FY 1992 - FY 2014

Transportation Alternatives Spending Report

JULY 2015

Prepared by
Transportation Alternatives
Data Exchange

This report supersedes all previously published editions

List of Tables and Figures

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http://trade.railstotrails.org/

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Introduction

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 and enhancement 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.

Two decades later, 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) 2014, $897 million in unobligated TE funds were also still on the books. This report documents the use of these remaining funds and examines the use of new Transportation Alternatives funding through September 30, 2014 (the conclusion of the federal fiscal year).

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

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

Data in this report were obtained from the FHWA's Fiscal Management Information System (FMIS) and the TrADE project database, which has been developed through over 20 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, policy makers, professionals, and citizens who want to understand how federal funding shapes America's transportation system and its communities.

Spending Analysis

Figure 1 on page 3 illustrates the status of TE funding at the national level through fiscal year (FY) 2014. A financial summary for TAP during FY 2014 is in Figure 2 (page 6). From 1992 through 2014, Congress apportioned $15.73 billion to the states for TE and TA projects, including $738.3 million* apportioned to the states under TAP in 2014.

* $819,900,000 were apportioned to TAP as a whole, of which $81,557,468 was set aside for the Recreational Trails Program. This figure is the remaining balance.

The TrADE national project database shows that state DOTs have programmed a cumulative total of 31,155 TE and TA projects through FY 2014.

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 2014 is 91%, holding steady since FY 2008. Under MAP-21, the reimbursement rate for obligated funding is 27%, which reflects the infancy of the TA program. However, as year-by-year obligation rates are holding steady, this figure can be expected to rise with time.

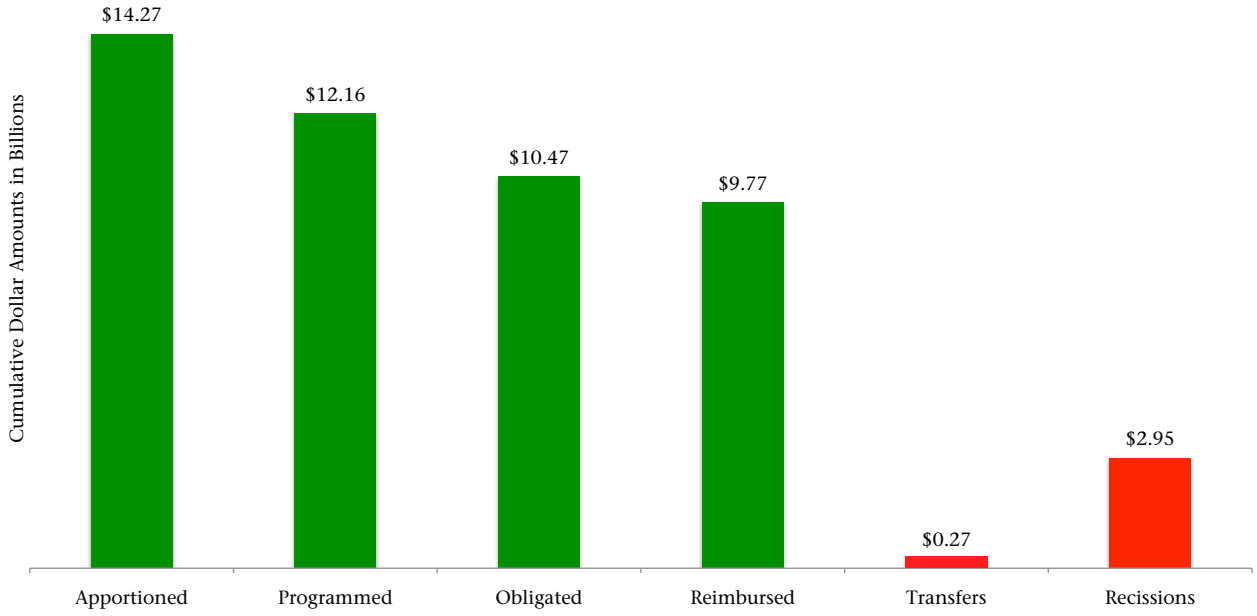
Nationwide Priorities for Transportation Enhancement and Alternatives Funding

The consistent leading priority in TE/TA investment since 1992 has been the improvement of conditions for walking and bicycling, which comprise 53.8% of programmed funding between FY 1992 and FY 2014. The conversion of railroads into trails comprise 6.4% of programmed funding. Pedestrian and bicycle projects, combined with rail-trail and streetscaping projects, account for 67.2% of cumulative programmed funding - a new landmark high. Landscaping and scenic beautification, combined with vegetation management, received 10.4% of TE/TA funding. Rehabilitation of historic transportation structures and the establishment of transportation museums received 10.6% of TE/TA funding. Scenic and historic highway programs and scenic turnouts and overlooks accounted for 8.0% of programmed funding, and the other categories combined accounted for the remaining 3.75% of programmed funding.

Lessons of FY 2014

The 2014 fiscal year was the second year of MAP-21. In the second year of TAP implementation, 8 states transfered the maximum allowable amount. 13.6% of apportioned funds nationwide have been transferred by 14 states, suggesting divergent responses by states to the new federal structure. Many states made significant progress winding down their TE programs. For the first time, the TE unobligated balance, accumulated over 21 years, is lower than the two-year TAP balance.

Figure 1: Cumulative Transportation Enhancements Financial Summary, FY 1992 to FY 2014

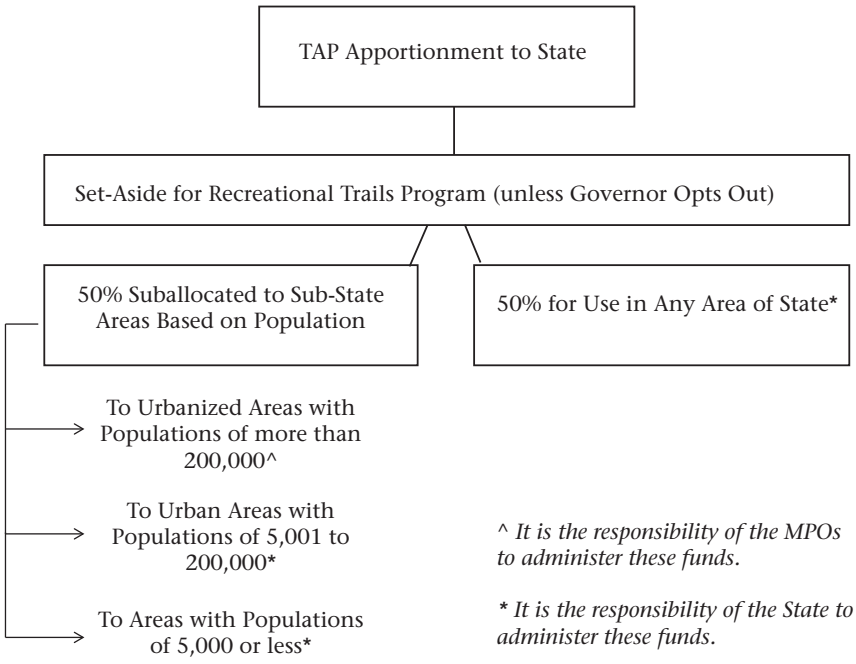


MAP-21 Review

The most recent federal surface transportation authorization, MAP-21, consolidated several programs, including Recreational Trails, Safe Routes to School, and the Transportation Enhancement set-aside within the Surface Transportation Program, to create the Transportation Alternatives Program. The 2014 fiscal year is only the second year of implementation for this hybrid program. The TAP program includes several important new features.

Suballocation: For Transportation Alternatives Program funding, a portion of each state's 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 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.

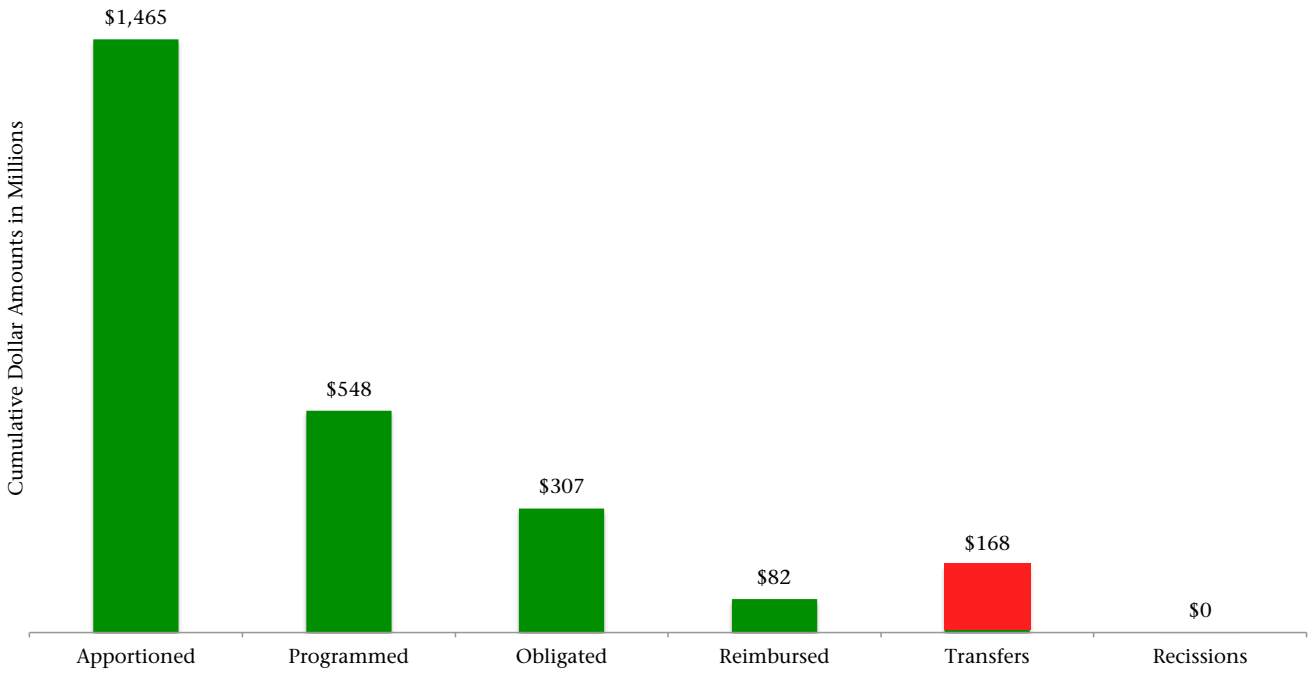
If relevant Transportation Management Areas (TMAs) and the State jointly apply for permission, the population-based suballocation to TMA funds may be obligated to "other factors". Of the 50% of funding retained by the State, if greater than 100% of the annual reserved funds for that year remain unobligated on August 1st 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 the TA reserved 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.

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.

Figure 2: Cumulative Transportation Alternatives Financial Summary for FY 2013-2014



Competitive project selection: TAP funds must be distributed using competitive processes at the State and large MPO (over 200,000) 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.

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.

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

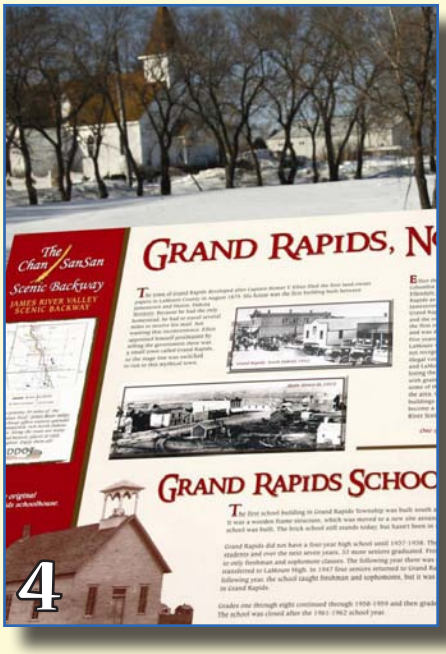
The Transportation Alternatives Eligibilies

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

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.

Safe Routes for Non-Drivers: Access and accommodation for children, older adults, and individuals with disabilities.

Conversion of Abandoned Railway Corridors to Trails: Acquisition of railroad rights-of-way; planning, design and construction of multiuse trails and rail-with-trail projects.

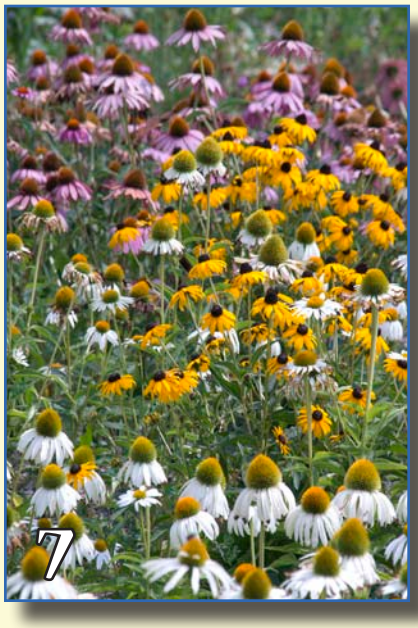


Scenic Turnouts and Overlooks: Construction of scenic turnouts, overlooks, and viewing areas.

Outdoor Advertising Management: Billboard inventories and removal of illegal and nonconforming billboards.

Historic Preservation & Rehab of Historic Transportation Facilities: Restoration of railroad depots, bus stations and lighthouses; rehabilitation of rail trestles, tunnels, bridges and canals; more.

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

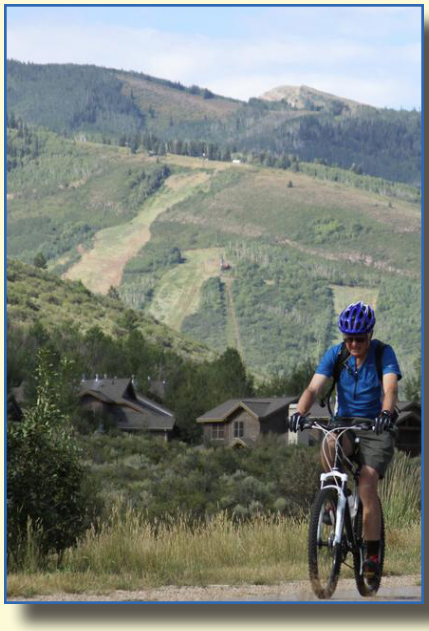


Vegetation Management: Improvement of roadway safety; prevention of invasive species; providing erosion control.

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

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

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.

Visit the TrADE Image Library at trade.railstotrails.org/project_examples to view more pictures of these projects as well as other TE and TA projects.

Updating The TrADE Database

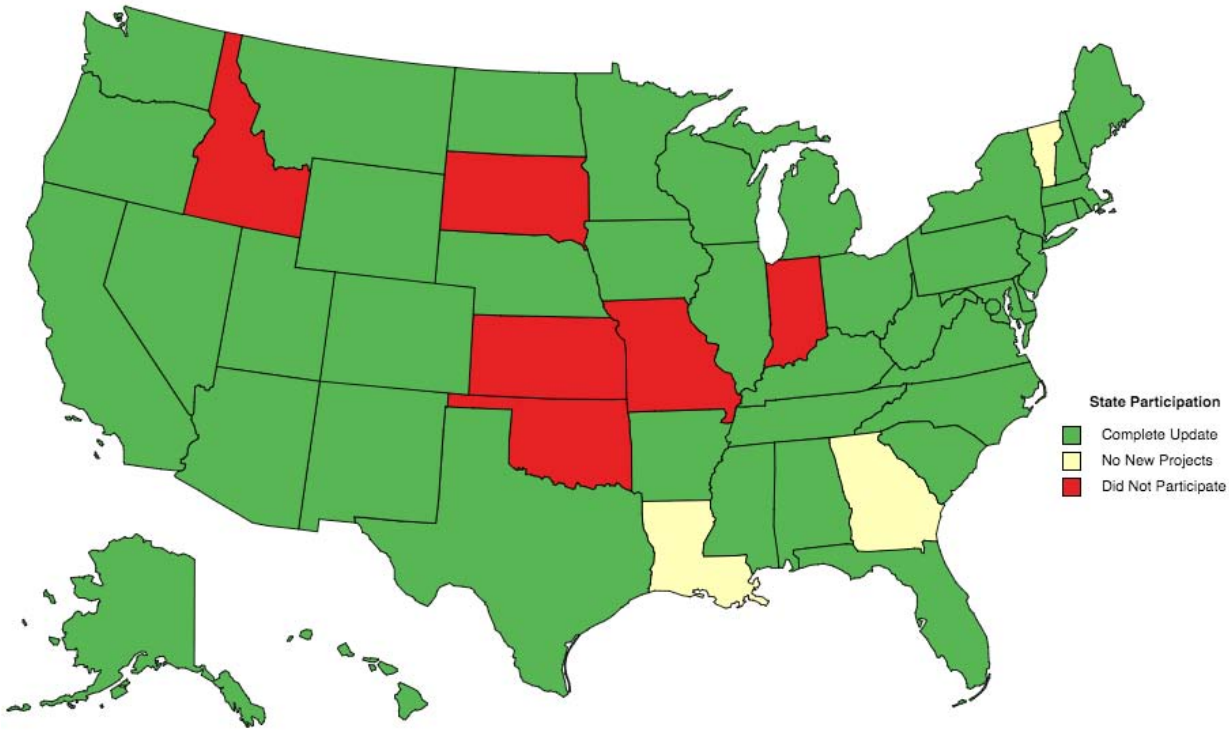
This report uses data collected and maintained by the Transportation Alternatives Data Exchange (TrADE) at Rails-to-Trails Conservancy, previously the National Transportation Enhancements Clearinghouse (NTEC). Beginning in 1993, Rails-to-Trails Conservancy developed a database of funded TE projects by 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 of 2013. Data for this edition were collected between January and May 2015. 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, transparency, and promoting best practices.

The national list of programmed TE and TA projects now contains 31,155 projects selected from FY 1992 to FY 2014. The database also contains 1159 programmed projects for future fiscal years (FY 2015 to FY 2019). Altogether, the list contains 32,314 programmed TE and TA projects. However, charts and tables in this report do not include future-year 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, 45 states provided programming information.

Figure 3: State Data Collection Participation During FY 2014



Spending Analysis

Apportionments

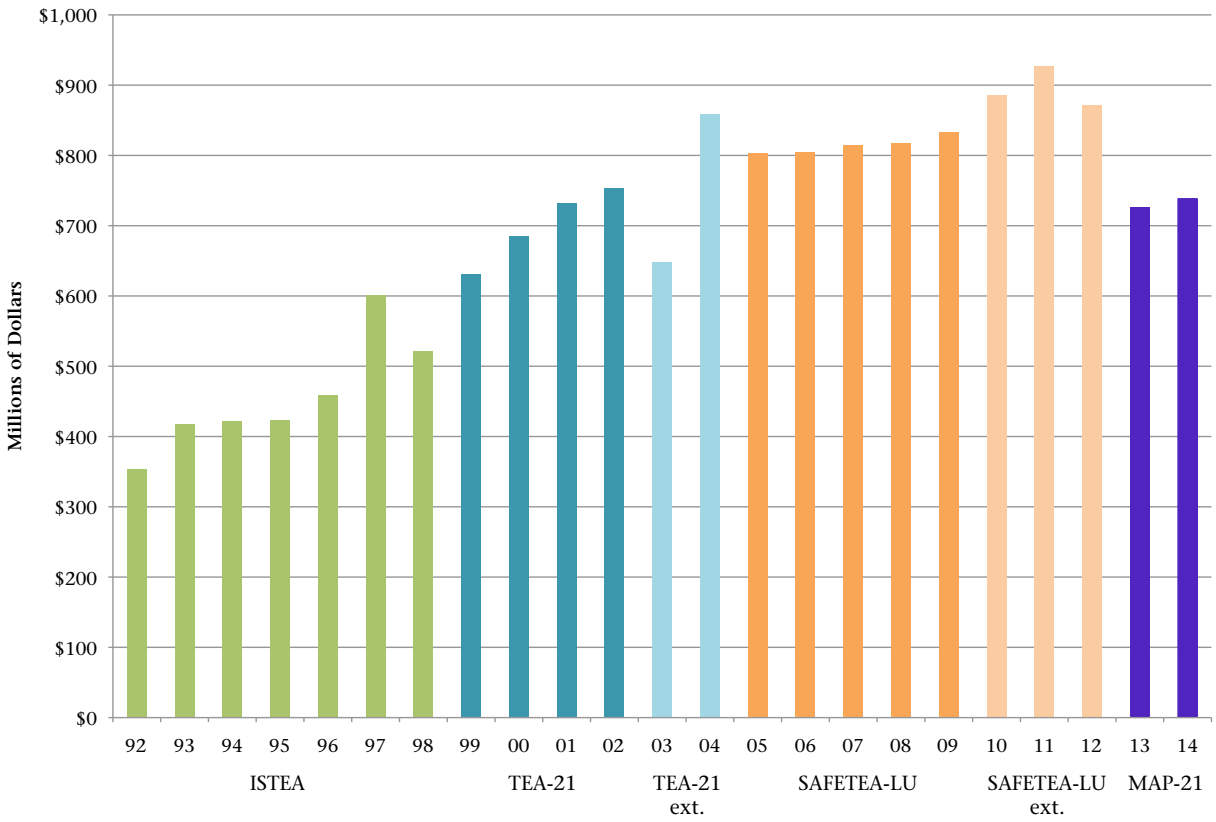
TE: Over the 21 years (FY 1992 through FY 2012) of the TE set-aside, cumulative apportioned funding provided to states stands at $14.27 billion. The remaining unobligated balance is $897 million.

TA: $738.3 million was apportioned in FY 2014.

TE and TA: The cumulative apportioned funding for TE and TA (FY 1992 through FY 2014) is $15.73 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.

FY 2014 apportionments by state are in Table 2 (page 12) and historic apportionments are available online*. National apportionments by year can be seen in Figure 4.

Figure 4: TE/TA Apportionments by Year 1992 - 2014



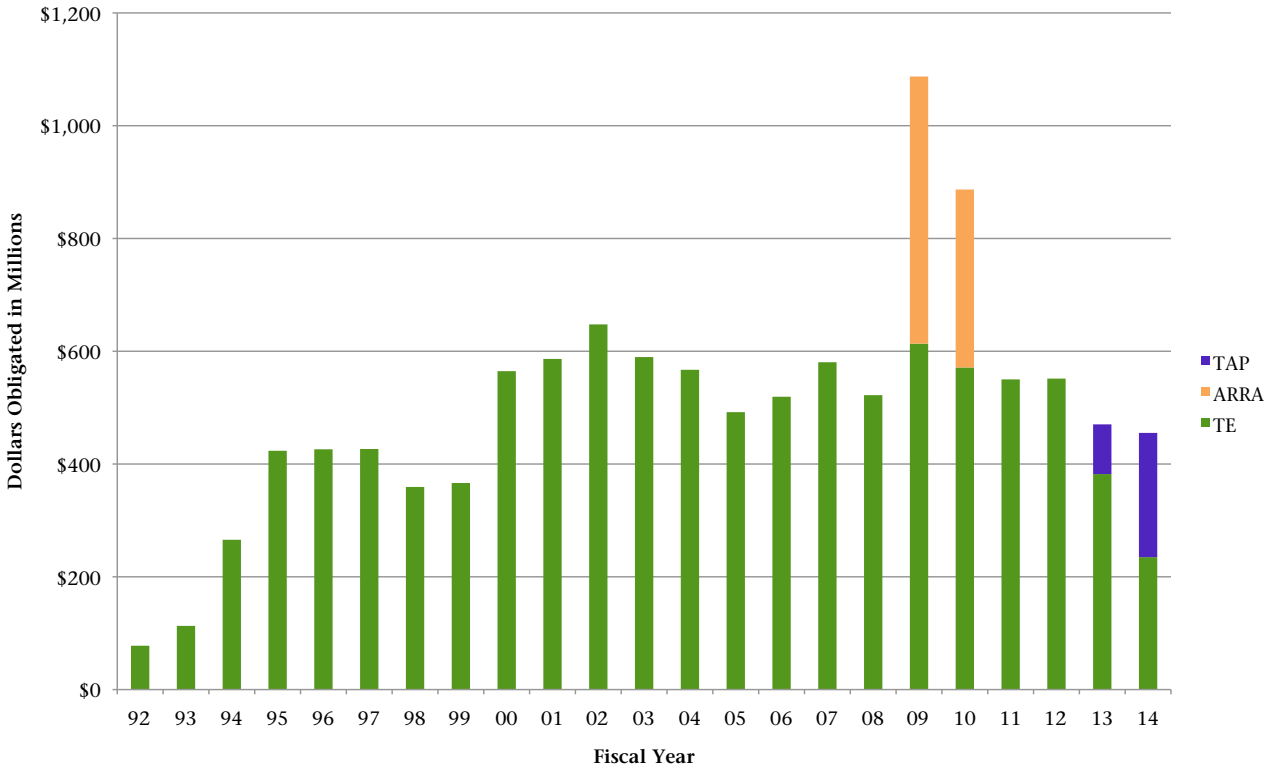
* Historic apportionments are available at trade.railstotrails.org/spending.

Table 1: State TE/TA Program Benchmarks for FY 1992 through FY 2014 (in thousands of $)

State	Apportioned	Rescinded	Rate	Programmed	Rate	Obligated	Rate	Reimbursed	Rate
Alabama	$319,757	-$78,848	-25%	$273,636	86%	$203,090	64%	$196,152	97%
Alaska	$189,065	-$26,066	-14%	$157,098	83%	$149,987	79%	$145,742	97%
Arizona	$294,030	-$22,306	-8%	$188,790	64%	$229,367	78%	$205,400	90%
Arkansas	$213,189	-$62,609	-29%	$111,370	52%	$117,117	55%	$111,836	95%
California	$1,407,457	-$282,141	-20%	$1,202,995	85%	$995,012	71%	$919,944	92%
Colorado	$225,106	-$43,574	-19%	$160,926	71%	$147,907	66%	$147,864	100%
Connecticut	$200,984	-$53,502	-27%	$147,146	73%	$127,592	63%	$114,542	90%
Delaware	$75,963	-$2,000	-3%	$61,350	81%	$69,677	92%	$65,827	94%
Dist. of Columbia	$64,588	-$17,966	-28%	$40,978	63%	$40,388	63%	$36,774	91%
Florida	$893,980	-$135,224	-15%	$865,456	97%	$754,353	84%	$648,481	86%
Georgia	$604,238	-$142,533	-24%	$351,463	58%	$356,643	59%	$312,970	88%
Hawaii	$97,721	-$11,141	-11%	$86,769	89%	$68,768	70%	$62,179	90%
Idaho	$112,306	-$34,960	-31%	$98,267	87%	$60,990	54%	$58,795	96%
Illinois	$577,752	-$76,744	-13%	$541,613	94%	$356,954	62%	$330,076	92%
Indiana	$417,680	-$24,356	-6%	$388,033	93%	$362,349	87%	$335,522	93%
Iowa	$205,670	-$16,916	-8%	$261,394	127%	$171,311	83%	$162,083	95%
Kansas	$204,847	-$12,738	-6%	$178,085	87%	$163,425	80%	$153,075	94%
Kentucky	$257,416	-$28,318	-11%	$204,147	79%	$183,563	71%	$168,528	92%
Louisiana	$232,215	-$72,393	-31%	$195,626	84%	$134,875	58%	$127,858	95%
Maine	$74,582	-$9,877	-13%	$74,396	100%	$60,902	82%	$59,660	98%
Maryland	$233,793	-$18,036	-8%	$212,833	91%	$157,670	67%	$140,856	89%
Massachusetts	$241,451	-$51,701	-21%	$128,758	53%	$124,410	52%	$77,603	62%
Michigan	$502,317	-$100,358	-20%	$420,479	84%	$396,204	79%	$368,808	93%
Minnesota	$305,586	-$29,896	-10%	$336,449	110%	$265,740	87%	$247,524	93%
Mississippi	$204,681	-$15,584	-8%	$172,267	84%	$153,606	75%	$135,202	88%
Missouri	$362,175	-$29,885	-8%	$243,262	67%	$287,644	79%	$267,356	93%
Montana	$127,182	-$17,551	-14%	$103,314	81%	$97,092	76%	$87,567	90%
Nebraska	$139,023	-$46,530	-33%	$100,047	72%	$89,667	64%	$77,358	86%
Nevada	$120,302	-$37,837	-31%	$82,169	68%	$74,117	62%	$72,786	98%
New Hamp.	$77,799	-$6,019	-8%	$84,900	109%	$60,072	77%	$57,934	96%
New Jersey	$339,773	-$59,582	-18%	$139,238	41%	$171,062	50%	$167,048	98%
New Mexico	$152,668	-$33,920	-22%	$176,466	116%	$105,329	69%	$94,559	90%
New York	$585,341	-$99,714	-17%	$525,074	90%	$366,348	63%	$314,546	86%
North Carolina	$453,065	-$100,446	-22%	$394,482	87%	$325,345	72%	$284,800	88%
North Dakota	$97,111	-$20,010	-21%	$62,489	64%	$72,524	75%	$70,789	98%
Ohio	$537,126	-$71,636	-13%	$440,015	82%	$393,955	73%	$373,165	95%
Oklahoma	$275,333	-$86,611	-31%	$146,946	53%	$152,188	55%	$148,090	97%
Oregon	$183,806	-$50,869	-28%	$141,344	77%	$126,429	69%	$118,507	94%
Pennsylvania	$488,706	-$41,070	-8%	$541,346	111%	$422,096	86%	$401,281	95%
Rhode Island	$70,148	-$2,784	-4%	$41,976	60%	$63,451	90%	$60,685	96%
South Carolina	$287,313	-$68,533	-24%	$134,266	47%	$179,671	63%	$167,243	93%
South Dakota	$112,473	-$49,642	-44%	$47,856	43%	$48,169	43%	$47,738	99%
Tennessee	$348,008	-$66,631	-19%	$266,769	77%	$228,613	66%	$196,524	86%
Texas	$1,391,739	-$428,419	-31%	$1,013,993	73%	$657,332	47%	$599,383	91%
Utah	$120,635	-$12,957	-11%	$100,468	83%	$101,636	84%	$98,444	97%
Vermont	$70,186	-$3,337	-5%	$66,372	95%	$56,921	81%	$53,034	93%
Virginia	$399,483	-$35,489	-9%	$376,464	94%	$290,634	73%	$226,640	78%
Washington	$251,896	-$41,476	-16%	$249,686	99%	$195,883	78%	$177,936	91%
West Virginia	$124,938	-$6,748	-5%	$103,925	83%	$103,497	83%	$84,779	82%
Wisconsin	$365,881	-$161,741	-44%	$201,595	55%	$175,741	48%	$162,756	93%
Wyoming	$78,255	-$974	-1%	$60,245	77%	$73,756	94%	$71,435	97%
Total	**$15,716,739**	**-$2,950,198**	**-19%**	**$12,705,028**	**81%**	**$10,771,075**	**69%**	**$9,815,682**	**91%**

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.

Figure 5: TE/TA Funding Obligated Each Fiscal Year 1992-2014



Obligation Rates by Fiscal Year

This report presents obligation rates in two ways. The first 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 23 years, 69% of apportionments have been spent on TE/TA projects (Table 1).

The second 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 a hundred percent of one year's apportionment because a state has the ability to obligate prior year funding.

During FY 2014, 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 2014 TAP column. It is worth noting that 10 states have not yet obligated any TAP funds, which shows that states are holding off from obligating TAP funds until they spend their remaining TE balance. The second 2014 column includes obligations of both TE and TAP funds over the 2014 apportionment. This analysis is necessary because states have continued to obligate TE funds, and will continue to until they expire. However, 2014 marked an important milestone: the TE unobligated balance, accumulated for over 21 years, dipped below the 2-year accumulated unobligated TAP balance, for the first time.

Table 2: Yearly Obligation Rates by Fiscal Year 2008-2014*

State	5-Year Average Total Apportionment	2010 TE	2011 TE	2012 TE	2013 TE + TAP	2014 TE + TAP	2013 TAP only	2014 TAP only	5-Year Cumulative Obligation/ Apportioned	Unobligated TE Balance	Unobligated TAP Balance
Alabama	$16,445,877	69%	52%	11%	46%	1%	0%	1%	36%	$9,016,723	$30,172,250
Alaska	$7,972,666	80%	20%	50%	107%	-8%	0%	0%	48%	$418,462	$9,107,495
Arizona	$16,538,131	266%	0%	78%	25%	98%	19%	19%	95%	$20,842,723	$16,627,003
Arkansas	$11,304,434	14%	36%	25%	60%	48%	12%	13%	35%	$14,098,295	$16,453,375
California	$75,228,108	46%	56%	68%	80%	42%	0%	44%	58%	$1,069,256	$104,434,513
Colorado	$12,021,864	58%	57%	20%	33%	67%	0%	15%	47%	$15,391,531	$16,260,711
Connecticut	$8,369,112	15%	62%	18%	51%	77%	6%	6%	44%	$1,894,466	$7,112,720
Delaware	$3,681,715	70%	100%	76%	121%	42%	25%	49%	82%	$1,434,156	$3,390,266
Dist. of Col.	$3,181,494	245%	19%	29%	-6%	43%	19%	56%	73%	$4,840,277	$2,900,753
Florida	$51,347,262	86%	86%	90%	75%	106%	84%	89%	88%	$9,912,569	$12,998,042
Georgia	$32,926,871	15%	60%	91%	44%	77%	0%	29%	57%	$57,795,528	$22,033,036
Hawaii	$3,377,881	96%	155%	-16%	22%	2%	0%	0%	59%	$13,599,570	$5,305,343
Idaho	$5,117,959	51%	4%	-6%	3%	43%	4%	40%	18%	$6,113,349	$3,979,437
Illinois	$31,259,173	20%	65%	55%	105%	74%	0%	13%	62%	$121,196,856	$50,306,624
Indiana	$22,597,168	87%	97%	84%	101%	113%	57%	87%	96%	$31,386,259	$11,854,596
Iowa	$10,899,579	97%	85%	39%	59%	54%	0%	14%	68%	$10,714,371	$16,638,490
Kansas	$10,407,391	5%	27%	35%	28%	111%	0%	10%	39%	$17,512,628	$16,445,682
Kentucky	$13,279,468	39%	8%	26%	112%	55%	0%	2%	45%	$37,797,722	$22,867,625
Louisiana	$12,349,273	82%	109%	115%	44%	9%	31%	10%	77%	$683,577	$16,446,017
Maine	$3,102,069	86%	118%	125%	1%	28%	1%	41%	87%	$255,401	$3,003,293
Maryland	$11,839,116	51%	33%	21%	54%	66%	0%	0%	44%	$33,526,687	$21,774,627
Massachusetts	$11,329,494	23%	109%	110%	143%	176%	0%	18%	110%	$46,570,786	$18,981,463
Michigan	$25,956,635	92%	52%	48%	130%	107%	27%	81%	83%	$484,294	$21,490,682
Minnesota	$17,107,784	88%	86%	91%	96%	110%	16%	110%	93%	$206,592	$10,419,879
Mississippi	$10,961,098	144%	66%	36%	27%	154%	0%	4%	85%	$25,212,539	$16,621,469
Missouri	$20,491,557	47%	102%	119%	101%	106%	0%	22%	94%	$15,720,300	$23,266,776
Montana	$5,950,145	121%	52%	44%	80%	207%	0%	10%	92%	$4,425,996	$8,055,116
Nebraska	$6,732,705	51%	41%	96%	89%	105%	62%	102%	73%	$191,210	$1,249,669
Nevada	$6,877,633	25%	29%	84%	5%	-2%	2%	9%	33%	$950,144	$9,153,836
New Hampshire	$3,376,653	43%	28%	54%	18%	35%	0%	0%	37%	$9,439,138	$5,049,315
New Jersey	$18,245,697	48%	32%	11%	4%	-18%	0%	0%	17%	$47,320,635	$23,583,986
New Mexico	$7,118,257	75%	30%	53%	104%	36%	0%	41%	58%	$5,131,331	$9,265,591
New York	$28,063,167	20%	99%	32%	112%	12%	0%	0%	55%	$86,176,713	$52,057,788
North Carolina	$23,416,625	84%	32%	86%	95%	36%	0%	17%	66%	$11,405,229	$34,118,752
North Dakota	$4,150,421	45%	30%	43%	49%	60%	0%	0%	44%	$401,112	$3,129,851
Ohio	$28,616,289	66%	54%	76%	98%	86%	5%	47%	75%	$0	$29,574,161
Oklahoma	$14,955,755	42%	26%	13%	19%	11%	0%	0%	23%	$16,895,861	$15,525,237
Oregon	$9,673,834	67%	80%	61%	140%	119%	38%	76%	88%	$1,515,440	$6,264,292
Pennsylvania	$26,932,837	131%	65%	141%	57%	27%	18%	24%	86%	$715,749	$39,910,900
Rhode Island	$3,214,461	82%	99%	112%	52%	53%	12%	74%	85%	$2,258,322	$2,585,947
South Carolina	$15,986,858	17%	55%	85%	46%	28%	1%	9%	47%	$9,212,647	$13,074,685
South Dakota	$5,453,231	23%	7%	-1%	10%	3%	0%	0%	8%	$5,427,130	$4,147,943
Tennessee	$18,839,782	71%	89%	33%	78%	79%	0%	3%	70%	$35,575,425	$32,650,194
Texas	$78,835,171	46%	44%	54%	15%	44%	0%	4%	41%	$122,652,978	$116,576,319
Utah	$6,511,897	68%	32%	55%	134%	62%	34%	15%	65%	$3,751,195	$3,280,836
Vermont	$3,464,683	38%	82%	78%	156%	69%	14%	18%	78%	$8,625,482	$3,515,697
Virginia	$22,487,961	99%	54%	87%	-12%	-6%	0%	0%	48%	$18,622,159	$40,410,779
Washington	$12,819,104	55%	74%	88%	48%	110%	9%	89%	75%	-$1,516,700	$5,222,064
West Virginia	$7,071,955	113%	105%	-4%	5%	89%	0%	17%	64%	$5,485,589	$9,441,231
Wisconsin	$19,106,162	55%	42%	43%	46%	41%	0%	30%	46%	$3,996,913	$15,675,512
Wyoming	$3,191,272	79%	72%	94%	123%	43%	0%	1%	82%	$195,982	$4,255,614
Total	**$830,185,734**	**64%**	**59%**	**63%**	**64%**	**62%**	**12%**	**30%**	**63%**	**$896,550,598**	**$988,667,479**

* A negative rate indicates a net de-obligation (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 23 years of the TE/TA spending. Table 2, page 12, provides fiscal year obligation rates compared to the amount apportioned that year since 2010.

TE: During FY 2014, $235 million in TE funds were obligated. The unobligated TE balance decreased by 23% 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 2014, the national obligation rate was 30%, which is dramatically less than the 5-year rolling obligation rate. It is an increase from the 12% obligation rate in FY 2013, which was caused by the regulatory changes of of MAP-21. Obligations should continue to increase, though they remain far below average.

TE and TA: The five-year cumulative obligated/apportioned rate was 63% for the years FY 2010-FY 2014. This value is the same as FY 2013. Thus far under MAP-21, obligations are holding steady.

Figure 6 on page 17 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 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 2014 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 balance. The TE/TA combined unobligated balance at the conclusion of FY 2014 was $1.88 billion. Compared to this value at the close of FY 2013 ($1.74 billion), there has been a $140 million increase to the unobligated balance. State specific unobligated balances at the close of FY 2014 are reported in Table 2.

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, 10 states did not obligate any TA funds during FY 2014.

One example of this is the state of New York, which had over $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 4). 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 2014 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.

Table 3: TAP Obligations by Large Urbanized Area Suballocation

	MPO			Non-MPO			All		
State	**Apportionment**	**Obligations**	**Rate**	**Apportionment**	**Obligations**	**Rate**	**Apportionment**	**Obligations**	**Rate**
Alabama	$2,707,196	$123,919	5%	$12,571,620	$0	0%	$17,028,603	$123,919	1%
Alaska	$887,062	$0	0%	$4,128,157	$0	0%	$6,543,141	$0	0%
Arizona	$5,301,019	$3,629,293	68%	$9,851,963	-$709,600	-7%	$17,087,845	$2,919,693	17%
Arkansas	$1,247,749	$1,198,222	96%	$8,242,662	$0	0%	$10,984,380	$1,198,222	11%
California	$27,126,312	$13,978,759	52%	$40,425,496	$15,561,195	38%	$73,307,997	$29,539,954	40%
Colorado	$3,264,694	$1,081,897	33%	$7,003,219	$452,230	6%	$11,859,565	$1,534,127	13%
Connecticut	$2,894,761	$424,800	15%	$4,837,440	$40,000	1%	$8,694,417	$464,800	5%
Delaware	$730,718	$773,268	106%	$1,993,961	$557,643	28%	$3,630,359	$1,330,911	37%
Dist. Of Col.	$1,172,991	$954,107	81%	$1,172,992	$354,400	30%	$3,171,081	$1,308,507	41%
Florida	$19,287,186	$17,823,553	92%	$30,614,287	$26,798,617	88%	$49,901,473	$44,622,170	89%
Georgia	$8,615,254	$9,028,717	105%	$22,701,943	$0	0%	$33,057,334	$9,028,717	27%
Hawaii	$790,493	$0	0%	$1,889,541	$0	0%	$3,640,498	$0	0%
Idaho	$422,068	$691,358	164%	$3,362,066	$820,745	24%	$5,494,694	$1,512,103	28%
Illinois	$9,915,291	$0	0%	$17,290,569	$3,661,094	21%	$28,731,157	$3,661,094	13%
Indiana	$4,890,325	$6,011,927	123%	$16,365,110	$12,404,632	76%	$22,457,144	$18,416,560	82%
Iowa	$978,070	$718,644	73%	$8,030,159	$500,516	6%	$10,383,046	$1,219,160	12%
Kansas	$1,803,504	$888,433	49%	$7,252,654	$0	0%	$10,440,408	$888,433	9%
Kentucky	$2,059,067	$0	0%	$9,576,124	$202,400	2%	$13,059,586	$202,400	2%
Louisiana	$2,348,690	$0	0%	$8,064,248	$994,224	12%	$11,930,581	$994,224	8%
Maine	$148,463	$0	0%	$1,785,803	$793,179	44%	$3,377,007	$793,179	23%
Maryland	$4,008,377	$0	0%	$6,971,981	$0	0%	$12,103,978	$0	0%
Massachusetts	$4,495,744	$480,922	11%	$6,041,414	$1,431,884	24%	$11,723,887	$1,912,805	16%
Michigan	$6,611,959	$6,766,948	102%	$16,919,628	$12,205,506	72%	$26,385,542	$18,972,454	72%
Minnesota	$3,568,180	$5,352,184	150%	$10,711,802	$10,301,472	96%	$16,696,030	$15,653,655	94%
Mississippi	$1,074,032	$37,100	3%	$8,180,519	$288,066	4%	$10,616,475	$325,166	3%
Missouri	$4,349,184	$3,864,541	89%	$13,568,222	$0	0%	$19,580,805	$3,864,541	20%
Montana				$4,285,242	$426,903	10%	$5,891,947	$426,903	7%
Nebraska	$1,391,060	$902,987	65%	$4,160,958	$4,754,067	114%	$6,769,405	$5,657,054	84%
Nevada	$2,062,280	$161,125	8%	$2,827,046	$269,450	10%	$6,247,276	$430,575	7%
New Hampshire	$302,657	$0	0%	$2,250,460	$0	0%	$3,821,061	$0	0%
New Jersey	$7,444,696	$0	0%	$9,127,626	$0	0%	$17,799,079	$0	0%
New Mexico	$1,104,095	$996,525	90%	$4,785,647	$1,406,336	29%	$7,319,573	$2,402,861	33%
New York	$10,371,223	$0	0%	$15,876,826	$0	0%	$28,452,605	$0	0%
North Carolina	$4,981,248	$427,800	9%	$16,737,102	$3,180,000	19%	$23,331,910	$3,607,800	15%
North Dakota				$3,162,127	$0	0%	$4,294,008	$0	0%
Ohio	$7,836,496	$8,861,113	113%	$18,485,897	$3,567,889	19%	$27,994,244	$12,429,003	44%
Oklahoma	$2,526,574	$0	0%	$9,969,363	$0	0%	$14,283,020	$0	0%
Oregon	$1,927,532	$1,275,751	66%	$5,552,777	$4,372,834	79%	$9,090,462	$5,648,585	62%
Pennsylvania	$7,937,251	$241,970	3%	$17,612,513	$5,913,250	34%	$27,541,030	$6,155,220	22%
Rhode Island	$1,044,538	$0	0%	$1,264,979	$1,707,604	135%	$3,174,551	$1,707,604	54%
South Carolina	$2,940,742	$416,400	14%	$11,636,788	$892,820	8%	$15,788,750	$1,309,220	8%
South Dakota				$4,188,238	$0	0%	$5,325,431	$0	0%
Tennessee	$3,588,331	$448,400	12%	$13,140,284	$40,095	0%	$18,369,228	$488,495	3%
Texas	$24,616,072	$3,000,000	12%	$50,310,092	$0	0%	$78,920,986	$3,000,000	4%
Utah	$1,835,255	$703,911	38%	$3,113,250	$37,122	1%	$6,510,357	$741,033	11%
Vermont				$2,119,356	$387,250	18%	$3,147,366	$387,250	12%
Virginia	$6,161,426	$0	0%	$14,212,828	$0	0%	$21,901,415	$0	0%
Washington	$3,171,930	$1,339,505	42%	$7,445,768	$8,094,095	109%	$12,503,968	$9,433,600	75%
West Virginia	$170,558	$0	0%	$5,459,593	$942,688	17%	$6,941,226	$942,688	14%
Wisconsin	$3,293,822	$1,063,599	32%	$13,493,693	$4,027,328	30%	$18,955,269	$5,090,927	27%
Wyoming				$2,164,324	$19,364	1%	$3,638,800	$19,364	1%
Total	**$215,406,175**	**$93,667,680**	**43%**	**$522,936,357**	**$126,697,300**	**24%**	**$819,900,000**	**$220,364,980**	**27%**

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 explictly 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 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.

TA: Because TAP was only one year old in FY 2014, few dollars made it from apportionment to reimbursement. The reimbursement rate for TAP was 6.3% of obligations. The low was 0%, the high was 100%. In the context of using federal funds, a single fiscal year is a 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 92 - FY 14) reimbursement rate nationally was 91% of obligations (Table 1, page 10). State reimbursement rates range from a low of 62% 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, 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 (FAHP), 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 took effect August 1, 2014. If a state had 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 4 on page 16 shows cumulative transfers from TE and TAP since FY 2005. Since 2004, $252.6 million have been transferred.

TA: More transfers from the program now come from TAP than TE. In FY 2014, $101 million were transferred from TAP by 14 states. FY 2014 TAP transfers account for 13.6% of the FY 2014 apportionment. Only two states transfered a combined $21 million from TE in FY 2014.

TE and TA: The cumulative total transfers between FY 1993 and 2014 equal $448 million. Transfers are becoming more common. In the one year of FY 2014, 15% of all transferred funds since 1993 moved.

* http://trade.railstotrails.org/10_definitions
† http://www.fhwa.dot.gov/environment/air_quality/cmaq/

Table 4: TE and TA Transfers during FY 2013-2014, and Cumulative Transfers (FY 2003- FY 2014) (in thousands of dollars)

State	TE FY 14		TAP FY 14		TE Total FY 05-13	TAP Total FY 13-14	TE + TAP Total FY 05-14
Arizona			$3,788	STP	$2,212	$7,511	$9,723
Arkansas					$1,162	$0	$1,162
California					$31,001	$0	$31,001
Colorado	$6,890	B85	$2,522	STP	$8,970	$2,522	$11,492
Connecticut			$3,466	STP	$1,680	$7,265	$8,945
Florida					$4,476	$0	$4,476
Georgia			$15,659	STP	$27,090	$31,062	$58,152
Idaho					$0	$2,120	$2,120
Indiana					$284	$0	$284
Kansas					$0	$2,000	$2,000
Louisiana					$8,884	$0	$8,884
Michigan					$4,578	$0	$4,578
Minnesota					$4,397	$0	$4,397
Mississippi					$0	$1,400	$1,400
Missouri			$8,402	STP	$2,840	$8,402	$11,242
Nebraska					$1,299	$736	$2,035
Nevada					$4,396	$0	$4,396
New Jersey	$14,364	NHS	$8,286	NHPP	$28,761	$9,286	$38,047
New York					$8,267	$0	$8,267
North Carolina					$1,700	$5,350	$7,050
North Dakota			$1,581	STP	$0	$3,130	$3,130
Ohio			$7,436	STP	$32,734	$8,236	$40,970
Oklahoma			$6,248	STP	$0	$9,248	$9,248
Oregon					$4,584	$0	$4,584
Pennsylvania					$1,462	$0	$1,462
South Carolina			$7,289	STP	$8,400	$14,456	$22,856
South Dakota			$2,094	STP	$425	$4,148	$4,573
Tennessee					$378	$0	$378
Texas			$29,056	STP	$29,170	$29,056	$58,226
Utah			$4,117	STP	$0	$4,117	$4,117
Virginia					$21,819	$0	$21,819
Washington					$10,109	$194	$10,303
West Virginia			$771	STP	$0	$771	$771
Wisconsin					$1,537	$8,248	$9,785
Subtotals							
to FTA					$107,751	$2,999	$110,750
to NHS	$14,364				$101,394	$0	$101,394
to Rec Trails					$2,586	$0	$2,586
to ISM					$4,456	$0	$4,456
to Bridge 85%	$6,890				$27,234	$0	$27,234
to CMAQ					$9,196	$0	$9,196
to NHPP			$8,286		$0	$12,085	$12,085
to STP			$92,429		$0	$144,174	$144,174
Total	**$21,254**		**$100,715**		**$252,618**	**$159,258**	**$411,876**

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.

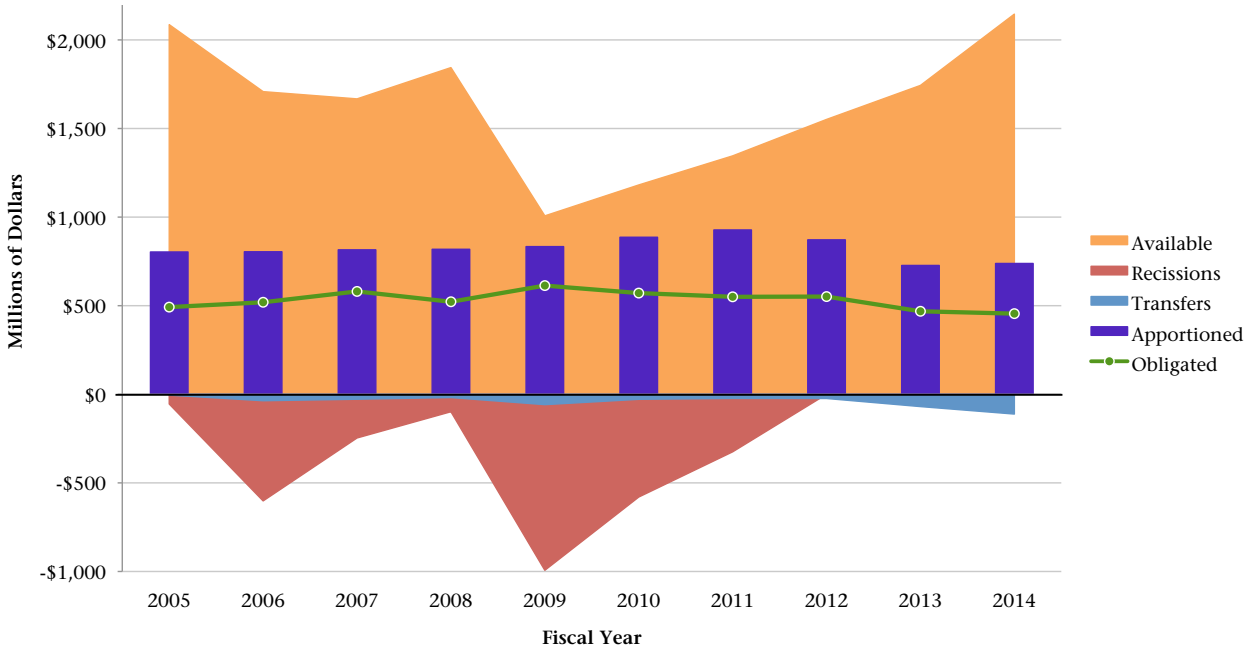
The Project List

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 23 fiscal years of TE and TA programming.

Table 1 (page 10) indicates that the cumulative level of programming for FY 1992 through FY 2014 is $12.7 billion, which represents 81% of all apportionments.

Future Programming The programming data also shows that 22 states have selected projects for future fiscal years. The database now has 1159 future-programmed projects worth $335 million in federal funding. Of this total, 19% will be "old" TE funds, and 81% 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 - 2014



To see Figure 6 for an individual state, please visit [trade.railstotrails.org/stateprofile.](trade.railstotrails.org/stateprofile)

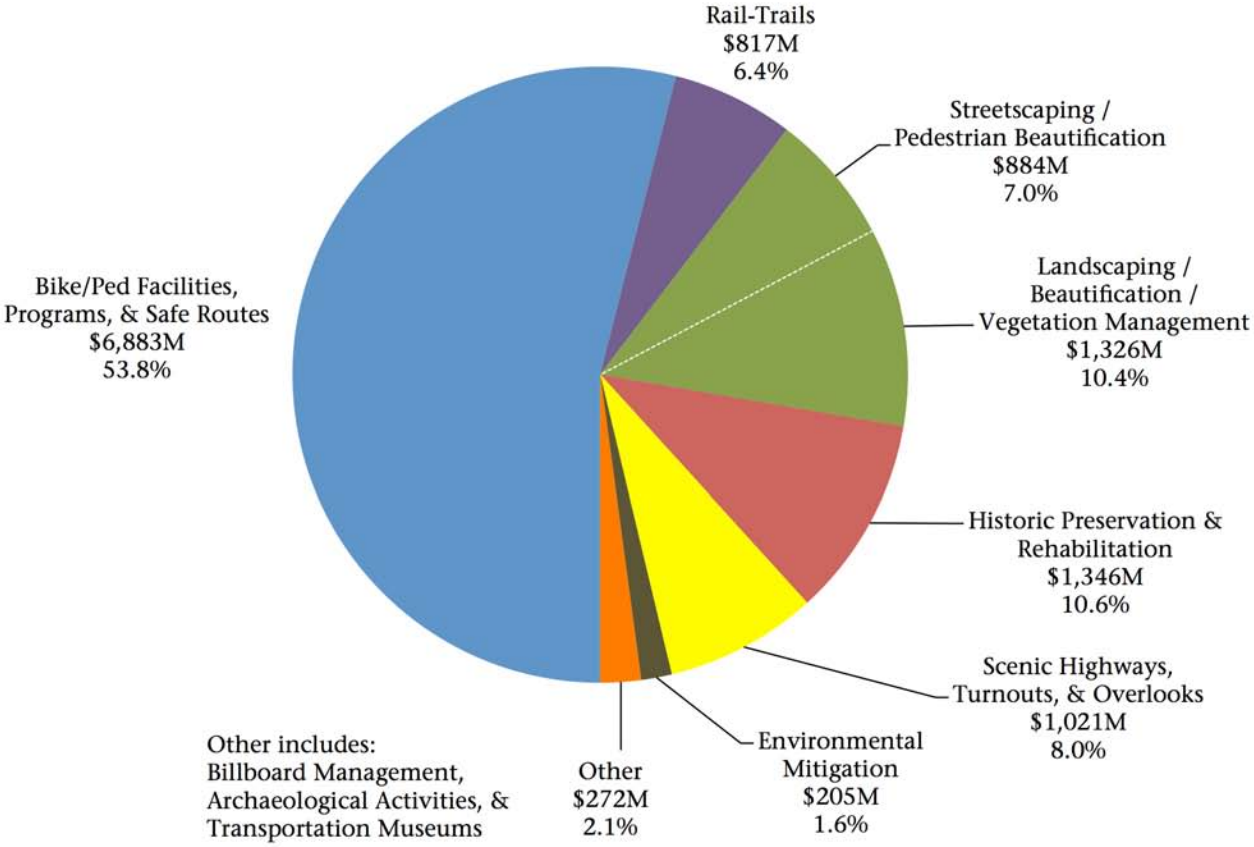
Findings by Eligibility

Figure 7, below, illustrates the distribution of funding by eligibility through FY 2014. 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. Landscaping and other scenic beautification was combined with vegetation management. While acknowledging that there are differences between these eligibilities, the categories are close enough that grouping them serves the purpose of identifying what type of projects are being funded. However, it should be clearly noted that this cumulative figure includes projects that today would not be eligible.

The percentages by eligibility have shifted only slightly from previous years. Pedestrian and bicycle facilities, rail-trails, education programs, Safe Routes eligibilities, and pedestrian streetscapes account for 67.2% of all programmed funding. Historic preservation, which prior to MAP-21 also included operation of historic transportation facilities, is the next most popular category at 10.6%, closely followed by landscaping and scenic beautification/vegetation management at 10.4%. Scenic or historic highway programs, in conjunction with scenic turnouts and overlooks, accounts for 8.0% of all programmed funding.

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 2014. At the project level, the overall average funding award was $407,808.

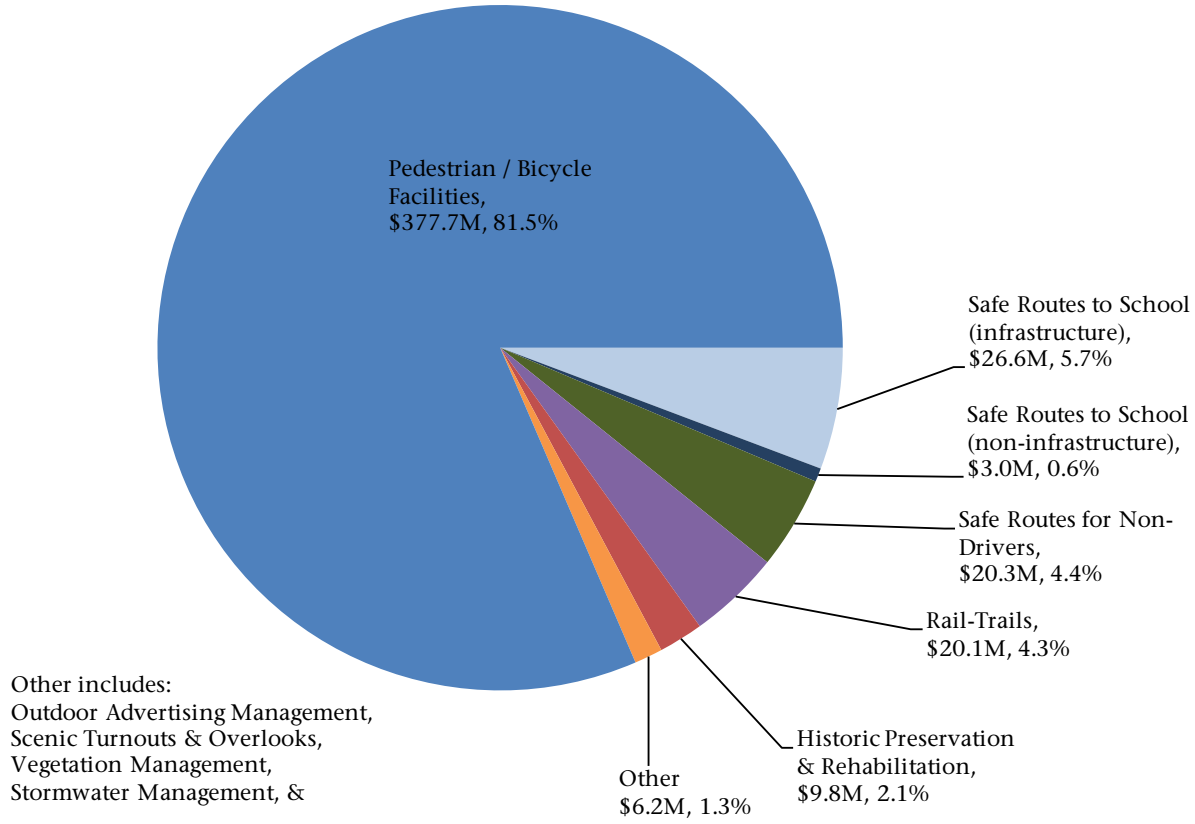
Figure 7: Distribution of Federal Funding by TE/TA Eligibility Grouping (FY 1992 through FY 2014, in millions of dollars)



To see Figure 7 for an individual state, please visit [trade.railstotrails.org/stateprofile.](trade.railstotrails.org/stateprofile)

Figure 8, below, illustrates the distribution of funding across the ten TA eligibilites under MAP-21. Pedestrian and bicycle facilities dominate the figure, with 81.5% of the distribution. Combined with Safe Routes of all types and rail-trails, this represents 96.5% of selected projects. While this is a substantial shift, there are no guarantees that this trend will continue as TAP matures.

Figure 8: Distribution of Federal Funding by TA Activity (FY 2013 - 2014, in millions of dollars)



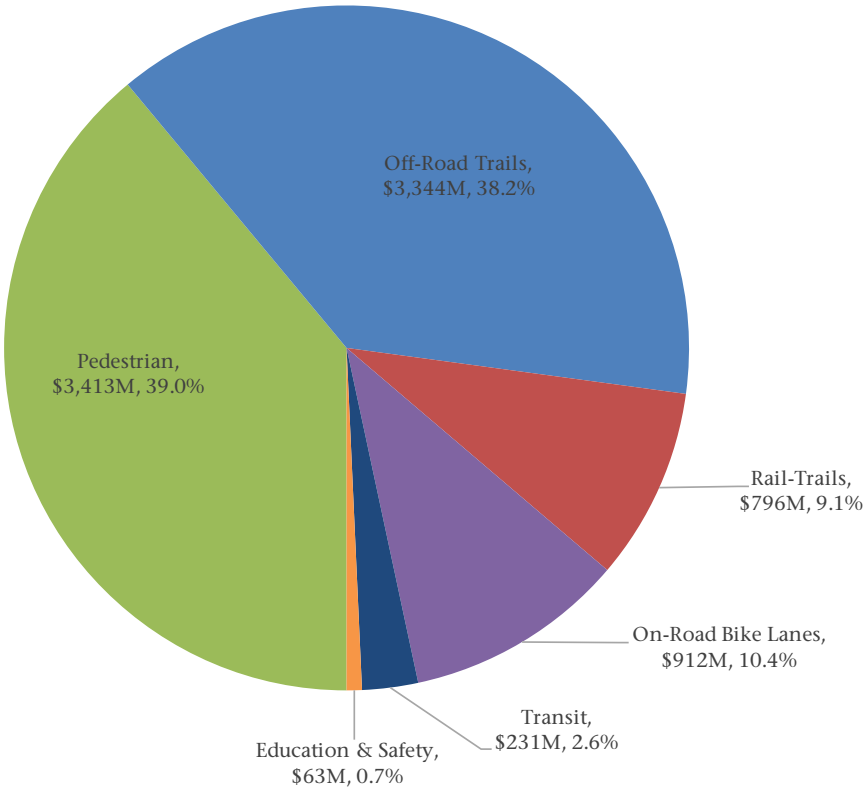
Bicycle and Pedestrian Project Subtypes

Bicycle and pedestrian facilities attract the majority of programmed TE and TAP funding. TrADE tracks the funding of project "subtypes" within these activities. Figure 9 (page 20), 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 funding across these categories, while respectively, rail-trails and on-road bicycle facilities comprise the third and fourth largest shares.

Future Programming

Twenty two states programmed 1159 projects for future years (beyond 2014). Bicycle and pedestrian projects account for the overwhelming majority of this programming, including 89% of federal funding. Rail-trails, not included in the previous figure, account for 5% of future programming.Landscaping and beautification projects account for 2% of this funding, historic preservation and rehabilitation account for 2%, and scenic highways and outlooks account for 1%.

Figure 9: Distribution of Funding across Projects with Designated Bike & Pedestrian Subtypes (FY 1992 through 2014, in millions of dollars)



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 5, page 22, illustrates that as of FY 2014, the average federal project award was $407,808 nationwide. Average awards by state varied from $125,381 in Montana to $2,017,873 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 or greater inequality in which localities can access these 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 requirement 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 local contributions. 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. 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 5 on page 22 provides information on matching fund levels reported by each state.

Cumulatively, the average national match rate across a state's project pool was 28%. As in previous years, this rate surpassed the federal share required under 23 U.S.C. 120. Table 5 shows that 38 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 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. In addition, since the match rate is now applied individually to each project rather than at the aggregate state level, Table 6 (page 23) shows individual project counts by match requirement. This table provides some insight into how the match requirement has historically been administered from state to state. In some states, such as Alabama and Ohio, it appears that a progressive policy allowed overmatch from many projects to support a higher federal share for a minority of projects. In others, such as New Jersey, toll credits reduce the local share. In a few states, such as Oregon and Washington, over- and under-match seem to even out over time.

Caveats

Every effort possible is made to collect accurate project level data from states. However, there are clear inconsistencies in our dataset. For example, for 13 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.

In addition, 23 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, especially cancelled projects;
- Future year projects which are in the engineering or design phases are included with current projects; and
- States may combine a project with other federal or state funding, but not differentiate these in their data submission.

Table 5: Cumulative Programmed Federal Awards and Matching Funds, FY 1992 through FY 2014 (in thousands of dollars)

State	Project Count	Federal Awards	Average Federal Award	Matching Funds	Match Rate
Alabama	1142	$273,636,108	$239,611	$55,454,811	17%
Alaska	280	$157,098,324	$561,065	$19,021,058	11%
Arizona	452	$188,789,532	$417,676	$56,574,725	23%
Arkansas	501	$111,369,663	$222,295	$56,944,298	34%
California	1779	$1,202,994,605	$676,220	$530,911,113	31%
Colorado	686	$160,926,263	$234,586	$74,384,783	32%
Connecticut	229	$147,145,723	$642,558	$39,938,473	21%
Delaware	225	$61,350,265	$272,668	$43,891,652	42%
District Of Columbia	116	$40,978,264	$353,261	$10,230,386	20%
Florida	2535	$865,456,024	$341,403	$64,740,520	7%
Georgia	807	$351,463,472	$435,519	$96,753,093	22%
Hawaii	43	$86,768,557	$2,017,873	$27,301,808	24%
Idaho	171	$98,267,270	$574,662	$13,020,472	12%
Illinois	753	$541,612,545	$719,273	$149,164,203	22%
Indiana	604	$388,033,291	$642,439	$153,986,565	28%
Iowa	852	$261,393,816	$306,800	$177,995,827	41%
Kansas	358	$178,085,396	$497,445	$92,207,365	34%
Kentucky	840	$204,146,892	$243,032	$61,237,533	23%
Louisiana	508	$195,626,094	$385,091	$27,419,407	12%
Maine	340	$74,396,377	$218,813	$19,670,301	21%
Maryland	284	$212,832,835	$749,411	$321,920,106	60%
Massachusetts	301	$128,757,807	$427,767	$33,086,333	20%
Michigan	1510	$420,479,351	$278,463	$166,417,981	28%
Minnesota	712	$336,448,548	$472,540	$227,220,377	40%
Mississippi	416	$172,266,728	$414,103	$33,965,810	16%
Missouri	923	$243,261,755	$263,556	$108,952,460	31%
Montana	824	$103,314,042	$125,381	$31,687,314	23%
Nebraska	610	$100,046,706	$164,011	$56,771,908	36%
Nevada	166	$82,169,437	$494,997	$26,546,718	24%
New Hampshire	237	$84,899,897	$358,227	$27,604,108	25%
New Jersey	368	$139,237,845	$378,364	$52,930,340	28%
New Mexico	508	$176,465,804	$347,374	$57,309,451	25%
New York	619	$525,073,872	$848,262	$364,916,646	41%
North Carolina	1008	$394,481,716	$391,351	$92,972,197	19%
North Dakota	296	$62,489,292	$211,112	$26,479,375	30%
Ohio	924	$440,014,752	$476,206	$123,168,384	22%
Oklahoma	387	$146,945,555	$379,704	$40,554,933	22%
Oregon	243	$141,343,880	$581,662	$58,127,644	29%
Pennsylvania	1169	$541,562,121	$463,270	$150,719,974	22%
Rhode Island	157	$41,976,028	$267,363	$8,613,734	17%
South Carolina	754	$134,265,748	$178,071	$59,306,855	31%
South Dakota	228	$47,856,379	$209,896	$25,241,101	35%
Tennessee	622	$266,768,541	$428,888	$64,134,655	19%
Texas	707	$1,013,992,696	$1,434,219	$263,724,465	21%
Utah	232	$100,467,978	$433,052	$28,866,937	22%
Vermont	391	$66,371,588	$169,748	$17,971,454	21%
Virginia	771	$376,463,616	$488,280	$391,285,913	51%
Washington	898	$249,685,697	$278,046	$128,884,767	34%
West Virginia	596	$103,924,764	$174,370	$25,948,780	20%
Wisconsin	687	$201,594,991	$293,442	$59,335,745	23%
Wyoming	386	$60,245,159	$156,076	$14,234,692	19%
Total	**31,155**	**$12,705,243,609**	**$407,808**	**$4,859,749,550**	**28%**

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

Table 6: Project Count by Match Rate (FY 2003- FY 2014)

	Project Count by Match Rate				Percentage by Match Rate		
State	**< 19.5%**	**19.5-20.5**	**> 20.5%**	**total**	**< 19.5**	**19.5-20.5**	**> 20.5**
Alabama	277	0	865	1142	24.3%	0.0%	75.7%
Alaska	245	0	35	280	87.5%	0.0%	12.5%
Arizona	280	8	164	452	61.9%	1.8%	36.3%
Arkansas	6	1	494	501	1.2%	0.2%	98.6%
California	1054	21	704	1779	59.2%	1.2%	39.6%
Colorado	9	5	672	686	1.3%	0.7%	98.0%
Connecticut	24	0	205	229	10.5%	0.0%	89.5%
Delaware	7	4	214	225	3.1%	1.8%	95.1%
District Of Col.	13	54	49	116	11.2%	46.6%	42.2%
Florida	1792	161	582	2535	70.7%	6.4%	23.0%
Georgia	47	1	759	807	5.8%	0.1%	94.1%
Hawaii	4	0	39	43	9.3%	0.0%	90.7%
Idaho	91	1	79	171	53.2%	0.6%	46.2%
Illinois	3	0	750	753	0.4%	0.0%	99.6%
Indiana	35	38	531	604	5.8%	6.3%	87.9%
Iowa	66	9	777	852	7.7%	1.1%	91.2%
Kansas	20	9	329	358	5.6%	2.5%	91.9%
Kentucky	71	0	769	840	8.5%	0.0%	91.5%
Louisiana	399	0	109	508	78.5%	0.0%	21.5%
Maine	94	1	245	340	27.6%	0.3%	72.1%
Maryland	1	0	283	284	0.4%	0.0%	99.6%
Massachusetts	6	14	281	301	2.0%	4.7%	93.4%
Michigan	14	544	952	1510	0.9%	36.0%	63.0%
Minnesota	55	1	656	712	7.7%	0.1%	92.1%
Mississippi	91	2	323	416	21.9%	0.5%	77.6%
Missouri	151	3	769	923	16.4%	0.3%	83.3%
Montana	637	2	185	824	77.3%	0.2%	22.5%
Nebraska	68	3	539	610	11.1%	0.5%	88.4%
Nevada	121	0	45	166	72.9%	0.0%	27.1%
New Hampshire	7	1	229	237	3.0%	0.4%	96.6%
New Jersey	289	0	79	368	78.5%	0.0%	21.5%
New Mexico	31	0	477	508	6.1%	0.0%	93.9%
New York	17	1	601	619	2.7%	0.2%	97.1%
North Carolina	37	2	969	1008	3.7%	0.2%	96.1%
North Dakota	23	1	272	296	7.8%	0.3%	91.9%
Ohio	213	22	689	924	23.1%	2.4%	74.6%
Oklahoma	44	2	341	387	11.4%	0.5%	88.1%
Oregon	107	4	132	243	44.0%	1.6%	54.3%
Pennsylvania	537	252	380	1169	45.9%	21.6%	32.5%
Rhode Island	51	0	106	157	32.5%	0.0%	67.5%
South Carolina	25	7	722	754	3.3%	0.9%	95.8%
South Dakota	2	2	224	228	0.9%	0.9%	98.2%
Tennessee	36	1	585	622	5.8%	0.2%	94.1%
Texas	6	379	322	707	0.8%	53.6%	45.5%
Utah	14	0	218	232	6.0%	0.0%	94.0%
Vermont	14	13	364	391	3.6%	3.3%	93.1%
Virginia	3	1	767	771	0.4%	0.1%	99.5%
Washington	446	12	440	898	49.7%	1.3%	49.0%
West Virginia	1	0	595	596	0.2%	0.0%	99.8%
Wisconsin	5	0	682	687	0.7%	0.0%	99.3%
Wyoming	103	0	283	386	26.7%	0.0%	73.3%
Total	**7692**	**1582**	**21881**	**31155**	**24.7%**	**5.1%**	**70.2%**

Conclusion

The transition to MAP-21 is beginning to solidify nationwide. States are spending down their TE balances and implementing the policy changes mandated by MAP-21, including new responsibilities for large MPOs and new flexibility regarding transfers to other programs. At the state level, there are divergent responses to the revised eligiblities and program definitions. Some states are using these funds for projects that improve conditions for pedestrians and bicyclists more than ever. Others are employing the transfer provisions to redirect funds to other programs.

Obligation of Yearly Apportionment: States obligated only 30% of the FY 2014 annual apportionment of TA funding. Individually, states ranged from 0% to 110% in obligation of the yearly apportionment. The combined TE/TA obligation rate for FY 2014 was 62%, which is consistent with recent years.

Unobligated Balances: The unobligated TE balance was spent down by 25% in FY14. The remaining unobligated balance is roughly equivalent to one year's apportionment under SAFETEA-LU. As these funds approach their expiration date, most states are acting to move them out the door to projects on the ground. In fact, just 7 states account for over half of the remaining TE unobligated balance (In descending order of absolute size of balance normalized by annual apportionment): Illinois, Indiana, Maryland, New Jersey, New York, Hawaii, and Texas). However, there is overall still a significant accumulation of unobligated funds at the national level, which totals $1.89 billion for TE and TA combined. Over half of this balance is in TAP, because only five states have obligated more than the equivalent of their FY14 apportionment in the two years since MAP-21 was enacted (Nebraska, Florida, Washington, Indiana, and Utah). Several of these states voluntarily suballocated TE funds to metropolitan areas and used competitive project selection prior to MAP-21, and thus were quick to adapt to the new regulatory regime. The vast majority of states (and to the extent illustrated in Table 3, page 14, their metropolitan areas) have not yet adapted, and funds are not flowing to communities.

Once projects are obligated, states are supporting them through completion and reimbursement. Nationwide, the cumulative reimbursement rate is at 91%. The TA reimbursement rate is considerably lower, however, reflecting this program's nascent status.

The current MAP-21 authorization will expire on July 31, 2015. The irregular, short authorization timelines combined with significant policy and regulatory changes of MAP-21 have thus far had a substantial negative impact on program implementation.

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Transportation Alternatives Data Exchange

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