FTA)		\$197 (FTA)	\$179 (FTA)	\$504 (FTA)	\$132 (FTA)		\$284 (FTA)
Connecticut					\$1,680 (FTA)					
Florida			\$500 (FTA)	\$600 (FTA)	\$432 (FTA)	\$300 (FTA)	\$20,025 (NHS)	\$1,388 (FTA)	\$1,256 (FTA)	
Georgia									\$7,065 (NHS)	
Idaho										
Indiana								\$284 (RTP)		
Kansas										
Louisiana						\$7,201 (NHS)		\$1,682 (ISM)		
Michigan				\$1,392 (FTA)	\$74 (FTA)	\$49 (FTA)	\$529 (FTA)	\$16 (FTA)		\$48 (FTA)
Minnesota						\$2,470 (NHS)		\$2,215 (B85)	\$2,182 (B85)	
Mississippi	\$1,563 (FTA)					\$78 (FTA)			\$662 (FTA)	\$2,100 (FTA)
Missouri	\$787 (NHS)									
Nebraska										
Nevada						\$380 (NHS)	\$1,082 (NHS)	\$873 (ISM)	\$701 (RTP)	\$598 (RTP)
New Jersey	\$1,000 (FTA)	\$1,000 (FTA)	\$1,850 (FTA)	\$1,000 (FTA)	\$1,850 (FTA)	\$1,000 (FTA)	\$1,000 (FTA)	\$1,000 (FTA)	\$1,087 (NHS)	\$974 (NHS)
New York	\$980 (FTA)				\$2,000 (FTA)	\$2,000 (FTA)	\$3,489 (FTA)	\$7,547 (B85)		\$1,000 (FTA)
North Carolina							\$1,700 (NHS)			\$778 (FTA)
North Dakota										
Ohio		\$185 (FTA)	\$326 (FTA)	\$31,809 (FTA)					\$600 (FTA)	
Oklahoma										
Oregon							\$625 (RTP)	\$1,636 (NHS)	\$1,249 (NHS)	\$1,074 (NHS)
Pennsylvania					\$1,422 (FTA)					
Rhode Island		\$640 (FTA)	\$40 (FTA)							
South Carolina	\$89 (FTA)							\$8,400 (B85)		
South Dakota										
Tennessee	\$226 (RTP)				\$100 (RTP)	\$278 (RTP)				
Texas		\$1,805 (FTA)	\$180 (NHS)				\$24,884 (NHS)		\$3,921 (FTA)	\$186 (NHS)
Vermont	\$311 (FTA)	\$5,697 (NHS)								
Virginia					\$10,428 (NHS)	\$2,035 (NHS)	\$160 (FTA)			
Washington				\$1,044 (FTA)	\$1,465 (FTA)	\$1,038 (FTA)	\$3,500 (FTA)		\$2,568 (FTA)	\$284 (FTA)
Wisconsin					\$34 (FTA)			\$28 (FTA)		\$1,475 (ISM)
Subtotals										
to FTA	\$12,150	\$8,219	\$4,518	\$36,321	\$17,359	\$5,996	\$9,410	\$3,481	\$9,961	\$19,022
to NHS	\$787	\$5,697	\$180	\$0	\$10,428	\$12,087	\$47,691	\$3,848	\$10,563	\$2,234
to Rec Trails	\$226	\$0	\$0	\$0	\$100	\$278	\$625	\$284	\$701	\$598
to ISM	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,556	\$0	\$1,900
to Bridge 85%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,162	\$2,182	\$0
to CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
to NHPP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
to STP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$13,163	\$13,916	\$4,698	\$36,321	\$27,886	\$18,360	\$57,727	\$28,332	\$23,407	\$23,784 10

Appendix C (continued)

Table 5: TE and TA Transfers During FY 2013, and Cumulative Transfers (FY 2003 - FY 2013)
(in thousands of dollars)

State	FY 2013 (TE)	FY 2013 (TAP)	Total TE Funds Transferred FY 03-13	Total TAP Funds Transferred FY 13	Total Funds (TE + TAP) Transferred FY 03-13
Arizona		\$3,723 (STP)	\$2,212	\$3,723	\$5,935
Arkansas			\$1,162	\$0	\$1,162
California	\$915 (FTA)		\$43,445	\$0	\$43,445
Colorado	\$558 (FTA)		\$2,433	\$0	\$2,433
Connecticut		\$3,799 (NHPP)	\$1,680	\$3,799	\$5,479
Florida			\$4,476	\$0	\$4,476
Georgia		\$15,403 (STP)	\$27,090	\$15,403	\$42,493
Idaho		\$269 (FTA)	\$0	\$2,120	\$2,120
		\$1,851 (STP)			
Indiana			\$284	\$0	\$284
Kansas		\$2,000 (STP)	\$0	\$2,000	\$2,000
Louisiana			\$8,884	\$0	\$8,884
Michigan			\$2,108	\$0	\$2,108
Minnesota			\$4,397	\$0	\$4,397
Mississippi		\$1,400 (STP)	\$0	\$1,400	\$1,400
Missouri			\$5,190	\$0	\$5,190
Nebraska		\$736 (FTA)	\$1,299	\$736	\$2,035
Nevada			\$4,396	\$0	\$4,396
New Jersey		\$1,000 (FTA)	\$16,397	\$1,000	\$17,397
New York			\$9,247	\$0	\$9,247
North Carolina		\$5,350 (STP)	\$1,700	\$5,350	\$7,050
North Dakota		\$1,549 (STP)	\$0	\$1,549	\$1,549
Ohio		\$800 (FTA)	\$32,919	\$800	\$33,719
Oklahoma		\$3,000 (STP)	\$0	\$3,000	\$3,000
Oregon			\$4,584	\$0	\$4,584
Pennsylvania			\$2,102	\$0	\$2,102
Rhode Island			\$89	\$0	\$89
South Carolina		\$7,167 (STP)	\$8,400	\$7,167	\$15,567
South Dakota		\$2,054 (STP)	\$425	\$2,054	\$2,479
Tennessee			\$603	\$0	\$603
Texas			\$36,672	\$0	\$36,672
Vermont			\$311	\$0	\$311
Virginia	\$9,196 (CMAQ)		\$21,819	\$0	\$21,819
Washington	\$210 (FTA)	\$194 (FTA)	\$10,109	\$194	\$10,303
Wisconsin		\$8,248 (STP)	\$1,537	\$8,248	\$9,785
Subtotals					
to FTA	\$1,683	\$2,999	\$128,120	\$2,999	\$131,119
to NHS	\$0	\$0	\$93,515	\$0	\$93,515
to Rec Trails	\$0	\$0	\$2,812	\$0	\$2,812
to ISM	\$0	\$0	\$4,456	\$0	\$4,456
to Bridge 85%	\$0	\$0	\$20,344	\$0	\$20,344
to CMAQ	\$9,196	\$0	\$9,196	\$0	\$9,196
to NHPP	\$0	\$3,799	\$0	\$3,799	\$3,799
to STP	\$0	\$51,745	\$0	\$51,745	\$51,745
Total	\$10,879	\$58,543	\$258,443	\$58,543	\$316,986

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TrADE Resources

Transportation Alternatives Data Exchange (TrADE)

The Transportation Alternatives Data Exchange (TrADE) is funded by Rails-to-Trails Conservancy and exists to increase knowledge of the Transportation Alternatives program. TrADE provides archival data for the Transportation Alternatives program.

Available Resources via the TrADE Website (trade.railstotrails.org):

- Project examples, searchable project database, and contact information for TA professionals in each state.
- State Transportation Alternatives Program Profiles outlining project nomination, selection, and funding procedures for each state.
- Photo Library providing high resolution images of TE and TAP 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 Alternatives in PDF and/or print format, all free of charge. Documents include:
 - **Transportation Alternatives Program Manual Development Guide**
For state DOTs and MPOs administering competitive programs to distribute Transportation Alternatives funds, developing a program manual can help articulate the history, structure, goals, eligibilities, implementation process, and common challenges of the program for potential project sponsors.
 - **Quantitative Selection**
A competitive selection process helps states and transportation management areas balance the many factors in project selection by creating dialog targeted at the state and/or TMA's priorities before projects are submitted and reviewed. With this increased understanding, the quality of applications should improve, making the TA program more effective overall. This brief provides an overview of four states' competitive processes and offers recommendations for implementing new selection criteria.
 - **A Greener Welcome**
This document highlights a vegetation management project in downtown Indianapolis, Indiana. A large donation, the use of volunteer labor, and community support make this an ideal project!



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**TRANSPORTATION ALTERNATIVES
DATA EXCHANGE**

A PROJECT OF
RAILS-TO-TRAILS CONSERVANCY

2121 WARD COURT, 5TH FLOOR
WASHINGTON, DC 20037
202.974.5110
FAX: 202.223.9257
WEBSITE: TRADE.RAILSTOTRAILS.ORG