

FY 1992 - FY 2015

Transportation Alternatives Spending Report



JULY 2016
Prepared by
Transportation Alternatives
Data Exchange

This report supersedes all previously published editions.

List of Tables and Figures

Figure 1: Cumulative Transportation Enhancements Financial Summary, FY 1992 - FY 2015	3
Figure 2: Cumulative Transportation Alternatives Financial Summary, FY 2013 - FY 2015.....	5
Figure 3: State Data Collection Participation, FY 2015	8
Figure 4: TE/TA Apportionments by Year, FY 1992 - FY 2015	9
Table 1: State TE/TA Program Benchmarks, FY 1992 - FY 2015 (in thousands of dollars).....	10
Figure 5: TE/TA Funding Obligated by Year, FY 1992 - FY 2015.....	11
Table 2: Yearly Obligation Rates, FY 2011 - FY 2015	12
Table 3: TAP Obligations by Large Urbanized Area Suballocation	14
Table 4: TE and TA Transfers During FY 2015, and Cumulative Transfers, FY 2006 - FY 2015 (in thousands of dollars).....	16
Figure 6: Obligation, Apportionment, Available Balance, Rescissions & Transfers by Year, FY 2006 - FY 2015	17
Figure 7: Distribution of Federal Funding by TE/TA Eligibility Grouping, FY 1992 - FY 2015 (in millions of dollars)	18
Figure 8: Distribution of Federal Funding by TA Activity, FY 2013 - FY 2015 (in millions of dollars)	19
Figure 9: Distribution of Funding Across Projects with Designated Bike & Pedestrian Subtypes, FY 1992 - FY 2015 (in millions of dollars).....	20
Table 5: Cumulative Programmed Federal Awards and Matching Funds, FY 1992 - FY 2015 (in thousands of dollars).....	22
Table 6: Project Count by Match Rate, FY 1992 - FY 2015.....	23

Suggested Citation for This Report:

2016. Transportation Alternatives Spending Report: FY 1992 through FY 2015. Washington, DC: Transportation Alternatives Data Exchange at Rails-to-Trails Conservancy. trade.railstotrails.org

Table of Contents

Introduction.....	2
Spending Analysis.....	3
Lessons of FY 2015.....	3
MAP-21 Review	4
The Transportation Alternatives Eligibilities	6
Updating the TRADE Database	8
Spending Analysis.....	9
Apportionments.....	9
Obligation Rates by Fiscal Year	11
Recent Trends in Obligation	13
Reimbursements.....	15
Transfers	15
Programming Analysis.....	17
The Project List	17
Findings by Eligibility	18
Bicycle and Pedestrian Project Subtypes.....	19
Future Programming.....	19
Average Federal Awards and Match Rates.....	20
Caveats	21
Conclusion.....	24
Acknowledgments.....	25

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.

There were two subsequent authorizations after ISTEA, covering 13 years, and in July of 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law, authorizing funds for fiscal years 2013 and 2014. 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). In fiscal year 2015, Congress extended MAP-21 through a series of short-term authorizations, including funds for TAP. This report documents and examines the use of Transportation Alternatives funding through September 30, 2015 (the conclusion of FY 2015). In addition, historic TE funds remained available for obligation under MAP-21 through FY 2015. This report documents the use of these remaining funds.

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 FHWA, which ended in September of 2013. TrADE provides transparency, promotes best practices, and provides citizens, professionals, and policy makers 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 more than 19 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.

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

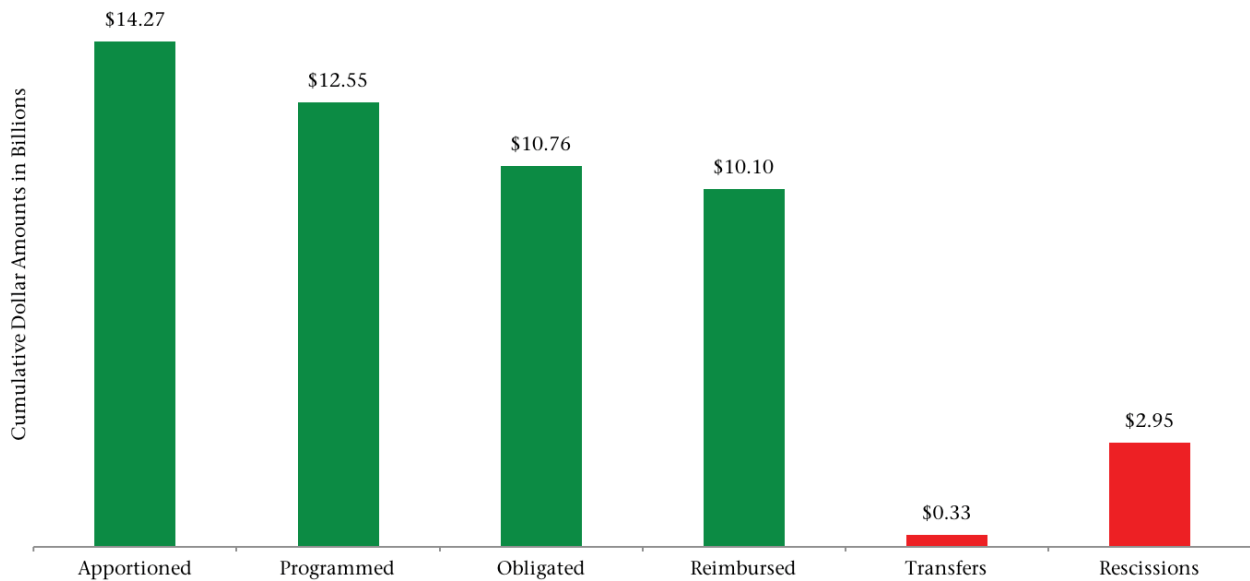
FY: Fiscal Year

Spending Analysis

Figure 1 on page 3 illustrates the status of TE funding at the national level through fiscal year (FY) 2015. A financial summary for TAP during FY 2015 is in Figure 2 (page 6). From 1992 through 2015, Congress apportioned \$16.47 billion to the states for TE and TA projects, including \$738.3 million* apportioned to the states under TAP in 2015. The TRADE national project database shows that state DOTs have programmed a cumulative total of 32,722 TE/TA projects through FY 2015.

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 2015 is 93.9%, having increased slightly from last year. Under TAP, the reimbursement rate for obligated funding is 47.4%, which reflects the relative youth of the program. The reimbursement rate is a performance measure for project implementation.

Figure 1: Cumulative Transportation Enhancements Financial Summary, FY 1992 - FY 2015



Lessons of FY 2015

The 2015 fiscal year was another year of transition. This year brought closer the waning availability of historic TE balances for obligation, while new TAP funds were made available only through a series of short-term extensions. States made significant progress in spending down the TE available balance while also taking advantage of MAP-21's transfer provisions for TAP funds. More than \$128 million of apportioned funds nationwide were transferred to other surface transportation programs by 12 states in FY 2015, a record high.

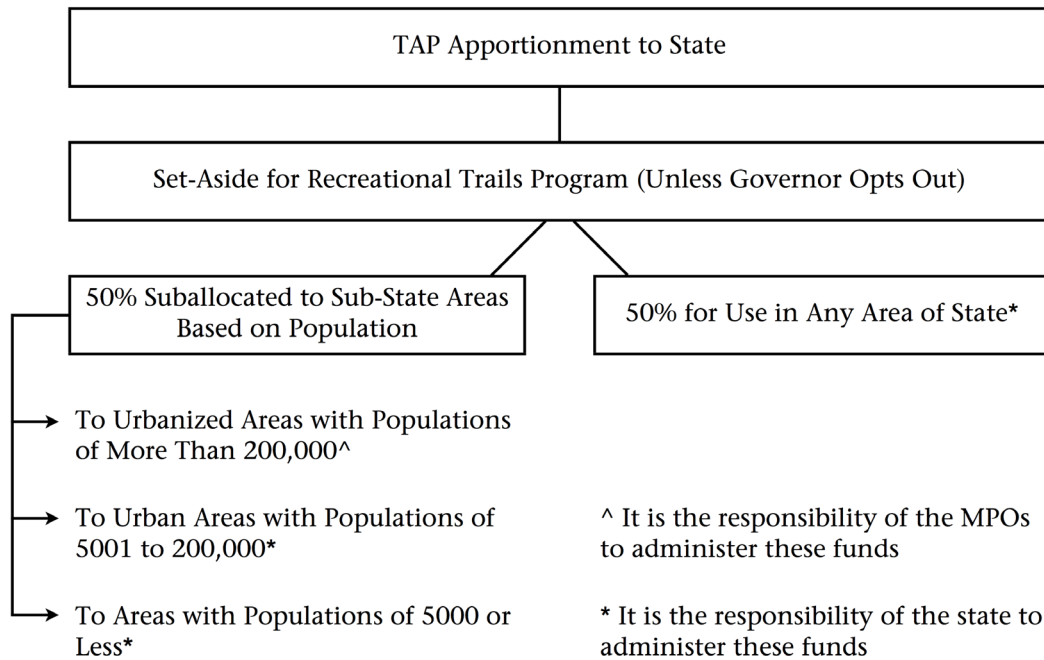
* \$819,900,000 were apportioned to TAP as a whole, of which \$81,557,468 were set aside for the Recreational Trails Program. This figure is the remaining balance.

MAP-21 Review

In the FY 2015 fiscal year, Congress made available funds for surface transportation through a series of short-term extensions of MAP-21. Under this authorization, several older programs were consolidated, including Recreational Trails (RTP), Safe Routes to School (SRTS), and the Transportation Enhancement (TE) set-aside within the Surface Transportation Program (STP), to create the Transportation Alternatives Program (TAP). The 2015 fiscal year is only the third year of implementation for this hybrid program. The TAP program includes several important new features.

Suballocation: For TAP funding, a portion of funding is suballocated to areas based upon their relative share of the state’s total population. Fifty percent 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.

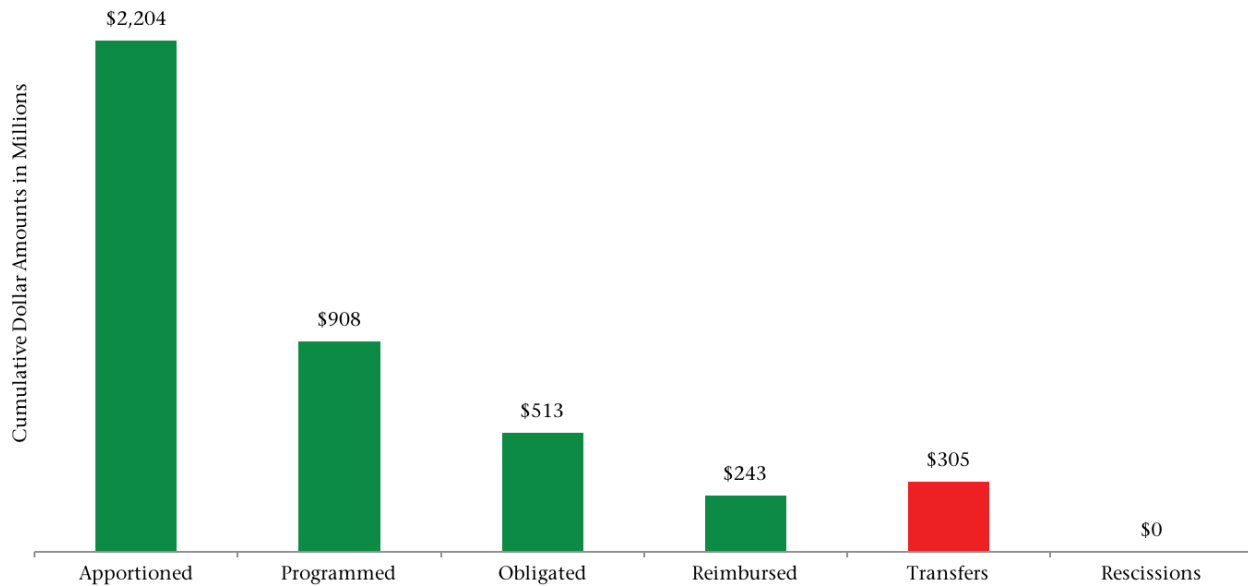
If relevant Transportation Management Areas (TMAs) and the state jointly apply for permission, the population-based suballocation to TMA funds may be obligated to “other factors.” Of the 50% of funding retained by the State, if more than 100% of the annual reserved funds for that year remain unobligated 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, FY 2013 - FY 2015



Competitive project selection: TAP funds must be distributed using competitive processes at the state and large MPO (more than 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 and 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](http://www.fhwa.dot.gov/environment/transportation_alternatives/overview/presentation/#s8) (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 Eligibilities

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.*



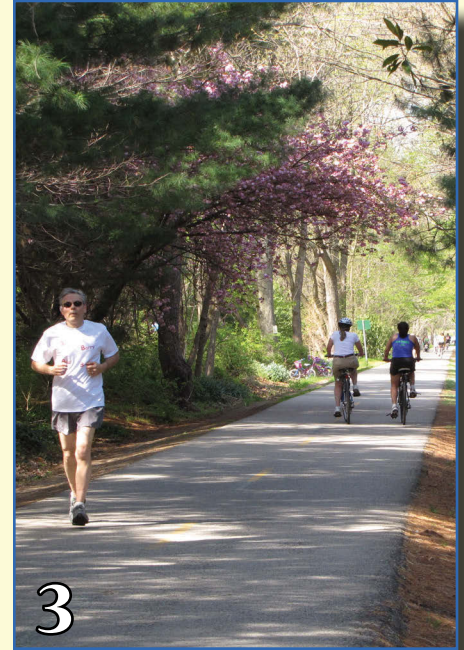
1

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.



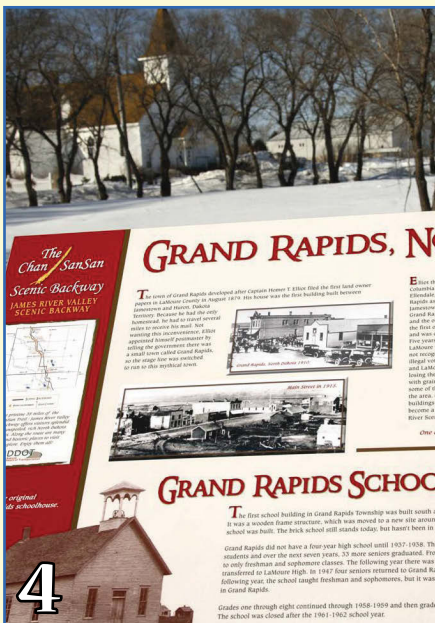
2

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 multiuse trails and rail-with-trail projects.



4

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



5

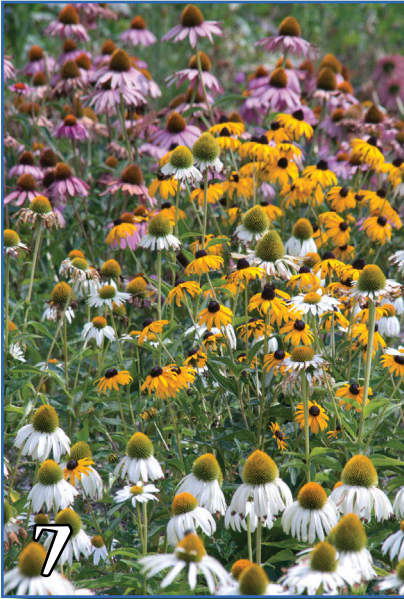
Outdoor Advertising Management: Billboard inventories and removal of illegal and nonconforming billboards.



6

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

6 * The planning, designing, or constructin 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; 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.

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.

Spending Analysis

Apportionments

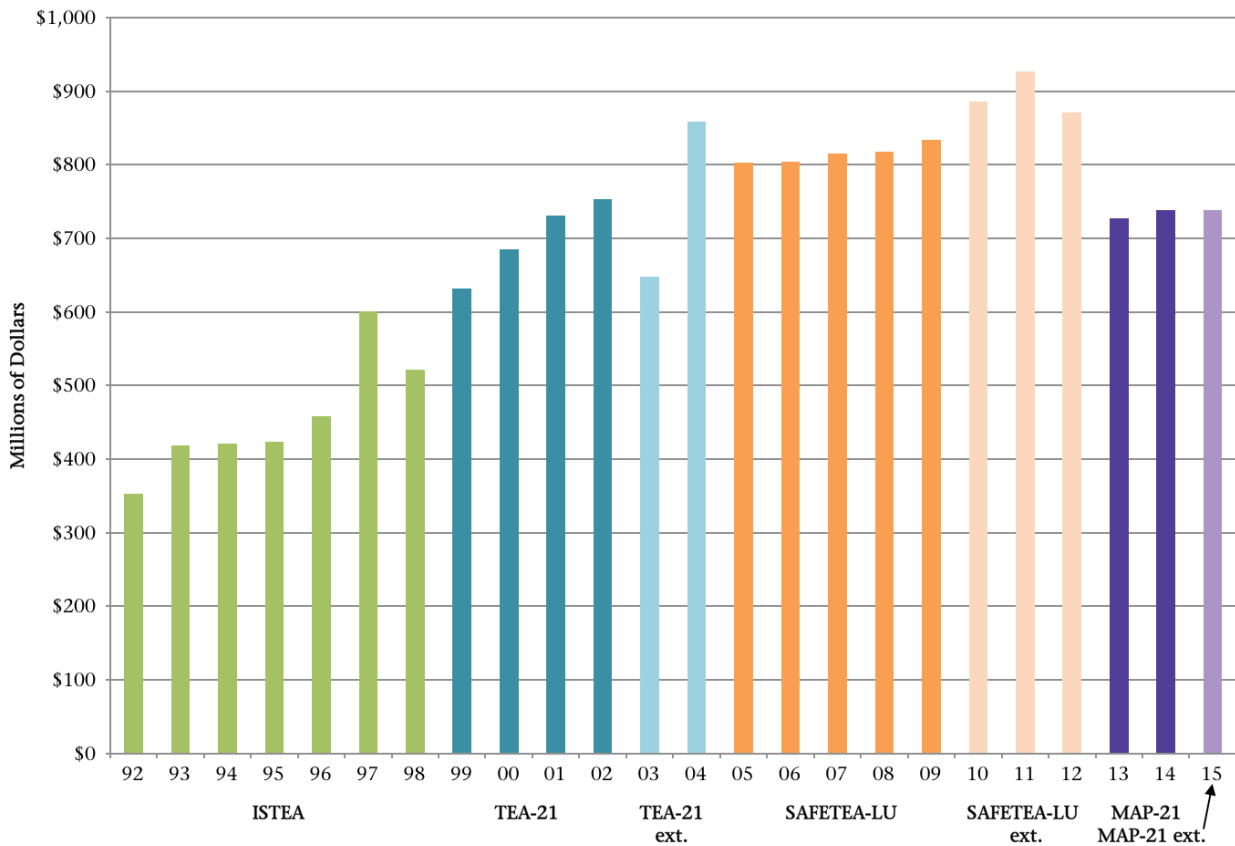
TE: Over the 21 years (FY 1992 through FY 2012) of the TE set-aside, cumulative apportioned funding provided to states stands at \$14.27 billion. The remaining unobligated balance is \$540 million.

TA: \$738.3 million was apportioned in FY 2015.

TE and TA: The cumulative apportioned funding for TE and TA (FY 1992 through FY 2015) is \$16.47 billion. The distribution among states is shown in Table 1, page 9. States are not authorized to obligate all apportioned funding because the annual Congressional appropriation is typically less than the annual apportionment.

FY 2015 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, FY 1992 - FY 2015



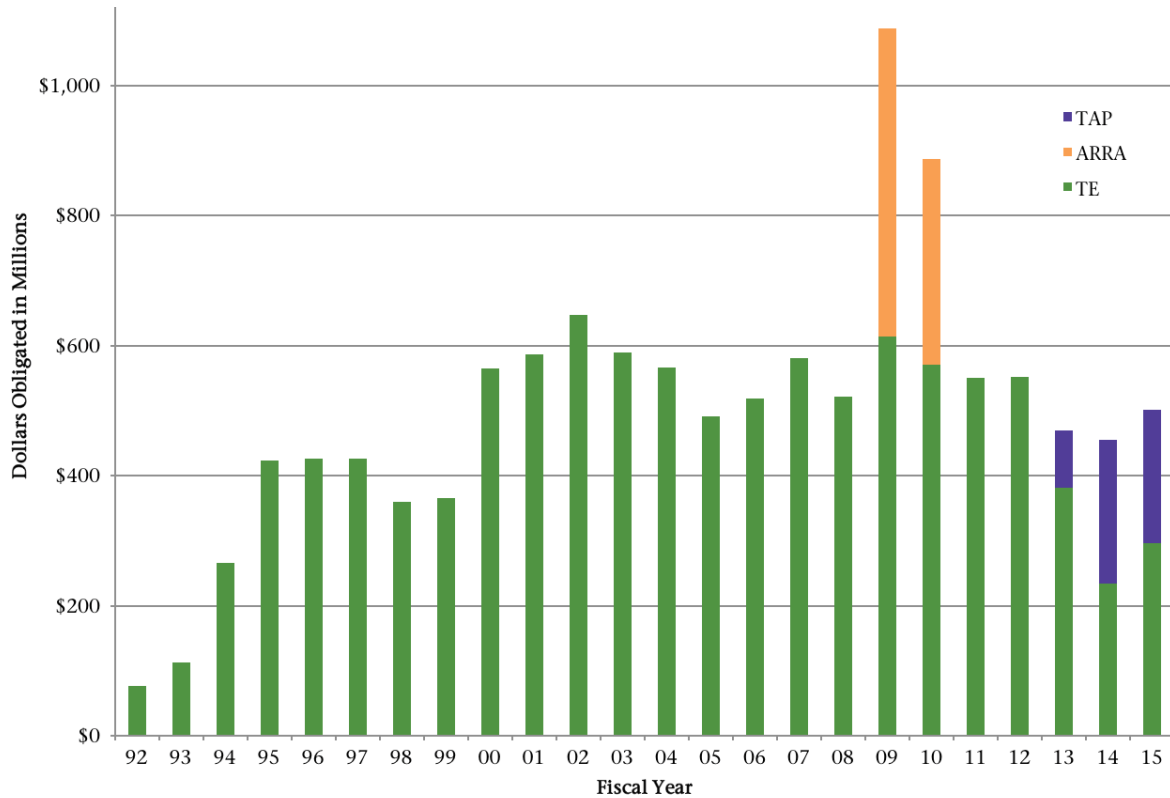
* Historic apportionments are available at trade.railstotrails.org/spending.

Table 1: State TE/TA Program Benchmarks, FY 1992 - FY 2015 (in thousands of dollars)

State	Apportioned	Rescinded	Rate	Programmed	Rate	Obligated	Rate	Reimbursed	Rate
Alabama	\$335,036	-\$78,848	-24%	\$270,391	81%	\$217,007	65%	\$201,224	93%
Alaska	\$194,081	-\$26,066	-13%	\$131,747	68%	\$150,406	77%	\$147,013	98%
Arizona	\$309,183	-\$22,306	-7%	\$204,028	66%	\$242,383	78%	\$219,914	91%
Arkansas	\$222,679	-\$62,609	-28%	\$112,623	51%	\$127,923	57%	\$115,200	90%
California	\$1,475,009	-\$282,141	-19%	\$1,257,308	85%	\$1,032,055	70%	\$956,225	93%
Colorado	\$235,374	-\$43,574	-19%	\$177,512	75%	\$154,790	66%	\$154,785	100%
Connecticut	\$208,716	-\$53,502	-26%	\$162,354	78%	\$131,242	63%	\$118,263	90%
Delaware	\$78,688	-\$2,000	-3%	\$77,119	98%	\$72,592	92%	\$68,146	94%
Dist. of Columbia	\$66,934	-\$17,966	-27%	\$44,008	66%	\$45,654	68%	\$37,226	82%
Florida	\$943,881	-\$135,224	-14%	\$933,610	99%	\$786,259	83%	\$701,800	89%
Georgia	\$635,555	-\$142,533	-22%	\$370,860	58%	\$368,155	58%	\$335,209	91%
Hawaii	\$100,401	-\$11,141	-11%	\$86,769	86%	\$68,337	68%	\$62,866	92%
Idaho	\$116,090	-\$34,960	-30%	\$100,188	86%	\$65,368	56%	\$60,238	92%
Illinois	\$604,958	-\$76,744	-13%	\$533,777	88%	\$377,297	62%	\$359,082	95%
Indiana	\$438,936	-\$24,356	-6%	\$460,955	105%	\$392,426	89%	\$359,411	92%
Iowa	\$214,678	-\$16,916	-8%	\$278,038	130%	\$178,937	83%	\$168,619	94%
Kansas	\$213,903	-\$12,738	-6%	\$197,831	92%	\$180,397	84%	\$163,319	91%
Kentucky	\$269,051	-\$28,318	-11%	\$227,879	85%	\$197,837	74%	\$181,178	92%
Louisiana	\$242,628	-\$72,393	-30%	\$214,393	88%	\$136,898	56%	\$129,211	94%
Maine	\$76,517	-\$9,877	-13%	\$78,348	102%	\$61,212	80%	\$60,894	99%
Maryland	\$244,773	-\$18,036	-7%	\$246,248	101%	\$164,091	67%	\$152,823	93%
Massachusetts	\$251,988	-\$51,701	-21%	\$158,249	63%	\$146,809	58%	\$89,857	61%
Michigan	\$525,848	-\$100,358	-19%	\$450,545	86%	\$407,070	77%	\$392,012	96%
Minnesota	\$319,866	-\$29,896	-9%	\$369,319	115%	\$244,296	76%	\$261,747	107%
Mississippi	\$213,936	-\$15,584	-7%	\$179,737	84%	\$157,954	74%	\$143,879	91%
Missouri	\$380,092	-\$29,885	-8%	\$254,372	67%	\$301,553	79%	\$285,980	95%
Montana	\$131,467	-\$17,551	-13%	\$111,784	85%	\$104,938	80%	\$96,063	92%
Nebraska	\$144,575	-\$46,530	-32%	\$103,489	72%	\$91,968	64%	\$84,690	92%
Nevada	\$125,191	-\$37,837	-30%	\$102,247	82%	\$76,830	61%	\$73,175	95%
New Hampshire	\$80,352	-\$6,019	-7%	\$89,147	111%	\$69,614	87%	\$58,923	85%
New Jersey	\$356,345	-\$59,582	-17%	\$158,124	44%	\$184,118	52%	\$168,752	92%
New Mexico	\$158,558	-\$33,920	-21%	\$193,424	122%	\$110,651	70%	\$97,797	88%
New York	\$611,589	-\$99,714	-16%	\$566,460	93%	\$376,922	62%	\$326,940	87%
North Carolina	\$474,783	-\$100,446	-21%	\$447,590	94%	\$333,590	70%	\$295,879	89%
North Dakota	\$100,273	-\$20,010	-20%	\$68,250	68%	\$74,342	74%	\$72,282	97%
Ohio	\$563,448	-\$71,636	-13%	\$488,125	87%	\$420,434	75%	\$395,281	94%
Oklahoma	\$287,829	-\$86,611	-30%	\$164,665	57%	\$152,840	53%	\$149,667	98%
Oregon	\$191,286	-\$50,869	-27%	\$157,512	82%	\$133,963	70%	\$125,769	94%
Pennsylvania	\$514,256	-\$41,070	-8%	\$392,076	76%	\$424,459	83%	\$416,827	98%
Rhode Island	\$72,458	-\$2,784	-4%	\$49,803	69%	\$65,723	91%	\$62,679	95%
South Carolina	\$301,891	-\$68,533	-23%	\$147,550	49%	\$178,624	59%	\$173,560	97%
South Dakota	\$116,661	-\$49,642	-43%	\$56,051	48%	\$49,108	42%	\$48,860	99%
Tennessee	\$364,736	-\$66,631	-18%	\$286,421	79%	\$242,869	67%	\$213,862	88%
Texas	\$1,466,665	-\$428,419	-29%	\$1,074,702	73%	\$709,689	48%	\$628,023	88%
Utah	\$125,584	-\$12,957	-10%	\$108,614	86%	\$103,957	83%	\$101,076	97%
Vermont	\$72,306	-\$3,337	-5%	\$68,384	95%	\$59,671	83%	\$55,430	93%
Virginia	\$419,857	-\$35,489	-8%	\$399,993	95%	\$305,248	73%	\$250,030	82%
Washington	\$262,514	-\$41,476	-16%	\$259,206	99%	\$182,682	70%	\$189,134	104%
West Virginia	\$130,569	-\$6,748	-5%	\$103,256	79%	\$105,077	80%	\$90,076	86%
Wisconsin	\$382,668	-\$161,741	-42%	\$213,946	56%	\$187,969	49%	\$170,608	91%
Wyoming	\$80,419	-\$974	-1%	\$65,593	82%	\$75,065	93%	\$72,937	97%
Total	\$16,455,082	-\$2,950,198	-18%	\$13,454,619	82%	\$11,229,297	68%	\$10,344,438	92%

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 by Year, FY 1992 - FY 2015



Note: in 2011 & 2012 , \$4.63 million in ARRA funding was deobligated.

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 24 years, 68% 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 12 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 2015, 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 2015 TAP column. It is worth noting that four 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 2015 column includes obligations of both TE and TAP funds over the 2015 apportionment. This analysis is necessary because states have continued to obligate TE funds and will continue to until they expire.

Transportation Alternatives Spending Report, 1992 - 2015

Table 2: Yearly Obligation Rates, FY 2011 - FY 2015

State	5-Year Avg. Total Apport.	2011 TE	2012 TE	2013 TE + TAP	2014 TE + TAP	2015 TE + TAP	2013 TAP Only	2014 TAP Only	2015 TAP Only	5-Year Cumulative Obligation/ Apportioned	Unoblig. TE Balance	Unoblig. TAP Balance
Alabama	\$16,039,608	52%	11%	46%	1%	91%	0%	1%	32%	40%	\$0	\$32,911,126
Alaska	\$7,178,856	20%	50%	107%	-8%	8%	0%	0%	0%	35%	\$0	\$11,615,105
Arizona	\$16,016,079	0%	78%	25%	98%	86%	19%	19%	26%	56%	\$11,831,345	\$20,199,072
Arkansas	\$10,739,698	36%	25%	60%	48%	114%	12%	13%	5%	53%	\$3,764,654	\$20,725,252
California	\$72,829,225	56%	68%	80%	42%	55%	0%	44%	58%	60%	\$3,089,490	\$98,706,669
Colorado	\$11,455,424	57%	20%	33%	67%	67%	0%	15%	8%	48%	\$2,904,834	\$12,859,890
Connecticut	\$8,147,918	62%	18%	51%	77%	47%	6%	6%	30%	50%	\$528,366	\$4,829,247
Delaware	\$3,383,931	100%	76%	121%	42%	107%	25%	49%	54%	89%	\$0	\$3,271,862
Dist. of Columbia	\$2,920,687	19%	29%	-6%	43%	224%	19%	56%	18%	55%	\$0	\$3,648,596
Florida	\$50,759,716	86%	90%	75%	106%	64%	84%	89%	52%	84%	\$3,885,567	\$12,069,780
Georgia	\$32,418,175	60%	91%	44%	77%	37%	0%	29%	2%	62%	\$47,048,116	\$32,333,223
Hawaii	\$3,160,392	155%	-16%	22%	2%	-16%	0%	0%	0%	37%	\$14,030,691	\$6,645,360
Idaho	\$4,675,115	4%	-6%	3%	43%	116%	4%	40%	64%	26%	\$4,164,498	\$3,442,495
Illinois	\$30,060,735	65%	55%	105%	74%	75%	0%	13%	25%	73%	\$55,302,490	\$57,119,938
Indiana	\$22,100,206	97%	84%	101%	113%	142%	57%	87%	-1%	107%	\$1,151,411	\$22,640,077
Iowa	\$10,314,588	85%	39%	59%	54%	85%	0%	14%	58%	64%	\$8,354,467	\$14,356,814
Kansas	\$10,055,773	27%	35%	28%	111%	187%	0%	10%	26%	73%	\$2,862,182	\$18,637,257
Kentucky	\$12,737,148	8%	26%	112%	55%	123%	0%	2%	1%	60%	\$23,614,402	\$28,595,221
Louisiana	\$11,742,781	109%	115%	44%	9%	19%	31%	10%	13%	65%	\$0	\$9,956,795
Maine	\$2,736,307	118%	125%	1%	28%	16%	1%	41%	10%	77%	\$133,682	\$3,781,342
Maryland	\$11,574,366	33%	21%	54%	66%	58%	0%	0%	1%	46%	\$27,193,877	\$26,879,316
Massachusetts	\$11,053,379	109%	110%	143%	176%	213%	0%	18%	65%	148%	\$31,015,281	\$17,406,452
Michigan	\$25,130,442	52%	48%	130%	107%	46%	27%	81%	48%	75%	\$930,595	\$21,944,222
Minnesota	\$16,232,560	86%	91%	96%	110%	27%	16%	110%	27%	83%	\$153,277	\$13,621,322
Mississippi	\$10,424,290	66%	36%	27%	154%	47%	0%	4%	0%	65%	\$20,851,555	\$20,228,377
Missouri	\$19,696,043	102%	119%	101%	106%	78%	0%	22%	16%	102%	\$4,682,143	\$29,354,851
Montana	\$5,459,256	52%	44%	80%	207%	183%	0%	10%	80%	99%	\$0	\$6,777,780
Nebraska	\$6,349,431	41%	96%	89%	105%	41%	62%	102%	40%	73%	\$115,842	\$1,800,224
Nevada	\$6,292,562	29%	84%	5%	-2%	55%	2%	9%	36%	39%	\$0	\$9,835,456
New Hampshire	\$3,105,916	28%	54%	18%	35%	374%	0%	0%	4%	91%	\$3,328	\$6,219,889
New Jersey	\$17,699,136	32%	11%	4%	-18%	79%	0%	0%	13%	22%	\$36,385,603	\$36,035,836
New Mexico	\$6,708,267	30%	53%	104%	36%	90%	0%	41%	88%	59%	\$4,976,808	\$7,043,481
New York	\$27,501,423	99%	32%	112%	12%	40%	0%	0%	10%	60%	\$78,345,524	\$62,439,026
North Carolina	\$22,801,050	32%	86%	95%	36%	38%	0%	17%	-7%	57%	\$1,590,634	\$37,653,106
North Dakota	\$3,830,069	30%	43%	49%	60%	57%	0%	0%	51%	46%	\$200,000	\$3,093,974
Ohio	\$27,834,678	54%	76%	98%	86%	101%	5%	47%	101%	82%	\$0	\$16,256,588
Oklahoma	\$14,205,474	26%	13%	19%	11%	5%	0%	0%	0%	15%	\$16,244,003	\$12,386,602
Oregon	\$9,014,293	80%	61%	140%	119%	101%	38%	76%	95%	95%	\$0	\$2,889,324
Pennsylvania	\$26,443,509	65%	141%	57%	27%	9%	18%	24%	10%	61%	\$826,845	\$50,211,982
Rhode Island	\$2,939,187	99%	112%	52%	53%	98%	12%	74%	78%	88%	\$1,793,745	\$1,933,335
South Carolina	\$15,503,850	55%	85%	46%	28%	-7%	1%	9%	5%	43%	\$10,993,863	\$13,558,954
South Dakota	\$5,060,155	7%	-1%	10%	3%	22%	0%	0%	0%	7%	\$4,371,918	\$4,147,943
Tennessee	\$18,147,601	89%	33%	78%	79%	85%	0%	3%	16%	72%	\$24,052,167	\$38,123,400
Texas	\$77,294,665	44%	54%	15%	44%	70%	0%	4%	2%	46%	\$71,901,334	\$69,711,059
Utah	\$6,017,705	32%	55%	134%	62%	47%	34%	15%	29%	62%	\$2,765,328	\$4,087,817
Vermont	\$3,067,745	82%	78%	156%	69%	130%	14%	18%	48%	96%	\$6,948,559	\$3,555,017
Virginia	\$21,784,333	54%	87%	-12%	-6%	72%	0%	0%	2%	41%	\$4,363,252	\$49,112,168
Washington	\$12,136,207	74%	88%	48%	110%	48%	9%	89%	54%	74%	-\$833,427	\$4,282,497
West Virginia	\$6,611,307	105%	-4%	5%	89%	28%	0%	17%	15%	47%	\$4,755,724	\$11,406,388
Wisconsin	\$18,361,100	42%	43%	46%	41%	73%	0%	30%	66%	49%	\$2,384,827	\$8,773,002
Wyoming	\$2,845,061	72%	94%	123%	43%	60%	0%	1%	55%	79%	\$79,127	\$4,145,748
Total	\$800,597,420	59%	63%	64%	62%	68%	12%	30%	28%	63%	\$539,757,930	\$1,013,260,254

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 24 years of the TE/TA spending. Table 2, page 12, provides fiscal year obligation rates compared to the amount apportioned that year since 2011.

TE: During FY 2015, \$296 million in TE funds were obligated, an increase from \$235 million in FY 2014. The unobligated TE balance decreased by 40% 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 2015, the national obligation rate was 28%. The obligation is down slightly from the 30% rate in FY 2014, but remains considerably higher than the 12% rate in FY 2013, which was caused by the regulatory changes of MAP-21.

TE and TA: The combined TE and TA obligation rate was 68%, an increase from the 62% of FY 2014, as states obligate their remaining TE funds. The five-year cumulative obligated/apportioned rate was 63% for the years FY 2011-FY 2015. This value is the same as FY 2014, and only more time will show the impact of MAP-21 on this statistic.

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 (page 12) 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 2015 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 2015 was \$1.55 billion. Compared to this value at the close of FY 2014 (\$1.88 billion), there has been a \$330 million decrease to the unobligated balance. State-specific unobligated balances at the close of FY 2015 are reported in Table 2, page 12.

Four states did not obligate any TA funds during FY 2015.

TAP Obligations by Area: TA 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 2015 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.

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.

Table 3: TAP Obligations by Large Urbanized Area Suballocation

State	MPO			Non-MPO			All		
	Apportionment	Obligations	Rate	Apportionment	Obligations	Rate	Apportionment	Obligations	Rate
Alabama	\$2,707,196	\$297,407	11%	\$12,571,620	\$4,603,125	37%	\$15,278,816	\$4,900,532	32%
Alaska	\$887,062	\$0	0%	\$4,128,157	\$0	0%	\$5,015,219	\$0	0%
Arizona	\$5,301,019	\$3,937,940	74%	\$9,851,963	\$66,482	1%	\$15,152,982	\$4,004,422	26%
Arkansas	\$1,247,749	\$71,289	6%	\$8,242,662	\$402,040	5%	\$9,490,411	\$473,329	5%
California	\$27,126,312	\$17,851,577	66%	\$40,425,496	\$21,652,170	54%	\$67,551,808	\$39,503,747	58%
Colorado	\$3,264,694	\$370,906	11%	\$7,003,219	\$463,930	7%	\$10,267,913	\$834,836	8%
Connecticut	\$2,894,761	\$1,606,913	56%	\$4,837,440	\$676,560	14%	\$7,732,201	\$2,283,473	30%
Delaware	\$730,718	\$0	0%	\$1,993,961	\$1,480,744	74%	\$2,724,679	\$1,480,744	54%
Dist. of Columbia	\$1,172,991	\$238,224	20%	\$1,172,992	\$186,925	16%	\$2,345,983	\$425,149	18%
Florida	\$19,287,186	\$1,777,032	9%	\$30,614,287	\$24,101,967	79%	\$49,901,473	\$25,878,999	52%
Georgia	\$8,615,254	\$764,883	9%	\$22,701,943	\$0	0%	\$31,317,197	\$764,883	2%
Hawaii	\$790,493	\$0	0%	\$1,889,541	\$0	0%	\$2,680,034	\$0	0%
Idaho	\$422,068	\$0	0%	\$3,362,066	\$2,429,009	72%	\$3,784,134	\$2,429,009	64%
Illinois	\$9,915,291	\$3,064,573	31%	\$17,290,569	\$3,725,043	22%	\$27,205,860	\$6,789,616	25%
Indiana	\$4,890,325	-\$27,848	-1%	\$16,365,110	-\$129,915	-1%	\$21,255,435	-\$157,763	-1%
Iowa	\$978,070	\$456,339	47%	\$8,030,159	\$4,810,150	60%	\$9,008,229	\$5,266,489	58%
Kansas	\$1,803,504	\$2,081,504	115%	\$7,252,654	\$240,000	3%	\$9,056,158	\$2,321,504	26%
Kentucky	\$2,059,067	\$21,000	1%	\$9,576,124	\$69,000	1%	\$11,635,191	\$90,000	1%
Louisiana	\$2,348,690	\$4,208	0%	\$8,064,248	\$1,334,968	17%	\$10,412,938	\$1,339,176	13%
Maine	\$148,463	\$5,040	3%	\$1,785,803	\$184,044	10%	\$1,934,266	\$189,084	10%
Maryland	\$4,008,377	\$88,490	2%	\$6,971,981	\$0	0%	\$10,980,358	\$88,490	1%
Massachusetts	\$4,495,744	\$6,783,598	151%	\$6,041,414	\$59,992	1%	\$10,537,158	\$6,843,590	65%
Michigan	\$6,611,959	\$302,018	5%	\$16,919,628	\$11,010,237	65%	\$23,531,587	\$11,312,254	48%
Minnesota	\$3,568,180	\$103,856	3%	\$10,711,802	\$3,708,487	35%	\$14,279,982	\$3,812,343	27%
Mississippi	\$1,074,032	\$0	0%	\$8,180,519	-\$13,295	0%	\$9,254,551	-\$13,295	0%
Missouri	\$4,349,184	\$1,038,447	24%	\$13,568,222	\$1,832,181	14%	\$17,917,406	\$2,870,628	16%
Montana				\$4,285,242	\$3,419,957	80%	\$4,285,242	\$3,419,957	80%
Nebraska	\$1,391,060	\$223,637	16%	\$4,160,958	\$2,001,817	48%	\$5,552,018	\$2,225,454	40%
Nevada	\$2,062,280	\$200,000	10%	\$2,827,046	\$1,563,043	55%	\$4,889,326	\$1,763,043	36%
New Hampshire	\$302,657	\$18,800	6%	\$2,250,460	\$87,185	4%	\$2,553,117	\$105,985	4%
New Jersey	\$7,444,696	\$1,314,424	18%	\$9,127,626	\$806,048	9%	\$16,572,322	\$2,120,472	13%
New Mexico	\$1,104,095	\$925,247	84%	\$4,785,647	\$4,241,734	89%	\$5,889,742	\$5,166,981	88%
New York	\$10,371,223	\$827,640	8%	\$15,876,826	\$1,915,147	12%	\$26,248,049	\$2,742,787	10%
North Carolina	\$4,981,248	\$730,000	15%	\$16,737,102	-\$2,300,000	-14%	\$21,718,350	-\$1,570,000	-7%
North Dakota				\$3,162,127	\$1,616,941	51%	\$3,162,127	\$1,616,941	51%
Ohio	\$7,836,496	\$4,220,310	54%	\$18,485,897	\$22,258,460	120%	\$26,322,393	\$26,478,770	101%
Oklahoma	\$2,526,574	\$0	0%	\$9,969,363	\$0	0%	\$12,495,937	\$0	0%
Oregon	\$1,927,532	\$1,295,613	67%	\$5,552,777	\$5,819,510	105%	\$7,480,309	\$7,115,123	95%
Pennsylvania	\$7,937,251	\$1,841,457	23%	\$17,612,513	\$632,343	4%	\$25,549,764	\$2,473,800	10%
Rhode Island	\$1,044,538	\$440,000	42%	\$1,264,979	\$1,367,371	108%	\$2,309,517	\$1,807,371	78%
South Carolina	\$2,940,742	-\$218,627	-7%	\$11,636,788	\$952,480	8%	\$14,577,530	\$733,853	5%
South Dakota				\$4,188,238	\$0	0%	\$4,188,238	\$0	0%
Tennessee	\$3,588,331	\$319,105	9%	\$13,140,284	\$2,412,697	18%	\$16,728,615	\$2,731,802	16%
Texas	\$24,616,072	\$1,605,101	7%	\$50,310,092	\$0	0%	\$74,926,164	\$1,605,101	2%
Utah	\$1,835,255	\$501,487	27%	\$3,113,250	\$929,900	30%	\$4,948,505	\$1,431,387	29%
Vermont				\$2,119,356	\$1,020,359	48%	\$2,119,356	\$1,020,359	48%
Virginia	\$6,161,426	\$144,220	2%	\$14,212,828	\$256,720	2%	\$20,374,254	\$400,940	2%
Washington	\$3,171,930	\$220,060	7%	\$7,445,768	\$5,520,628	74%	\$10,617,698	\$5,740,688	54%
West Virginia	\$170,558	\$0	0%	\$5,459,593	\$849,919	16%	\$5,630,151	\$849,919	15%
Wisconsin	\$3,293,822	\$2,956,919	90%	\$13,493,693	\$8,142,471	60%	\$16,787,515	\$11,099,390	66%
Wyoming				\$2,164,324	\$1,192,028	55%	\$2,164,324	\$1,192,028	55%
Total	\$215,406,175	\$58,402,789	27%	\$522,936,357	\$147,600,601	28%	\$738,342,532	\$206,003,391	28%

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

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: In its third year, the reimbursement rate for TAP increased to 47.4% of obligations from 26.8% in FY 2014. The low among states was 0%; the high among states was 100%. Reimbursements do not occur until the project is complete on the ground and has been inspected.

TE and TA: The cumulative (FY 1992 - FY 2015) reimbursement rate nationally was 92% of obligations (Table 1, page 10). State reimbursement rates range from a low of 61% in Massachusetts to a high of 99% or more in five states.

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. Under MAP-21, no transfers were 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, 2015. If a state has more than one year of unobligated TAP funds available on August 1, 2015, 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 all transfers from TE since FY 2006. In that time, \$301 million have been transferred. Two states transferred \$53 million from TE in FY 2015.

TA: More transfers from the program now come from TAP than TE. In FY 2015, \$129 million were transferred from TAP by 12 states. FY 2015 TAP transfers account for 13.6% of the FY 2015 apportionment.

TE and TA: The cumulative total transfers between FY 1993 and FY 2015 equal \$589 million. Transfers during FY 2015 represent 31% of all transferred funds since 1993, double the figure from FY 2014.

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

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

Table 4: TE and TA Transfers During FY 2015, and Cumulative Transfers, FY 2006 - FY 2015 (in thousands of dollars)

State	FY 2015 (TE)	FY 2015 (TAP)	TE Total FY 06-15	TAP Total FY 06-15	TE + TAP Total FY 06-15
Arizona			\$2,212	\$7,511	\$9,723
Arkansas			\$1,162	\$0	\$1,162
California			\$27,575	\$0	\$27,575
Colorado	\$701 B85	\$7,588 NHPP	\$9,445	\$10,110	\$19,555
Connecticut		\$3,866 STP	\$1,680	\$11,131	\$12,811
Florida			\$3,976	\$0	\$3,976
Georgia			\$27,090	\$31,062	\$58,152
Idaho			\$0	\$2,120	\$2,120
Illinois	\$33,368 NHS \$1,152 ISM \$17,821 B85		\$52,342	\$0	\$52,342
Indiana			\$284	\$0	\$284
Iowa		\$1,519 STP	\$0	\$1,519	\$1,519
Kansas		\$15 STP	\$0	\$2,015	\$2,015
Louisiana		\$9,452 STP	\$8,884	\$9,452	\$18,335
Michigan			\$4,578	\$0	\$4,578
Minnesota			\$4,397	\$0	\$4,397
Mississippi		\$1,034 STP	\$0	\$2,434	\$2,434
Missouri			\$2,840	\$8,402	\$11,242
Nebraska			\$1,299	\$736	\$2,035
Nevada			\$4,396	\$0	\$4,396
New Jersey		-\$8,286 NHPP	\$28,761	\$1,000	\$29,761
New York			\$8,267	\$0	\$8,267
North Carolina		\$8,895 STP	\$1,700	\$14,245	\$15,945
North Dakota			\$0	\$3,130	\$3,130
Ohio			\$32,409	\$8,236	\$40,644
Oklahoma		\$9,387 STP	\$0	\$18,635	\$18,635
Oregon			\$4,584	\$0	\$4,584
Pennsylvania			\$1,422	\$0	\$1,422
South Carolina		\$6,071 STP	\$8,400	\$20,526	\$28,926
South Dakota		\$2,094 STP	\$425	\$6,242	\$6,667
Tennessee			\$378	\$0	\$378
Texas		\$82,723 STP	\$28,990	\$111,779	\$140,770
Utah			\$0	\$4,117	\$4,117
Virginia			\$21,819	\$0	\$21,819
Washington			\$10,109	\$194	\$10,303
West Virginia			\$0	\$771	\$771
Wisconsin		\$4,197 STP	\$1,537	\$12,445	\$13,982
Subtotals					
to FTA			\$103,233	\$2,999	\$106,232
to NHS	\$33,368		\$134,583	\$0	\$134,583
to Rec Trails			\$2,586	\$0	\$2,586
to ISM	\$1,152		\$5,608	\$0	\$5,608
to Bridge 85%	\$18,523		\$45,757	\$0	\$45,757
to CMAQ			\$9,196	\$0	\$9,196
to NHPP		-\$698	\$0	\$11,387	\$11,387
to STP		\$129,252	\$0	\$273,425	\$273,425
Total	\$53,043	\$128,554	\$300,963	\$287,812	\$588,775

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.

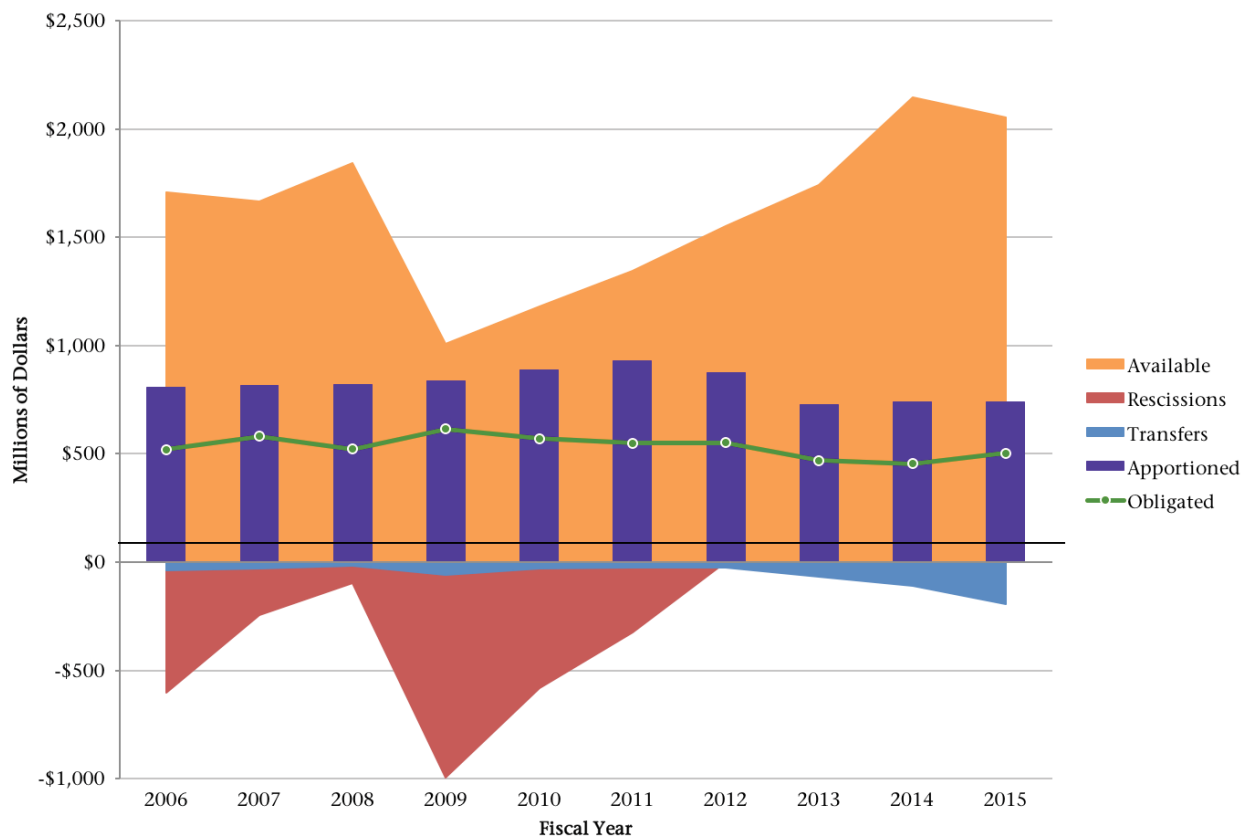
The Project List

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 24 fiscal years of TE and TA programming.

Table 1, page 10, indicates that the cumulative level of programming for FY 1992 through FY 2015 is \$13.5 billion, which represents 82% of all apportionments.

Future Programming: The programming data also shows that 20 states have selected projects for future fiscal years. The database now has 625 future-programmed projects worth \$253 million in federal funding. The actual federal funding level of these projects will be higher because some projects do not yet have funding levels fixed. 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 by Year, FY 2006 - FY 2015



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

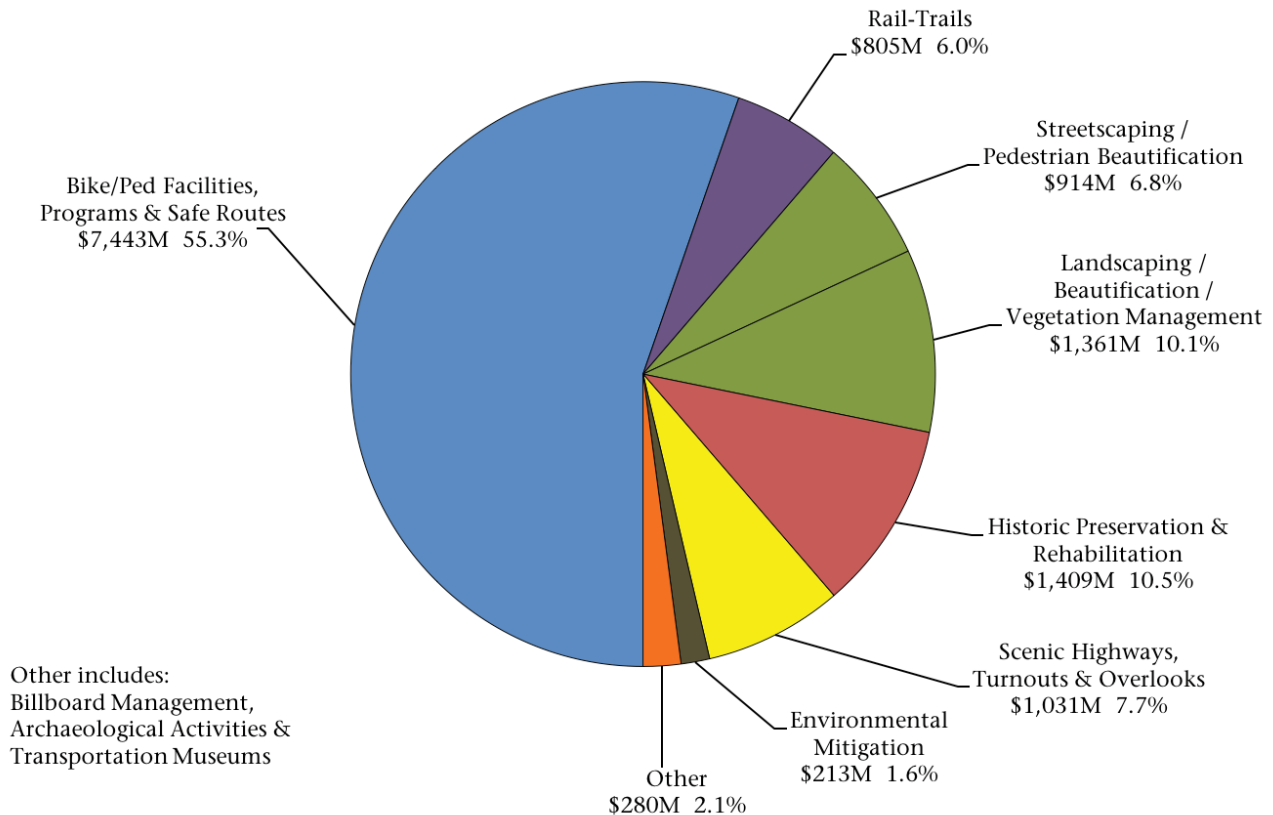
Findings by Eligibility

Figure 7, below, illustrates the distribution of funding by eligibility through FY 2015. 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.

The percentages by eligibility have shifted only slightly from previous years. Pedestrian and bicycle facilities account for 55.3% of all programmed funding. Landscaping and scenic beautification/vegetation management continues to be the second largest slice of spending at 16.9%, and historic preservation and rehabilitation of transportation structures is the third-largest eligibility, with 10.5% of programmed funding. Average funding of scenic or historic highway programs, in conjunction with scenic turnouts and overlooks, accounts for 7.7% of all programmed funding. Rail-trails are next, with 6% of funding.

The remaining eligibilities, including environmental mitigation of various types, billboard removal, archaeology, and transportation museums, have received less than 4% of the total combined TE and TAP funding from FY 1992 through FY 2015.

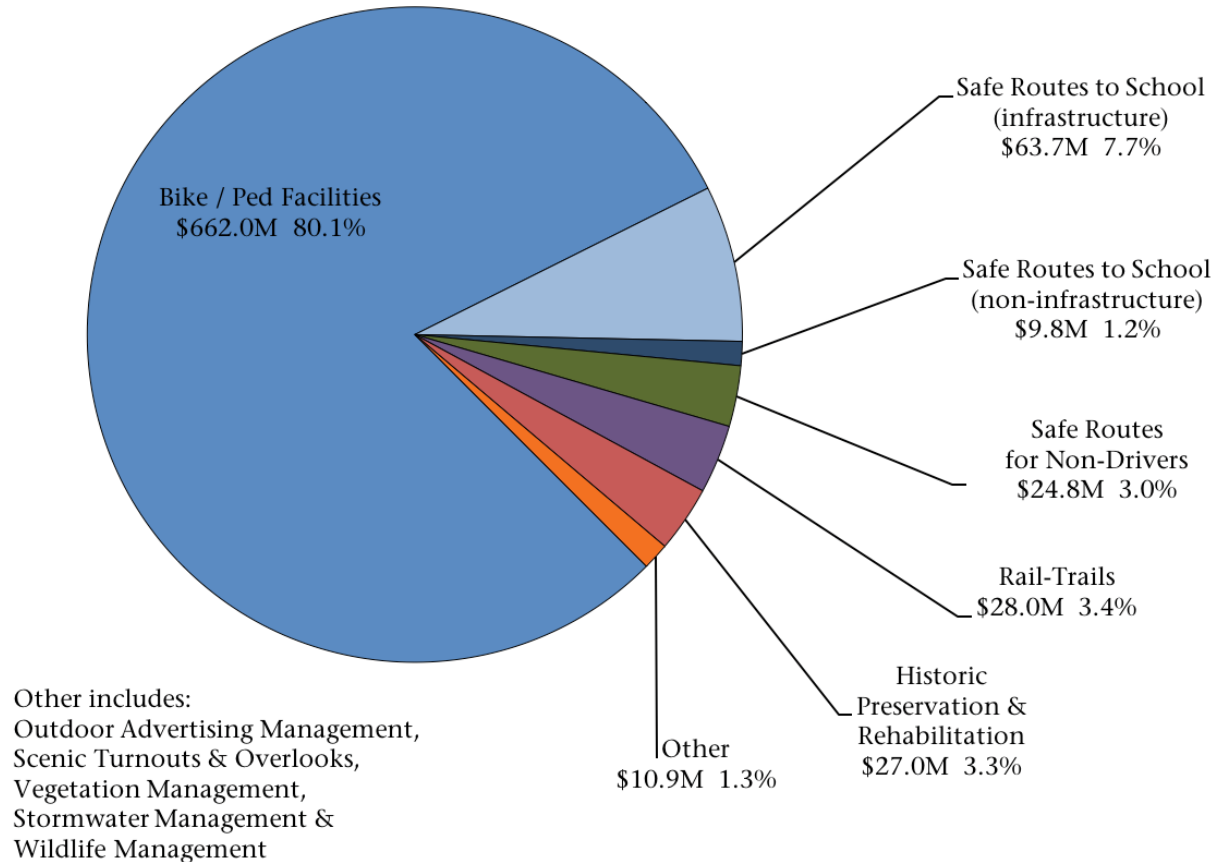
Figure 7: Distribution of Federal Funding by TE/TA Eligibility Grouping, FY 1992 - FY 2015 (in millions of dollars)



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

Figure 8, below, illustrates the distribution of funding across all 10 TA eligibilites during FY 2015. Pedestrian and bicycle facilities dominate the figure, with 77.4% of the distribution. While this is an interesting shift, there are no guarantees that this trend will continue as TAP matures.

Figure 8: Distribution of Federal Funding by TA Activity, FY 2013 - FY 2015 (in millions of dollars)



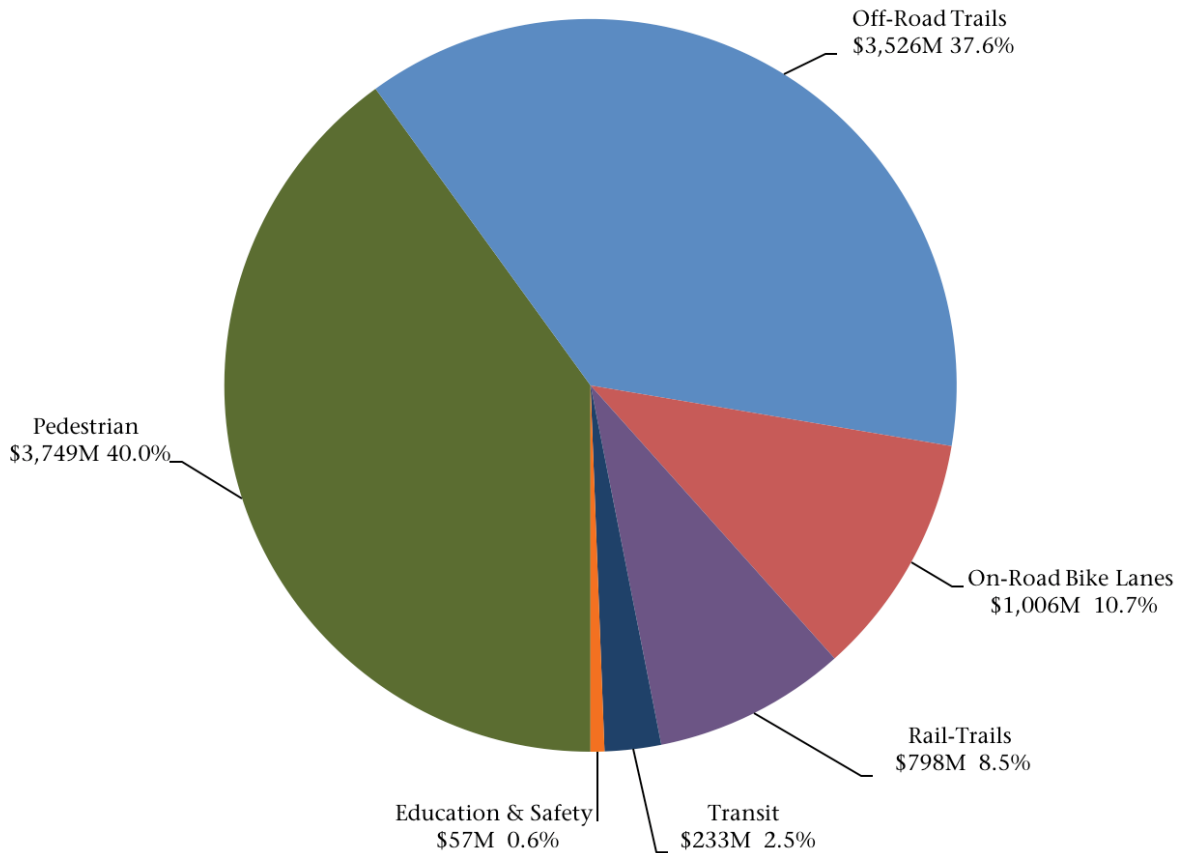
Bicycle and Pedestrian Project Subtypes

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.

Future Programming

Twenty states programmed 625 projects for future years (beyond 2015). 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 7% of future programming. Landscaping and beautification projects account for 1% of this funding, historic preservation and rehabilitation account for 1%, and scenic highways and outlooks account for 1%.

Figure 9: Distribution of Funding Across Projects with Designated Bike & Pedestrian Subtypes, FY 1992 - FY 2015 (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 2015, the average federal project award was \$411,180 nationwide. Average awards by state varied from \$129,529 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. 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., 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 6 on page 23 provides information on matching fund levels reported by each state.

Cumulatively, the average national match rate was 27%. As in previous years, this rate surpassed the federal share required under 23 U.S.C. 120. Table 6 shows that 36 states had a match rate higher than 20%, and 19 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.

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); or
- 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 canceled 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 - FY 2015 (in thousands of dollars)

State	Project Count	Federal Awards	Average Federal Award	Matching Funds	Match Rate
Alabama	1071	\$270,390,558	\$252,466	\$60,502,942	18%
Alaska	274	\$131,747,224	\$480,829	\$16,154,394	11%
Arizona	475	\$204,027,885	\$429,532	\$56,354,505	22%
Arkansas	503	\$112,623,242	\$223,903	\$57,274,973	34%
California	1877	\$1,257,307,515	\$669,850	\$531,728,080	30%
Colorado	702	\$177,512,311	\$252,867	\$77,703,921	30%
Connecticut	256	\$162,354,067	\$634,196	\$41,455,227	20%
Delaware	248	\$77,118,790	\$310,963	\$43,745,634	36%
Dist. Of Columbia	117	\$44,007,618	\$376,133	\$10,230,383	19%
Florida	2898	\$933,610,104	\$322,157	\$64,928,688	7%
Georgia	842	\$370,859,817	\$440,451	\$96,847,389	21%
Hawaii	43	\$86,768,556	\$2,017,873	\$27,301,807	24%
Idaho	179	\$100,187,824	\$559,709	\$13,277,775	12%
Illinois	762	\$533,776,531	\$700,494	\$149,689,835	22%
Indiana	719	\$460,954,877	\$641,106	\$164,724,707	26%
Iowa	893	\$278,038,071	\$311,353	\$186,162,149	40%
Kansas	470	\$197,831,176	\$420,917	\$92,697,639	32%
Kentucky	890	\$227,878,621	\$256,043	\$66,275,025	23%
Louisiana	543	\$214,393,399	\$394,831	\$27,462,480	11%
Maine	351	\$78,347,516	\$223,212	\$19,982,769	20%
Maryland	312	\$246,248,215	\$789,257	\$327,419,996	57%
Massachusetts	326	\$158,248,842	\$485,426	\$36,059,282	19%
Michigan	1564	\$450,545,408	\$288,073	\$212,167,333	32%
Minnesota	783	\$369,319,102	\$471,672	\$237,551,550	39%
Mississippi	434	\$179,737,466	\$414,142	\$35,833,488	17%
Missouri	945	\$254,372,013	\$269,177	\$109,221,650	30%
Montana	863	\$111,783,579	\$129,529	\$32,508,363	23%
Nebraska	623	\$103,489,013	\$166,114	\$57,363,939	36%
Nevada	193	\$102,247,090	\$529,778	\$43,176,575	30%
New Hampshire	246	\$89,147,467	\$362,388	\$29,024,130	25%
New Jersey	397	\$158,124,301	\$398,298	\$53,010,499	25%
New Mexico	573	\$193,424,312	\$337,564	\$61,907,894	24%
New York	653	\$566,460,184	\$867,473	\$368,124,427	39%
North Carolina	1134	\$447,590,428	\$394,701	\$100,036,106	18%
North Dakota	317	\$68,249,890	\$215,299	\$26,816,502	28%
Ohio	977	\$488,124,592	\$499,616	\$136,035,041	22%
Oklahoma	434	\$164,664,652	\$379,412	\$40,717,259	20%
Oregon	261	\$157,512,133	\$603,495	\$62,277,536	28%
Pennsylvania	889	\$392,076,048	\$441,030	\$78,412,904	17%
Rhode Island	172	\$49,803,436	\$289,555	\$9,708,086	16%
South Carolina	750	\$147,549,558	\$196,733	\$58,958,788	29%
South Dakota	243	\$56,050,559	\$230,661	\$25,241,097	31%
Tennessee	653	\$286,421,428	\$438,624	\$67,119,294	19%
Texas	770	\$1,074,702,365	\$1,395,717	\$279,470,490	21%
Utah	251	\$108,614,111	\$432,726	\$29,139,788	21%
Vermont	403	\$68,383,553	\$169,686	\$18,414,246	21%
Virginia	794	\$399,992,969	\$503,769	\$383,388,552	49%
Washington	945	\$259,206,130	\$274,292	\$132,080,850	34%
West Virginia	593	\$103,256,399	\$174,125	\$25,787,763	20%
Wisconsin	705	\$213,945,799	\$303,469	\$59,855,743	22%
Wyoming	406	\$65,592,544	\$161,558	\$14,895,511	19%
Total	32,722	\$13,454,619,286	\$411,180	\$4,956,225,005	27%

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

Table 6: Project Count by Match Rate, FY 1992 - FY 2015

State	Project Count by Match Rate			Total Count	Percentage by Match Rate		
	< 19.5%	19.5 - 20.5	> 20.5%		< 19.5%	19.5 - 20.5	> 20.5%
Alabama	144	0	927	1071	13.4%	0.0%	86.6%
Alaska	240	0	34	274	87.6%	0.0%	12.4%
Arizona	304	8	163	475	64.0%	1.7%	34.3%
Arkansas	6	1	496	503	1.2%	0.2%	98.6%
California	1152	21	704	1877	61.4%	1.1%	37.5%
Colorado	18	5	679	702	2.6%	0.7%	96.7%
Connecticut	46	0	210	256	18.0%	0.0%	82.0%
Delaware	34	4	210	248	13.7%	1.6%	84.7%
Dist. Of Columbia	14	54	49	117	12.0%	46.2%	41.9%
Florida	2152	161	585	2898	74.3%	5.6%	20.2%
Georgia	80	1	761	842	9.5%	0.1%	90.4%
Hawaii	4	0	39	43	9.3%	0.0%	90.7%
Idaho	98	1	80	179	54.7%	0.6%	44.7%
Illinois	2	0	760	762	0.3%	0.0%	99.7%
Indiana	85	40	594	719	11.8%	5.6%	82.6%
Iowa	66	11	816	893	7.4%	1.2%	91.4%
Kansas	128	9	333	470	27.2%	1.9%	70.9%
Kentucky	84	1	805	890	9.4%	0.1%	90.4%
Louisiana	434	0	109	543	79.9%	0.0%	20.1%
Maine	97	1	253	351	27.6%	0.3%	72.1%
Maryland	10	4	298	312	3.2%	1.3%	95.5%
Massachusetts	14	14	298	326	4.3%	4.3%	91.4%
Michigan	26	0	1538	1564	1.7%	0.0%	98.3%
Minnesota	68	1	714	783	8.7%	0.1%	91.2%
Mississippi	91	2	341	434	21.0%	0.5%	78.6%
Missouri	172	3	770	945	18.2%	0.3%	81.5%
Montana	676	2	185	863	78.3%	0.2%	21.4%
Nebraska	74	3	546	623	11.9%	0.5%	87.6%
Nevada	141	0	52	193	73.1%	0.0%	26.9%
New Hampshire	7	1	238	246	2.8%	0.4%	96.7%
New Jersey	317	0	80	397	79.8%	0.0%	20.2%
New Mexico	72	1	500	573	12.6%	0.2%	87.3%
New York	42	1	610	653	6.4%	0.2%	93.4%
North Carolina	109	2	1023	1134	9.6%	0.2%	90.2%
North Dakota	38	1	278	317	12.0%	0.3%	87.7%
Ohio	231	25	721	977	23.6%	2.6%	73.8%
Oklahoma	90	2	342	434	20.7%	0.5%	78.8%
Oregon	121	5	135	261	46.4%	1.9%	51.7%
Pennsylvania	4	883	2	889	0.4%	99.3%	0.2%
Rhode Island	52	0	120	172	30.2%	0.0%	69.8%
South Carolina	26	7	717	750	3.5%	0.9%	95.6%
South Dakota	17	2	224	243	7.0%	0.8%	92.2%
Tennessee	45	1	607	653	6.9%	0.2%	93.0%
Texas	10	379	381	770	1.3%	49.2%	49.5%
Utah	29	0	222	251	11.6%	0.0%	88.4%
Vermont	14	13	376	403	3.5%	3.2%	93.3%
Virginia	7	1	786	794	0.9%	0.1%	99.0%
Washington	477	12	456	945	50.5%	1.3%	48.3%
West Virginia	1	0	592	593	0.2%	0.0%	99.8%
Wisconsin	21	0	684	705	3.0%	0.0%	97.0%
Wyoming	109	0	297	406	26.8%	0.0%	73.2%
Total	8299	1683	22740	32722	25.4%	5.1%	69.5%

Conclusion

States are clearly separating into two groups: those who have continued their commitment to Transportation Enhancements and established new Transportation Alternatives Programs, and those who are disinvesting from the program through inactivity and/or transfers. New program guidance can be anticipated for future fiscal years under the most recent authorization covering the fiscal years 2016 through 2020, the Fixing America's Surface Transportation Act, known as the FAST Act. Changes in program guidance typically have some effect on spending patterns. It therefore remains to be seen if the trends established with TAP under MAP-21 will continue.

Cumulative Obligation Rate: FHWA's stated goal for the national cumulative obligation rate of the TE program is at least 75%. This year, the cumulative national obligation rate was 87% of the available balance, but only 68% of apportionments.

Obligation of Yearly Apportionment: States obligated only 28% of the FY 2015 annual apportionment of TA funding. Individually, the analysis showed that states ranged from -7% to 100.6% in obligation of the yearly apportionment. The TE/TA obligation rate for FY 2015 was 68%, an increase from last year.

Unobligated Balances: There is a significant accumulation of unobligated funds at the national level, which totals \$1.55 billion for TE and TA combined.

Once projects are obligated, states are carrying them through completion and reimbursement. Nationwide, the cumulative reimbursement rate is at 92%. The TA reimbursement rate is considerably lower because FY 2015 was only the third year of the TAP, and states are still adjusting to and working with the changes made by MAP-21.

As states move out of this transitional period and obligate the remainder of their TE funds, there is an expectation that states will simultaneously settle into their methods for dispersing and managing TA funds under the new framework established by MAP-21. Looking forward, there are TA funds to be spent, accumulating in the TA unobligated balance. States are reporting future programming consistent with this expectation.

ACKNOWLEDGMENTS

This report was written and produced by Benjamin Smith. Data collection and table & figure production were undertaken by Benjamin Smith. The report was reviewed by Tracy Hadden Loh for the Transportation Alternatives Data Exchange (TrADE) at Rails-to-Trails Conservancy.

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

Photo Credits

Page 8: (1) M-Path, FL; (2) CATA Bus Rack - State College, PA; (3) Capital Crescent Trail, Bethesda, MD - Barbara Richey; (4) James River Backway, ND - Bennett Kubischta (5) Philadelphia, PA - Society Created to Reduce Urban Blight (SCRUB); (6) Vista House, OR - TrADE

Page 9: (7) A Greener Welcome, Indianapolis, IN; (8) Bladensburg Archeological Dig, MD - <http://bladenarch.blogspot.com/>; (9) Pepperfield Wetland, MD - Parsons Brinckeroff; (10) SR-89 Wildlife Underpass; (RTP) Historic Union Pacific Railtrail – Rails-to-Trails Conservancy; (SRTS) WalkSafe, Miami Dade County- Tracy Hadden Loh

**TRANSPORTATION ALTERNATIVES
DATA EXCHANGE**

A PROJECT OF
RAILS-TO-TRAILS CONSERVANCY

2121 WARD COURT, 5TH FLOOR
WASHINGTON, DC 20037

TEL: 202-974-5110

FAX: 202-223-9257

WEBSITE: TRADE.RAILSTOTRAILS.ORG

