FY 1992 - FY 2016

Transportation Alternatives Spending Report

JULY 2017

Prepared by
Transportation Alternatives
Data Exchange

This report supersedes all previously published editions.

List of Tables and Figures

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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 (USDOT) 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 many of the Transportation Enhancement 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 (FY) 2015, Congress extended MAP-21 through a series of short-term authorizations, including funds for TAP.

In December 2015, the Fixing America's Surface Transportation (FAST) Act was signed into law—the first long-term funding bill in more than a decade, covering fiscal years 2016-2020. Under the FAST Act, TAP evolved into the Transportation Alternatives Set-Aside (TASA). This report documents and examines funding through Sept. 30, 2016, which was the conclusion of FY 2016. In addition, historical TE and TAP funds remain available for obligation, and this report documents the use of those funds as well.

Common Acronyms Used in This Report

DOT: Department of Transportation

FAST Act: Fixing America's Surface Transportation Act of 2015

FHWA: Federal Highway Administration

FMIS: Fiscal Management Information System

FY: Fiscal Year

ISTEA: Intermodal Surface Transportation Efficiency Act of 1991

MAP-21: Moving Ahead for Progress in the 21st Century Act of 2012

MPO: Metropolitan Planning Organization

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

STP: Surface Transportation Program

STBG: Surface Transportation Block Grant

TA: Transportation Alternatives

TAP: Transportation Alternatives Program

TASA: Transportation Alternatives Set-Aside

TE: Transportation Enhancement Activities

USDOT: United States Department of Transportation

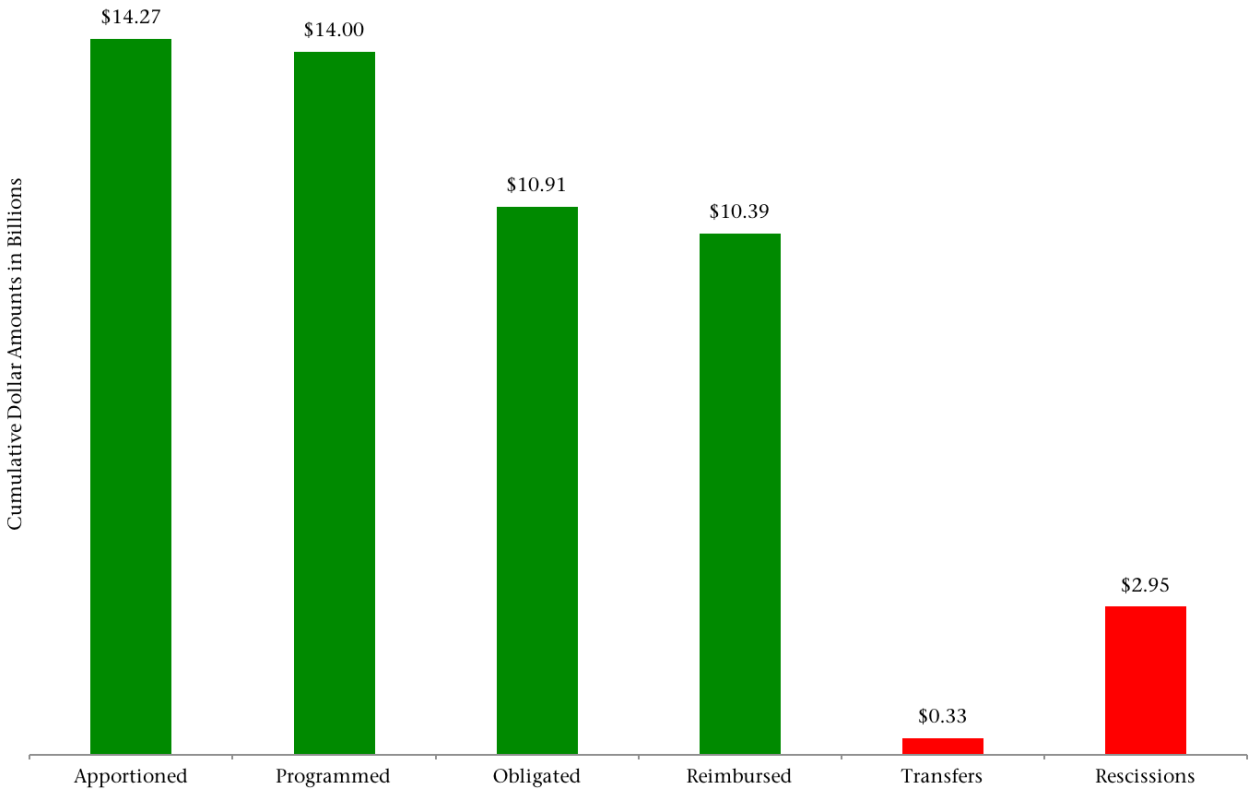
Data in this report were obtained from the Federal Highway Administration (FHWA) Fiscal Management Information System (FMIS) and the Transportation Alternatives Data Exchange (TrADE) project database, developed through more than 20 years of direct interaction with staff and data systems at individual state transportation agencies. This report provides insight into how TE, TAP and TASA funds are being used at the national and state levels. The report is a tool for agency staff, policy makers, practitioners and citizens who want to understand how federal funding shapes America's transportation system and its communities.

Spending Analysis

From 1992 through 2016, Congress apportioned $17.2 billion to the states for TE, TAP and TASA projects, including $835 million in FY 2016. The TrADE national project database shows that state DOTs have programmed a cumulative total of 32,792 TE/TAP/TASA projects through FY 2016. Figure 1 provides a historical overview of TE funds. A financial summary for TAP/TASA from FY 2013 to FY 2016 follows in Figure 2.

The Federal-aid project funding cycle is successfully completed when federal dollars are dispersed to the project sponsor. Consequently, the reimbursement rate is the key performance measure for project implementation. The cumulative reimbursement rate for TE/TAP/TASA (FY 1992 to FY 2016) is 91 percent, having decreased by only 1 percent since last year—indicating that the strong demand for the program continues. The reimbursement for TASA is 12.3 percent, which reflects the youth of the program in its first year.

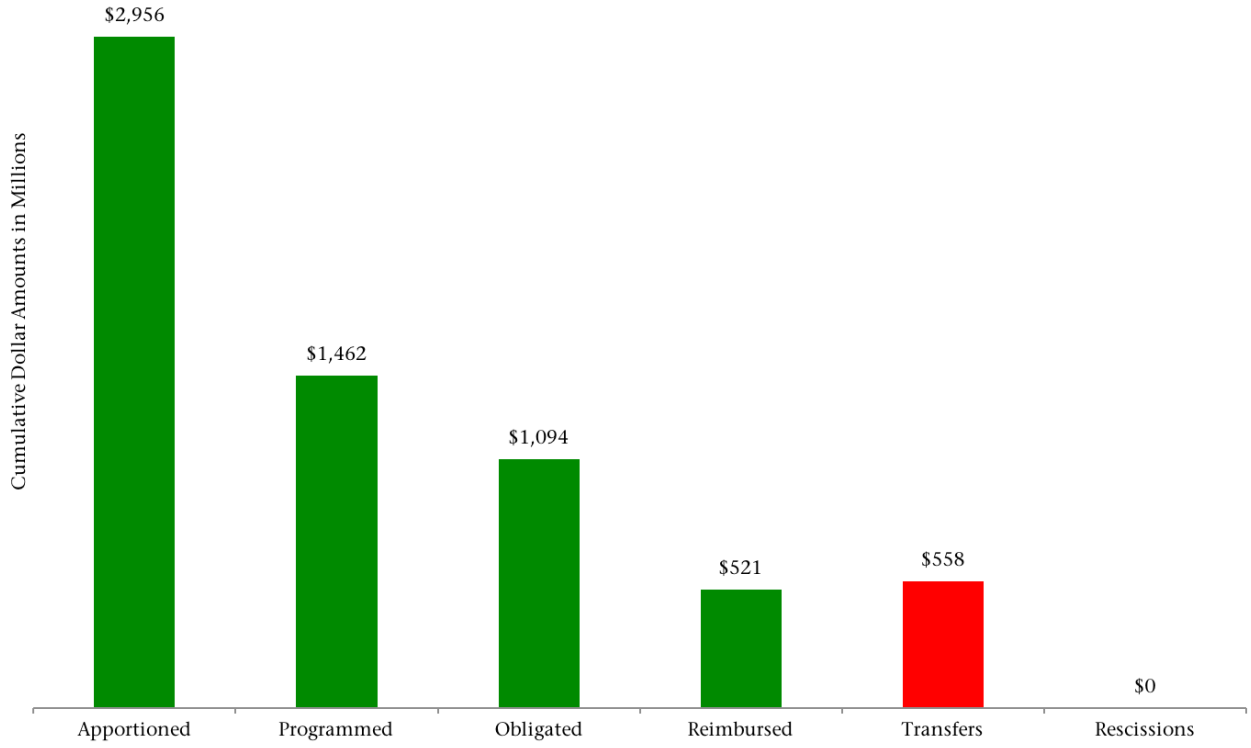
Figure 1: Cumulative Transportation Enhancements Financial Summary, FY 1992 - FY 2016



Lessons from FY 2016

With a new federal transportation bill, FY 2016 was another year of transition. States continued to spend remaining TE and TAP funds while beginning to also take advantage of the newly available TASA funds. In FY 2016, states transferred $236 million from TAP and TASA, representing more than a quarter of the cumulative total since 1992. Of that amount, several states transferred TAP dollars to other programs to prevent a funding lapse—a total of $137.6 million. The remaining $98.3 million was transferred from TASA to the Surface Transportation Block Grant Program and the National Highway Performance Program for projects that may or may not have been TA-eligible.

Figure 2: Cumulative Transportation Alternatives Program and Set-Aside Financial Summary, FY 2013 - FY 2016



FAST Act Review

The Moving Ahead for Progress in the 21st Century Act (MAP-21) expired on Sept. 30, 2014, but funding authorization for surface transportation continued through short-term extensions. On Dec. 4, 2015, the Fixing America's Surface Transportation (FAST) Act was signed into law—the first long-term funding bill in more than a decade, covering fiscal years 2016-2020. The FAST Act replaced the Transportation Alternatives Program (TAP) with a Transportation Alternatives Set-Aside (TASA) of the Surface Transportation Block Grant (STBG) program funding. The bill authorized $835 million annually to TASA for the first two years of the authorization (fiscal years 2016-2017) and $850 million for each of the remaining three years (fiscal years 2018-2020).

FAST Act Preserves Core Funding for Transportation Alternatives

TASA includes all projects and activities that were previously eligible for funding under TAP. Under MAP-21, TAP consolidated several long-standing programs, including the Recreational Trails Program (RTP) as a set-aside, Safe Routes to School (SRTS) and Transportation Enhancements (TE).

The FAST Act also preserved the manner in which funding is distributed within states, as shown in Figure 3, which was developed under MAP-21. Funds are first set aside for the Recreational Trails Program.* Then half of TASA 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 of more than 200,000, the metropolitan planning organization (MPO) is responsible for project selection and administration in conjunction with the state department of transportation (state DOT). The remaining 50 percent can be obligated anywhere in the state.

TIFIA Program Changes Make Low-Interest Loans More Accessible for Trails and Active Transportation

In addition to Transportation Alternatives funding, the FAST Act made changes to an existing program to open up financing for smaller projects. The Transportation Infrastructure Finance and Innovation Act (TIFIA) Program was established in 1998 to offer federal credit assistance to transportation projects in the form of secured (direct) loans, loan guarantees and standby lines of credit. Under the FAST Act, several key changes were made to TIFIA that make this financing more accessible for trail and active transportation projects:

- Lowered minimum project size from $50 million to $10 million for projects involving local governments or transit-oriented development.
- Allows multiple network segments to be bundled into a single project to meet the $10 million threshold.
- Allows State Infrastructure Banks to use TIFIA funds to make financing more accessible for projects in rural areas.
- Streamlines application process for low-cost, low-risk projects. Also, makes at least $2 million per year available to help defray application costs for smaller projects.

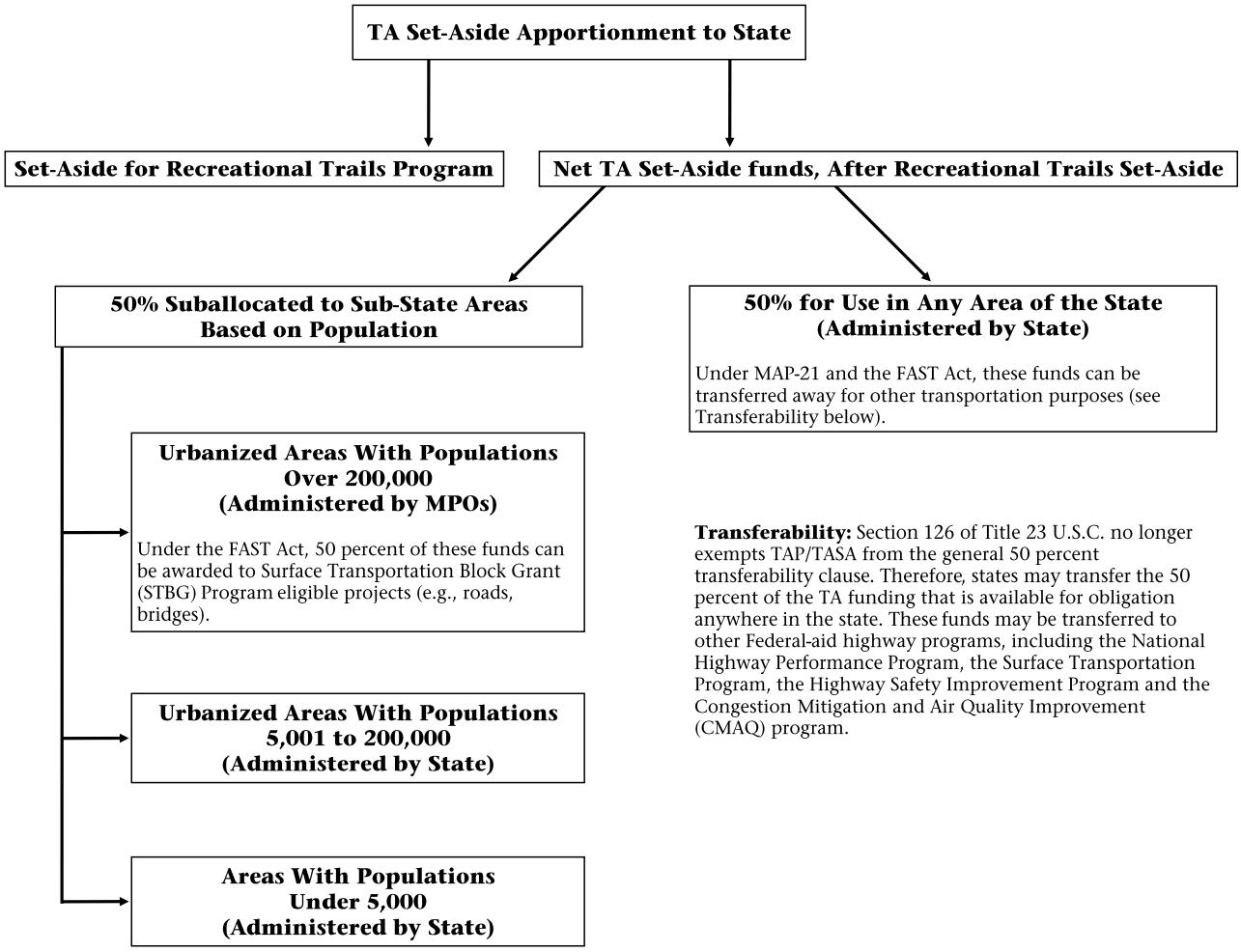
TASA funds must be distributed through a competitive process. Only up to 80 percent of the eligible project costs can be reimbursed by the federal government, with the remaining portion covered by matching funds.

*A state may opt out of the Recreational Trails set-aside prior to receiving funding for each fiscal year before state apportionments are made.

New Features of TASA

Though the FAST Act largely continued the provisions of MAP-21 related to Transportation Alternatives, the bill resulted in a few noteworthy updates.

Figure 3: Distribution of Transportation Alternatives Set-Aside Funds Within States



Eligible Activities: Under the FAST Act, the projects and activities eligible for funding are the same as those allowed under TAP, with two exceptions:

- An urbanized area with a population of more than 200,000 is allowed to use up to 50 percent of its suballocated TASA funds for any project or activity eligible under the broader STBG program (roads, bridges, etc.); the requirement for a competitive selection process still applies.
- TAP's "Flexibility of Excess Reserved Funding" provision, allowing the use of excess funds for any project or activity eligible under TAP or the Congestion Mitigation and Air Quality Improvement Program (CMAQ), was eliminated.

Reporting: Under the FAST Act, state DOTs and MPOs are now required to report annually to USDOT on TASA project applications and awards, and USDOT is authorized to make these reports publicly available. There are significant distinctions between the data that FHWA collects and the TrADE data:

- FHWA only collects information required under the FAST Act, beginning with funds apportioned for FY 2016.
- RTC collects data on TE, TAP and TASA project for all years 1992 to the present. RTC also tracks the cost of individual projects broken down by federal share and match and coded across 13 eligible categories. This assists in the overall purpose of the report to track implementation of the program.

The primary purpose of FHWA's data collection and reporting as required under the FAST Act is to understand the overall demand for TASA funds from year to year. State DOTs and MPOs provide data on the number and costs of projects submitted and selected for funding by county for general TASA project types (Pedestrian and Bicycle Facilities, Safe Routes to School, Recreational Trails, etc.).

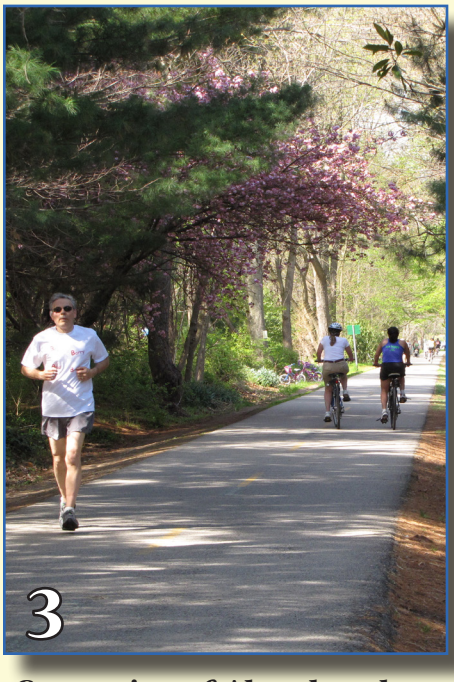
Compared to USDOT's reporting effort, TrADE's data collection for its annual Spending Analysis Report provides a more detailed and historical perspective on spending patterns of TE, TAP and TASA funds. For more than two decades, state DOTs have contributed project-level data for the annual update, including information about project location and description, the federal contribution and match amounts. In addition, TrADE's data is unique in distinguishing between the various types of eligibility categories (e.g., conversion of abandoned railway corridors to trails, wildlife management, etc.), which provide valuable insights on the types of projects being implemented with TE, TAP and TASA funds. The Spending Analysis Report communicates the return on investment of TE, TAP and TASA funds, and encourages a level of transparency that upholds a standard of accountability that is exemplary for all transportation programs.

The Transportation Alternatives Eligibilities

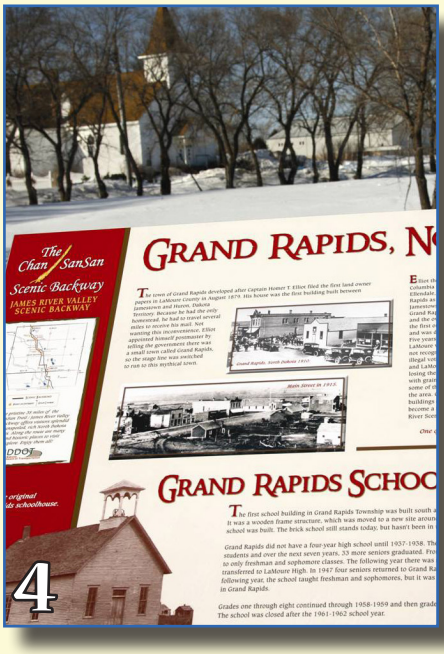
A Transportation Alternative is any activity related to surface transportation that fits one or more of these 10 categories. In addition, projects eligible under the Recreational Trails Program and Safe Routes to School Program qualify.*

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

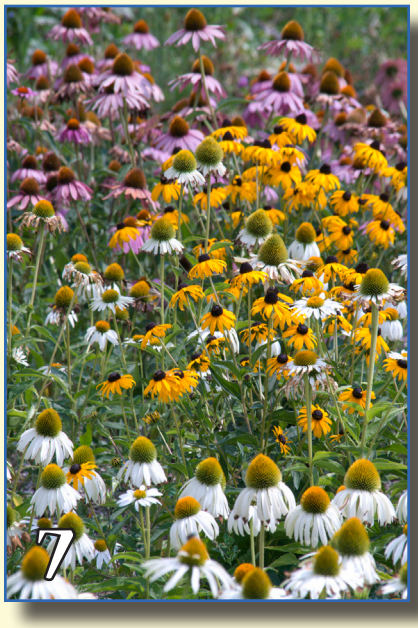


Scenic Turnouts and Overlooks: Construction of scenic turnouts, overlooks and viewing areas

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; and more

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

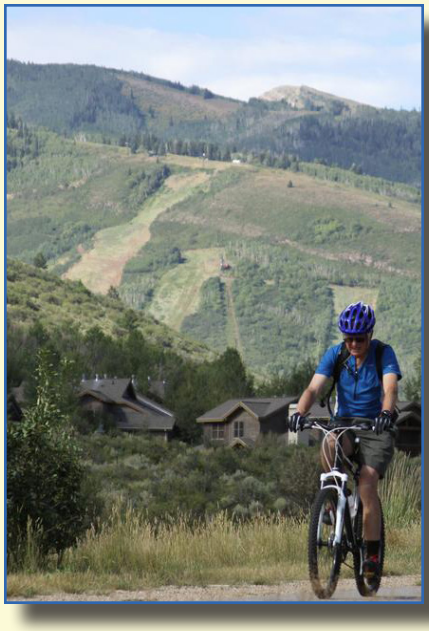


Vegetation Management: Improvement of roadway safety, prevention of invasive species, providing erosion control

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.

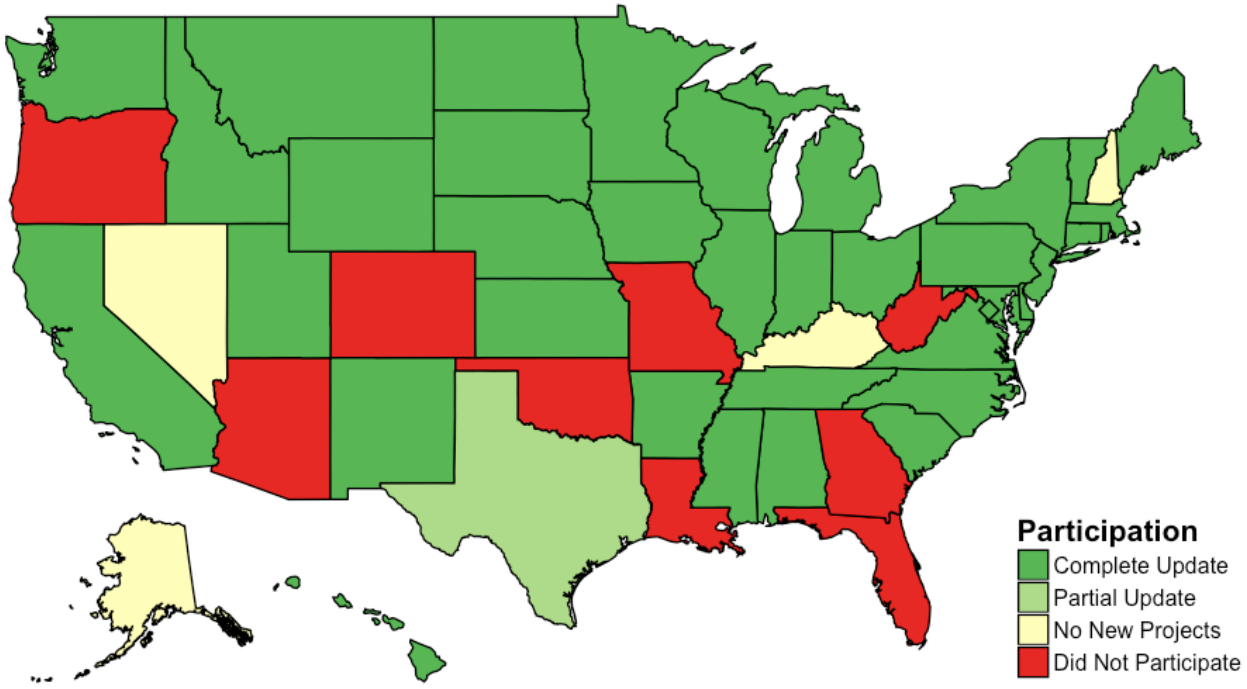
Updating the TrADE Database

This report uses data collected and maintained by the Transportation Alternatives Data Exchange at Rails-to-Trails Conservancy (RTC), previously the National Transportation Enhancements/Alternatives Clearinghouse (NTEC/NTAC) from 1996-2013. Beginning in 1993, RTC developed a database of funded TE projects by each state. This project listing has been managed and updated annually since 1998 under successive cooperative agreements with FHWA. The most recent agreement ended in September of 2013. Data for this edition were collected between November 2016 and April 2017. 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. States are required to report their obligations and reimbursements through the FMIS system. Additionally, state DOTs provide TrADE with 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 data exchange in creating openness and transparency and promoting best practices.

The national list of programmed TE, TAP and now TASA projects contains 33,792 projects selected from FY 1992 to FY 2016. The database also contains 513 programmed projects for future fiscal years (FY 2017 to FY 2022). Current and future projects combined, the list contains a total of 34,309 projects. However, charts and tables in this report do not include future-year projects. The national TE/TAP/TASA project list can be viewed online at **trade.railstotrails.org/project_search**. Since the TrADE database of projects is the only existing repository for information on TE, TAP and TASA projects nationwide, the participation of each state DOT is crucial for the accuracy and completeness of this information. During the most recent data collection, 41 states provided programming information, as shown in Figure 4.

Figure 4: State Data Collection Participation, FY 2016



Spending Analysis

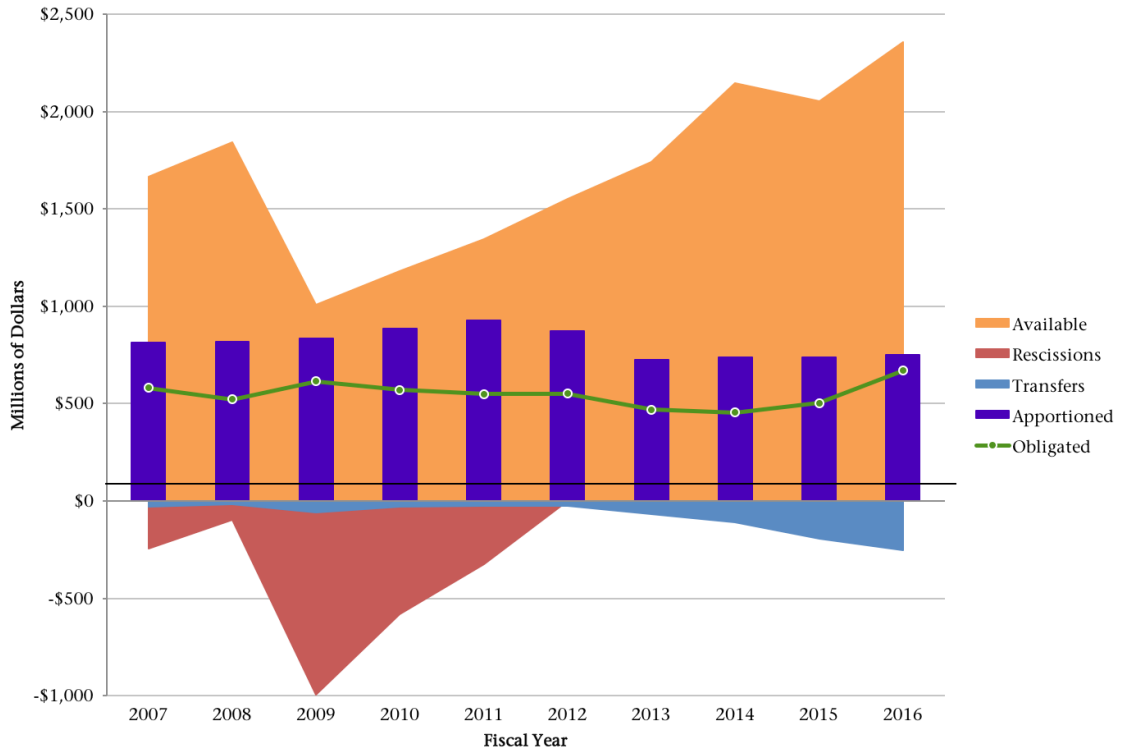
This chapter provides a summary of spending on TE, TAP and TASA funds from FY 1992 through FY 2016. Federal funding for surface transportation follows a multistep process, and TASA is a reimbursement program in which FHWA compensates states for project costs as they are incurred. The key steps of this funding cycle are:

- **Apportionment:** FHWA apportions funds to each state, as determined by a formula in the federal legislation (e.g., the FAST Act). With TASA, 50 percent is suballocated to areas within the state, based on population.
- **Programming:** State DOTs and MPOs select projects to receive funding.
- **Obligation:** FHWA commits to reimburse states for the federal share of the project cost (80 percent).
- **Reimbursement:** FHWA reimburses states for work completed.

Funding amounts available may be reduced through **rescissions** and **transfers**. Through legislation, a rescission cancels the unused balance of funds that have already been apportioned. Also, to an extent, federal law permits state DOTs to transfer funds from TASA to other transportation funding programs.*

Funding levels at each phase of this cycle, as well as reductions in funding, serve as key benchmarks that provide an overview of TE/TAP/TASA—from the apportionment of funds through project reimbursement. Figure 5 shows a national overview of the funding amounts from the last decade (FY 2007 through FY 2016).

Figure 5: Available Balance, Apportionment, Obligation, Transfers and Rescissions by Year, FY 2007 - FY 2016



Note: To see Figure 5 for an individual state, please visit **trade.railstotrails.org/stateprofile**.

*FHWA. Financing Federal-Aid Highways. Available at: **https://www.fhwa.dot.gov/reports/fifahiwy/fifahi02.htm**.

This chapter provides an analysis of spending on TE, TAP and TASA with a focus on apportionments, obligations and reimbursements. It also analyzes reductions in funding through rescissions and transfers. An in-depth discussion of Programming follows in the next chapter.

Apportionments

Apportionment is the first step of the funding process, where funds are distributed across the country. From FY 1992 through FY 2016, TE, TAP and TASA apportionments included the following:

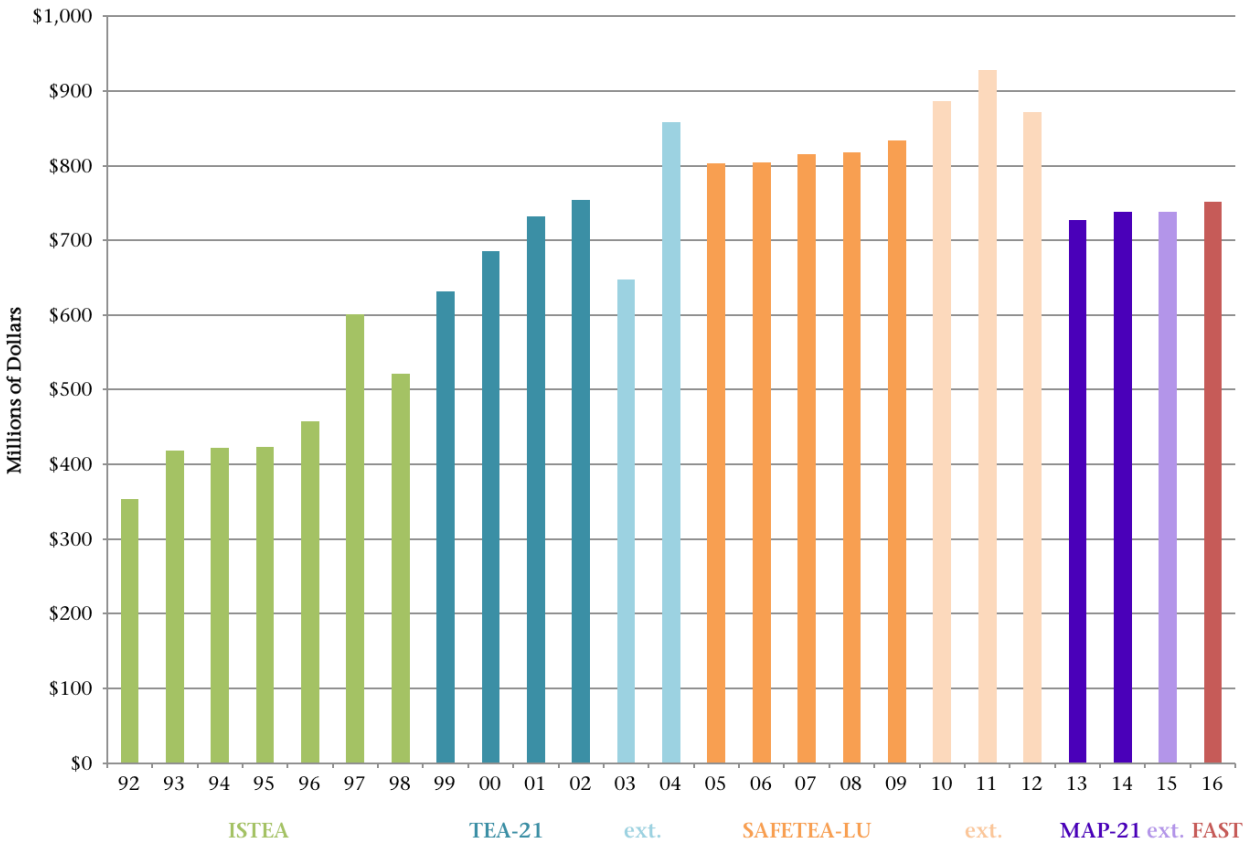
TE: Over the 21 years (FY 1992 through FY 2012) of Transportation Enhancements, the cumulative apportioned funding provided was $14.27 billion. The remaining unobligated balance is $783.9 million, a significant increase from FY 2015 in which the balance was $539.8 million. States have the ability to de-obligate and re-obligate funding for TE projects, which resets period of availability—causing the unobligated TE balance to fluctuate.

TAP: Over the three years (FY 2013 through FY 2015) of TAP, cumulative funding provided to states was $2.2 billion.

TASA: $835 million was apportioned in FY 2016.

TE + TAP +TASA: The cumulative apportioned funding for TE, TAP and TASA (FY 1992 through FY 2016) is $17.2 billion. The national apportionments by year are shown in Figure 6, and the distribution of funds among states is shown in Table 4. Historical apportionments by state are available online at **trade.railstotrails.org/spending**.

Figure 6: TE/TAP/TASA Apportionments by Year, FY 1992 - FY 2016



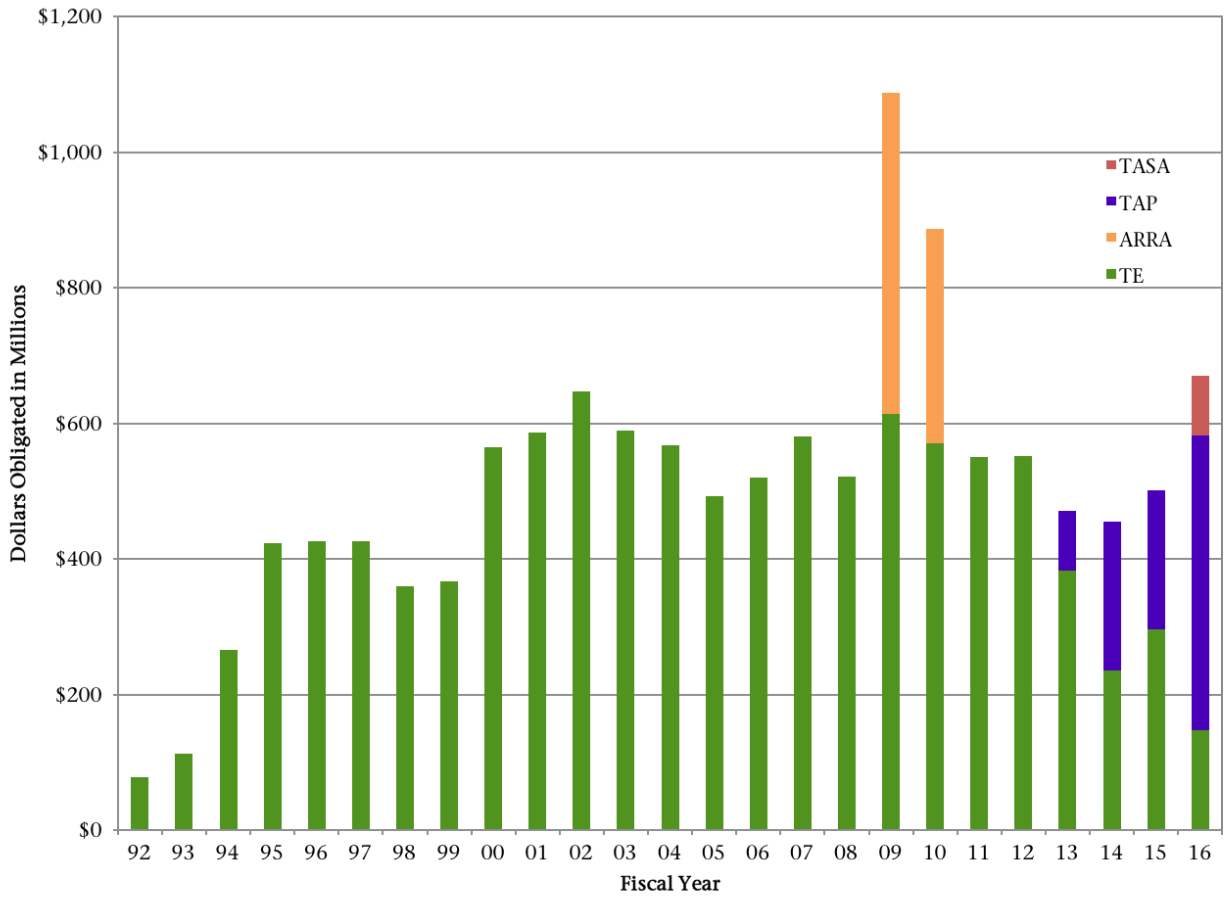
Obligations

Obligations represent a significant step in the project implementation process, during which FHWA commits to reimburse states for the federal share of the cost of selected projects. Figure 7 shows the amounts obligated by year. This analysis examines overall obligation rates, recent trends in obligation and obligation rates for suballocated funds.

Obligation Rates by Fiscal Year

This report analyzes 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 extent to which state DOTs and MPOs direct TE/TAP/TASA funds to eligible projects 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 25 years, 70 percent of apportionments have been spent on TE/TAP/TASA projects.

Figure 7: TE/TAP/TASA Funding Obligated by Year, FY 1992 - FY 2016



Note: In 2009 and 2010, funds were available from the American Recovery and Reinvestment Act, or ARRA (economic stimulus package), for Transportation Enhancements projects. In 2011 and 2012, $4.63 million in ARRA funding was de-obligated.

Table 1: Obligation Rates, FY 2012 - FY 2016

State	5-Year Avg. Total Apportionment	2012 TE	2013 TAP	2014 TAP	2015 TAP	2016 TASA	2013 TE+TAP	2014 TE+TAP	2015 TE+TAP	2016 TE+ TAP+TASA
Alabama	$15,695,515	11%	0%	1%	32%	6%	46%	1%	91%	129%
Alaska	$6,093,566	50%	0%	0%	0%	6%	107%	-8%	8%	27%
Arizona	$15,474,426	78%	19%	19%	26%	3%	25%	98%	86%	86%
Arkansas	$10,054,309	25%	12%	13%	5%	4%	60%	48%	114%	63%
California	$69,814,607	68%	0%	44%	58%	23%	80%	42%	55%	70%
Colorado	$10,796,241	20%	0%	15%	8%	4%	33%	67%	67%	127%
Connecticut	$8,151,191	18%	6%	6%	30%	2%	51%	77%	47%	36%
Delaware	$3,035,244	76%	25%	49%	54%	20%	121%	42%	107%	88%
District of Columbia	$2,616,425	29%	19%	56%	18%	0%	-6%	43%	224%	26%
Florida	$49,479,300	90%	84%	89%	52%	49%	75%	106%	64%	95%
Georgia	$31,794,126	91%	0%	29%	2%	6%	44%	77%	37%	70%
Hawaii	$2,903,440	-16%	0%	0%	0%	0%	22%	2%	-16%	138%
Idaho	$4,197,168	-6%	4%	40%	64%	65%	3%	43%	116%	110%
Illinois	$28,478,441	55%	0%	13%	25%	8%	105%	74%	75%	95%
Indiana	$21,530,924	84%	57%	87%	-1%	16%	101%	113%	142%	129%
Iowa	$9,604,335	39%	0%	14%	58%	3%	59%	54%	85%	71%
Kansas	$9,650,349	35%	0%	10%	26%	5%	28%	111%	187%	117%
Kentucky	$12,119,967	26%	0%	2%	1%	3%	112%	55%	123%	65%
Louisiana	$11,012,237	115%	31%	10%	13%	9%	44%	9%	19%	57%
Maine	$2,326,371	125%	1%	41%	10%	0%	1%	28%	16%	55%
Maryland	$11,252,474	21%	0%	0%	1%	0%	54%	66%	58%	91%
Massachusetts	$10,820,447	110%	0%	18%	65%	16%	143%	176%	213%	277%
Michigan	$24,205,850	48%	27%	81%	48%	38%	130%	107%	46%	100%
Minnesota	$15,166,470	91%	16%	110%	27%	33%	96%	110%	27%	125%
Mississippi	$9,782,416	36%	0%	4%	0%	1%	27%	154%	47%	179%
Missouri	$18,696,486	119%	0%	22%	16%	7%	101%	106%	78%	93%
Montana	$4,844,080	44%	0%	10%	80%	21%	80%	207%	183%	92%
Nebraska	$5,914,424	96%	62%	102%	40%	23%	89%	105%	41%	77%
Nevada	$5,559,956	84%	2%	9%	36%	25%	5%	-2%	55%	76%
New Hampshire	$2,822,032	54%	0%	0%	4%	0%	18%	35%	374%	24%
New Jersey	$17,032,608	11%	0%	0%	13%	4%	4%	-18%	79%	44%
New Mexico	$6,257,013	53%	0%	41%	88%	0%	104%	36%	90%	39%
New York	$26,800,189	32%	0%	0%	10%	3%	112%	12%	40%	109%
North Carolina	$22,122,141	86%	0%	17%	-7%	0%	95%	36%	38%	64%
North Dakota	$3,476,952	43%	0%	0%	51%	0%	49%	60%	57%	25%
Ohio	$26,919,963	76%	5%	47%	101%	18%	98%	86%	101%	103%
Oklahoma	$13,272,281	13%	0%	0%	0%	0%	19%	11%	5%	72%
Oregon	$8,197,170	61%	38%	76%	95%	21%	140%	119%	101%	91%
Pennsylvania	$26,055,625	141%	18%	24%	10%	0%	57%	27%	9%	70%
Rhode Island	$2,606,584	112%	12%	74%	78%	0%	52%	53%	98%	-39%
South Carolina	$14,945,877	85%	1%	9%	5%	0%	46%	28%	-7%	44%
South Dakota	$4,595,401	-1%	0%	0%	0%	0%	10%	3%	22%	47%
Tennessee	$17,337,591	33%	0%	3%	16%	0%	78%	79%	85%	67%
Texas	$75,600,742	54%	0%	4%	2%	0%	15%	44%	70%	110%
Utah	$5,447,655	55%	34%	15%	29%	2%	134%	62%	47%	52%
Vermont	$2,583,086	78%	14%	18%	48%	0%	156%	69%	130%	171%
Virginia	$20,960,669	87%	0%	0%	2%	0%	-12%	-6%	72%	104%
Washington	$11,314,948	88%	9%	89%	54%	41%	48%	110%	48%	78%
West Virginia	$6,093,701	-4%	0%	17%	15%	0%	5%	89%	28%	152%
Wisconsin	$17,458,685	43%	0%	30%	66%	0%	46%	41%	73%	17%
Wyoming	$2,484,676	94%	0%	1%	55%	0%	123%	43%	60%	67%
National	**$765,456,372**	**63%**	**12%**	**30%**	**28%**	**12%**	**64%**	**62%**	**68%**	**89%**

Table 2: Cumulative Obligations and Unobligated Balances, FY 2012 - FY 2016

State	5-Year Avg. Total Apportionment	5-Year Cumulative Obligation/ Apportioned	Unobligated TE Balance	Unobligated TAP Balance	Unobligated TASA Balance
Alabama	$15,695,514.60	55%	$4,740.62	$24,127,569.88	$11,876,070.86
Alaska	$6,093,566.40	39%	$0.00	$13,891,181.32	$3,957,042.00
Arizona	$15,474,425.60	75%	$2,983,956.41	$20,214,916.22	$8,377,988.00
Arkansas	$10,054,309.40	60%	$115,672.00	$19,341,835.00	$7,602,099.00
California	$69,814,607.00	63%	$7,469,973.54	$99,702,223.83	$41,333,691.00
Colorado	$10,796,240.80	61%	$65,968.00	$9,601,070.00	$8,214,360.00
Connecticut	$8,151,191.40	45%	$27,048.90	$6,526,569.27	$3,886,268.00
Delaware	$3,035,243.60	86%	$0.00	$2,262,230.85	$1,752,669.00
District of Columbia	$2,616,425.40	60%	$14,435.40	$4,606,911.79	$1,987,749.00
Florida	$49,479,300.40	86%	$1,829,082.41	$6,872,471.00	$16,341,368.00
Georgia	$31,794,125.80	64%	$31,291,372.18	$30,273,974.30	$9,886,107.00
Hawaii	$2,903,440.00	24%	$11,841,926.82	$5,849,979.00	$2,271,119.00
Idaho	$4,197,168.40	48%	$3,707,972.99	$3,376,863.24	$684,005.91
Illinois	$28,478,441.20	80%	$53,548,899.68	$32,822,664.50	$20,691,748.00
Indiana	$21,530,923.60	114%	$2,938.88	$13,356,373.15	$14,413,451.99
Iowa	$9,604,334.60	60%	$7,664,561.53	$12,479,763.46	$7,281,937.14
Kansas	$9,650,348.80	92%	$914,024.92	$15,691,301.71	$6,917,312.37
Kentucky	$12,119,966.80	74%	$21,655,056.45	$13,072,465.00	$9,441,688.00
Louisiana	$11,012,237.00	52%	$0.00	$10,517,264.70	$5,651,906.40
Maine	$2,326,370.60	59%	$0.00	$3,963,568.36	$1,652,942.00
Maryland	$11,252,473.80	58%	$23,236,251.91	$19,351,663.00	$6,939,908.00
Massachusetts	$10,820,447.20	182%	$13,070,454.33	$12,543,806.71	$4,509,658.28
Michigan	$24,205,849.80	85%	$321,384.80	$14,359,521.49	$10,804,756.46
Minnesota	$15,166,470.40	90%	$95,094.09	$6,351,905.86	$7,154,032.04
Mississippi	$9,782,416.40	86%	$11,737,729.00	$18,805,436.00	$7,706,505.00
Missouri	$18,696,486.00	100%	$3,250,828.66	$18,090,241.15	$13,892,144.58
Montana	$4,844,079.60	112%	$0.00	$6,482,516.01	$2,705,886.00
Nebraska	$5,914,423.80	82%	$278,324.08	$448,530.88	$2,572,641.00
Nevada	$5,559,955.60	49%	$510.18	$9,901,119.00	$2,905,777.00
New Hampshire	$2,822,032.20	97%	$1,571.41	$7,285,080.50	$2,170,066.00
New Jersey	$17,032,608.20	24%	$36,502,483.90	$36,356,057.00	$10,227,984.00
New Mexico	$6,257,013.00	64%	$4,999,688.25	$5,074,782.00	$4,978,554.00
New York	$26,800,188.60	61%	$67,350,793.00	$36,596,802.00	$10,353,771.00
North Carolina	$22,122,140.60	64%	$3,707,332.32	$34,188,840.00	$13,718,225.00
North Dakota	$3,476,952.40	46%	$76,928.64	$2,688,397.00	$1,339,814.00
Ohio	$26,919,962.60	92%	$0.00	$5,049,691.86	$16,962,311.65
Oklahoma	$13,272,280.60	24%	$14,150,600.20	$12,569,522.00	$5,214,184.00
Oregon	$8,197,170.20	99%	$22,636.34	$1,296,617.00	$2,656,023.32
Pennsylvania	$26,055,625.40	62%	$14,852.19	$49,915,180.10	$21,469,633.00
Rhode Island	$2,606,584.20	61%	$1,899,152.79	$4,257,763.57	$1,468,367.00
South Carolina	$14,945,877.00	40%	$9,681,135.16	$15,765,583.00	$6,139,701.00
South Dakota	$4,595,400.60	15%	$3,537,286.21	$4,887,096.30	$1,771,251.00
Tennessee	$17,337,591.20	67%	$22,592,135.00	$35,401,002.90	$14,095,990.00
Texas	$75,600,741.60	59%	$22,528,712.20	$74,436,351.96	$31,536,542.00
Utah	$5,447,654.80	68%	$2,229,790.10	$5,322,183.40	$3,039,626.00
Vermont	$2,583,086.40	113%	$3,777,839.60	$4,332,394.04	$1,800,932.00
Virginia	$20,960,668.60	51%	$3,363,378.09	$41,992,163.37	$14,659,231.00
Washington	$11,314,948.00	75%	-$392,306.49	$3,471,868.99	$4,509,197.00
West Virginia	$6,093,701.20	50%	$128,567.00	$11,106,332.64	$4,758,096.00
Wisconsin	$17,458,684.80	44%	$645,808.05	$17,862,272.17	$10,616,418.00
Wyoming	$2,484,676.20	79%	$0.00	$4,188,541.33	$1,846,964.00
National	**$765,456,372.40**	**69%**	**$391,946,591.74**	**$868,930,459.81**	**$428,745,712.00**

The second method, shown in Table 1, 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 1 shows this rate for the past five years. This rate can be quite variable between years. As seen in Table 1, it is possible for a state to obligate more than 100 percent of one year's apportionment because a state has the ability to obligate prior-year funding. For example, New Jersey has committed to obligating old TE and TAP funds by having its three MPOs submit their regional active transportation priorities through this program accordingly. That they and other states are "reaching back" to obligate funds apportioned from previous years is indicated in the final column, "TE+TAP+TASA," of Table 1.

During FY 2016, only TASA funds were apportioned, but both "old" TE and TAP funds were obligated. Table 1 reflects this in two ways. First, obligation rates for TE, TAP and TASA funds are shown for each of the five past years. It is worth noting that several states have not yet obligated any TASA funds, which indicates that states may be holding off from obligating TASA funds until they spend their remaining TE and TAP balances.

Table 1 also shows the combined obligation rates for TE and TAP, and then TE, TAP and TASA funds, over the five-year average total apportionment. This analysis is necessary because states can continue to obligate TE and TAP funds until they expire. In its first year, the TASA obligation rate was 12 percent; however, the cumulative rate for TAP and TASA (FY 2013 - FY 2016) was significantly higher at 89 percent. As shown in Table 1, some states have obligation rates higher than 100 percent, even though they did not spend all of the TAP or TASA funds. This indicates that those states are spending down old TE funds apportioned in FY 2012 and earlier.

Recent Trends in Obligation

While the cumulative obligation rate is a useful measure, a state-by-state analysis of recent trends (e.g., past five years) in obligation rates provides further insight on TE/TAP/TASA spending by state DOTs and MPOs. Table 2 provides fiscal year obligation rates compared to the amount apportioned that year since 2012.

TE: During FY 2016, $148 million in TE funds were obligated, a 50 percent decrease from the amount in FY 2015 ($206 million). The unobligated TE balance was $783.9 million, an increase from $539.8 million in FY 2015. As noted previously, the unobligated TE balance will continue to fluctuate as states de-obligate and re-obligate funds.

TAP: For FY 2016, the national obligation rate for TASA alone was 12 percent, compared to 28 percent for TAP in FY 2015. This indicates that states are focusing on using remaining TE and TAP funds first, before obligating the newer TASA funds. As TAP was not a set-aside like TE and TASA, but a separate program, it remains particularly susceptible to lapsing (see section on Transfers).

TE + TAP + TASA: In FY 2016, the combined obligation rate for TE, TAP and TASA was 89 percent, an increase from 68 percent (for TE and TAP) in FY 2015. The obligated/apportioned rate was 69 percent for the five-year period of FY 2012 to FY 2016, a slight increase from 63 percent for the five-year period of FY 2011 to FY 2015.

Unobligated Funding: While FY 2016 resulted in an increase in the unobligated TE balance, the unobligated TAP balance decreased as states continued to spend TAP funds (which are no longer being apportioned) or as TAP funds lapsed (disappeared as though they never existed). The TE/TAP/TASA combined unobligated balance at the conclusion of FY 2016 was $3.3 billion, more than double the value at the close of FY 2015. State-specific unobligated balances at the close of FY 2016 are reported in Table 2.

Twenty states did not obligate any funds during FY 2016.

TA Obligations by Area

TAP and TASA funds are partially suballocated to large urbanized areas within a state based on population. For census-designated urbanized areas with a population greater than 200,000, the FAST Act designates the local MPO to administer a competitive process to select projects for TASA funds in the region. Table 3 shows the FY 2016 obligation amounts for TAP and TASA projects and the rates as compared to the FY 2016 apportionment.

The state DOT is responsible for administering a process to select projects for funds suballocated to small- and medium-sized areas (with population under 5,000, and between 5,001 to 200,000, respectively) as well as any-area funds that can be used for projects throughout the state. Table 4 shows FY 2016 obligations of TAP funds by state, separated into MPO-administered funds and state-administered funds.

The national obligation rate for MPOs is 89 percent, but rate varies widely from state to state, ranging from 0 percent to 216 percent (as previous year funds can also be obligated). A similar trend is seen among states; the national obligation rate is 98 percent, and states range from 2 percent to 488 percent. While state DOTs have well-established processes for selecting projects for TASA funds, MPOs have only recently been responsible for this (starting with MAP-21 in FY 2013). 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. These factors influence MPO obligation rates.

Reimbursements

The final stage of the project funding cycle is reimbursement. 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, there can be a significant period between obligation and reimbursement. Reimbursements do not occur until the project is complete on the ground and has been inspected.

The reimbursement rate indicates the percentage of obligated funds that were reimbursed. Within a fiscal year, differences in reimbursement rates can be explained a number of ways. Therefore, when looked at alone, reimbursement rates are insufficient benchmarks for the funding analysis. A low reimbursement rate together with a high obligation rate in recent years could indicate that many projects in that state are ongoing. A high reimbursement rate together with a low obligation rate in recent years could indicate that few projects are implemented but that they are done efficiently. Reimbursement rates should be interpreted in the context of the whole funding process. Consequently, the cumulative reimbursement rate is a more accurate portrayal of overall project implementation over time. See Table 6 for the cumulative state and national reimbursement amounts and rates.

TASA: In FY 2016, the national reimbursement rate for TASA was 12.3 percent. In comparison, in FY 2015, the reimbursement rate for TAP was 47.4 percent. This reflects the youth of TASA in its first year, in comparison to the third year of TAP in FY 2015.

TE + TAP + TASA: The cumulative (FY 1992 - FY 2016) reimbursement rate nationally was 91 percent of obligations. State reimbursement rates ranged from a low of 61 percent in Massachusetts to a high of 99 percent in Colorado and Maine.

Table 3: TA Obligations by Large Urbanized Area Suballocation, FY 2016

State	Apportionment	Obligations (TAP)	Obligations (TASA)	Rate (TASA)	Rate (TAP + TASA)
Alabama	$2,762,764	$2,590,735	$8,442	0%	94%
Alaska	$908,376	$1,020,048	$288,000	32%	144%
Arizona	$5,411,113	$3,828,945	$531,673	10%	81%
Arkansas	$1,274,346	$74,351	$405,154	32%	38%
California	$27,802,554	$21,159,989	$11,718,316	42%	118%
Colorado	$3,334,140	$5,864,426	$0	0%	176%
Connecticut	$3,314,939	$2,702,423	$168,957	5%	87%
Delaware	$748,649	$248,987	$554,979	74%	107%
District of Columbia	$1,202,192	$0	$0	0%	0%
Florida	$18,636,504	$7,785,083	$8,224,177	44%	86%
Georgia	$8,782,737	$4,673,036	$1,996,000	23%	76%
Hawaii	$810,269	$0	$0	0%	0%
Idaho	$433,354	$56,425	$358,397	83%	96%
Illinois	$10,108,137	$3,502,807	$0	0%	35%
Indiana	$4,985,482	$6,026,967	$1,287,201	26%	147%
Iowa	$998,832	$354,249	$0	0%	35%
Kansas	$1,841,796	$2,258,006	$473,052	26%	148%
Kentucky	$2,101,631	$4,216,267	$328,000	16%	216%
Louisiana	$2,398,250	$4,451,480	$935,621	39%	225%
Maine	$153,236	$85,445	$0	0%	56%
Maryland	$4,089,752	$2,183,728	$0	0%	53%
Massachusetts	$4,587,867	$3,617,494	$1,609,771	35%	114%
Michigan	$6,748,500	$2,887,934	$874,159	13%	56%
Minnesota	$3,645,013	$2,602,220	$2,642,801	73%	144%
Mississippi	$1,096,723	$35,540	$100,000	9%	12%
Missouri	$4,436,718	$5,562,511	$0	0%	125%
Montana					
Nebraska	$1,422,297	$557,466	$0	0%	39%
Nevada	$2,171,034	$1,264,162	$1,145,250	53%	111%
New Hampshire	$311,000	$66,000	$0	0%	21%
New Jersey	$7,591,954	$4,186,330	$728,970	10%	65%
New Mexico	$1,129,365	$1,070,681	$0	0%	95%
New York	$10,578,271	$5,054,388	$384,688	4%	51%
North Carolina	$5,079,803	$6,158,997	$0	0%	121%
North Dakota					
Ohio	$7,989,987	$3,338,920	$3,074,177	38%	80%
Oklahoma	$2,579,761	$3,315,811	$0	0%	129%
Oregon	$1,970,673	$2,446,626	$0	0%	124%
Pennsylvania	$8,094,824	$4,824,426	$49,825	1%	60%
Rhode Island	$1,070,981	$0	$0	0%	0%
South Carolina	$2,999,401	$1,780,748	$0	0%	59%
South Dakota					
Tennessee	$3,660,898	$4,217,620	$0	0%	115%
Texas	$25,093,594	$20,857,325	$0	0%	83%
Utah	$1,879,723	$1,598,714	$0	0%	85%
Vermont					
Virginia	$6,283,406	$5,241,794	$0	0%	83%
Washington	$3,240,725	$1,645,672	$1,975,945	61%	112%
West Virginia	$174,431	$0	$0	0%	0%
Wisconsin	$3,362,317	$504,220	$0	0%	15%
Wyoming					
National	**$219,298,319**	**$155,918,995**	**$39,863,554**	**18%**	**89%**

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

Table 4: Obligations by Large Urbanized Area Suballocation and State Allocation, FY 2016

	Apportionment			Obligation			Rate		
State	MPO	State	Total	MPO (TAP + TASA)	State (TE + TAP + TASA)	Total	MPO	State	Total
Alabama	$2,762,764	$12,829,665	$15,592,429	$2,599,177	$17,853,668	$20,452,845	94%	139%	131%
Alaska	$908,376	$4,227,347	$5,135,723	$1,308,048	$102,166	$1,410,214	144%	2%	27%
Arizona	$5,411,113	$10,056,574	$15,467,687	$4,360,618	$12,017,326	$16,377,944	81%	119%	106%
Arkansas	$1,274,346	$8,418,363	$9,692,709	$479,505	$5,756,902	$6,236,407	38%	68%	64%
California	$27,802,554	$41,099,359	$68,901,913	$32,878,305	$21,124,815	$54,003,120	118%	51%	78%
Colorado	$3,334,140	$7,152,189	$10,486,329	$5,864,426	$9,290,616	$15,155,042	176%	130%	145%
Connecticut	$3,314,939	$5,539,602	$8,854,541	$2,871,380	$583,740	$3,455,120	87%	11%	39%
Delaware	$748,649	$2,042,890	$2,791,539	$803,966	$1,908,169	$2,712,134	107%	93%	97%
District of Columbia	$1,202,192	$1,202,193	$2,404,385	$0	$616,876	$616,876	0%	51%	26%
Florida	$18,636,504	$29,581,467	$48,217,971	$16,009,260	$36,265,132	$52,274,392	86%	123%	108%
Georgia	$8,782,737	$23,143,273	$31,926,010	$6,669,036	$20,085,485	$26,754,521	76%	87%	84%
Hawaii	$810,269	$1,936,812	$2,747,081	$0	$3,800,124	$3,800,124	0%	196%	138%
Idaho	$433,354	$3,451,975	$3,885,329	$414,822	$3,390,061	$3,804,883	96%	98%	98%
Illinois	$10,108,137	$17,626,861	$27,734,998	$3,502,807	$22,457,808	$25,960,615	35%	127%	94%
Indiana	$4,985,482	$16,683,544	$21,669,026	$7,314,168	$25,771,782	$33,085,950	147%	154%	153%
Iowa	$998,832	$8,200,621	$9,199,453	$354,249	$6,158,449	$6,512,698	35%	75%	71%
Kansas	$1,841,796	$7,406,642	$9,248,438	$2,731,057	$9,435,984	$12,167,042	148%	127%	132%
Kentucky	$2,101,631	$9,774,076	$11,875,707	$4,544,267	$3,790,045	$8,334,312	216%	39%	70%
Louisiana	$2,398,250	$8,234,412	$10,632,662	$5,387,102	$2,055,566	$7,442,668	225%	25%	70%
Maine	$153,236	$1,843,224	$1,996,460	$85,445	$1,095,923	$1,181,367	56%	59%	59%
Maryland	$4,089,752	$7,113,523	$11,203,275	$2,183,728	$8,065,530	$10,249,258	53%	113%	91%
Massachusetts	$4,587,867	$6,165,209	$10,753,076	$5,227,265	$27,606,596	$32,833,861	114%	448%	305%
Michigan	$6,748,500	$17,269,026	$24,017,526	$3,762,093	$20,557,508	$24,319,601	56%	119%	101%
Minnesota	$3,645,013	$10,942,458	$14,587,471	$5,245,021	$14,430,680	$19,675,701	144%	132%	135%
Mississippi	$1,096,723	$8,353,350	$9,450,073	$135,540	$16,831,910	$16,967,450	12%	201%	180%
Missouri	$4,436,718	$13,841,305	$18,278,023	$5,562,511	$13,674,888	$19,237,398	125%	99%	105%
Montana		$4,393,753	$4,393,753		$4,026,644	$4,026,644		92%	92%
Nebraska	$1,422,297	$4,254,393	$5,676,690	$557,466	$4,353,682	$4,911,148	39%	102%	87%
Nevada	$2,171,034	$2,833,347	$5,004,381	$2,409,412	$1,332,651	$3,742,063	111%	47%	75%
New Hampshire	$311,000	$2,312,489	$2,623,489	$66,000	$575,115	$641,115	21%	25%	24%
New Jersey	$7,591,954	$9,308,172	$16,900,126	$4,915,300	$4,138,000	$9,053,300	65%	44%	54%
New Mexico	$1,129,365	$4,895,181	$6,024,546	$1,070,681	$2,199,015	$3,269,696	95%	45%	54%
New York	$10,578,271	$16,193,786	$26,772,057	$5,439,076	$25,034,759	$30,473,835	51%	155%	114%
North Carolina	$5,079,803	$17,068,248	$22,148,051	$6,158,997	$8,549,795	$14,708,792	121%	50%	66%
North Dakota		$3,241,209	$3,241,209		$809,438	$809,438		25%	25%
Ohio	$7,989,987	$18,847,973	$26,837,960	$6,413,097	$24,389,221	$30,802,318	80%	129%	115%
Oklahoma	$2,579,761	$10,179,225	$12,758,986	$3,315,811	$5,894,203	$9,210,014	129%	58%	72%
Oregon	$1,970,673	$5,677,054	$7,647,727	$2,446,626	$6,198,095	$8,644,721	124%	109%	113%
Pennsylvania	$8,094,824	$17,962,160	$26,056,984	$4,874,251	$13,437,353	$18,311,604	60%	75%	70%
Rhode Island	$1,070,981	$1,297,001	$2,367,982	$0	-$914,918	-$914,918	0%	-71%	-39%
South Carolina	$2,999,401	$11,868,908	$14,868,309	$1,780,748	$5,405,648	$7,186,396	59%	46%	48%
South Dakota		$4,286,315	$4,286,315		$2,008,107	$2,008,107		47%	47%
Tennessee	$3,660,898	$13,406,021	$17,066,919	$4,217,620	$7,168,682	$11,386,302	115%	53%	67%
Texas	$25,093,594	$51,286,048	$76,379,642	$20,857,325	$64,425,167	$85,282,492	83%	126%	112%
Utah	$1,879,723	$3,188,682	$5,068,405	$1,598,714	$1,550,802	$3,149,515	85%	49%	62%
Vermont		$2,177,321	$2,177,321		$3,725,409	$3,725,409		171%	171%
Virginia	$6,283,406	$14,494,204	$20,777,610	$5,241,794	$16,949,614	$22,191,408	83%	117%	107%
Washington	$3,240,725	$7,607,258	$10,847,983	$3,621,617	$5,782,640	$9,404,257	112%	76%	87%
West Virginia	$174,431	$5,583,555	$5,757,986	$0	$8,742,177	$8,742,177	0%	157%	152%
Wisconsin	$3,362,317	$13,774,295	$17,136,612	$504,220	$2,457,488	$2,961,708	15%	18%	17%
Wyoming		$2,231,339	$2,231,339		$1,502,871	$1,502,871		67%	67%
National	**$219,298,319**	**$532,503,897**	**$751,802,216**	**$195,782,549**	**$524,469,404**	**$720,251,953**	**89%**	**98%**	**96%**

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

Transfers

States DOTs may transfer up to 50 percent of TASA funds to other Federal-aid Highway Programs after the RTP set-aside. A state can only transfer funds for use in any area of the state (see Figure 3), not funds that are suballocated by population. 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. Additionally, states may transfer funds from any other FHWA program into TASA, and TASA projects are eligible under the Surface Transportation Block Grant (STBG) Program without a transfer.

States may also transfer funds to the Federal Transit Administration (FTA) for TASA-eligible projects.

Since the FAST Act (beginning in FY 2016), metropolitan planning organizations (MPOs) administering funds suballocated by population may obligate up to half of their TASA funds for any project eligible under the STBG Program. (This provision does not apply to MAP-21 funds.) In FY 2016, this provision was not exercised.

As a rule, FHWA funds are available for obligation for the current fiscal year plus three additional fiscal years. Funds not obligated during this window lapse. Transfers protect funds from lapsing by reallocating them to another program before they expire. Once transferred, funds may only be used for projects eligible under the program that received the funds. Therefore, funds transferred to STBG remain available for TASA-eligible projects, though are not required. Funds may also be transferred back to TASA at any time.

There are exceptions for programs that are set-asides from larger programs. The MAP-21 TAP funds, including the RTP set-aside, were considered a separate program, and those funds will lapse if not obligated within their period of availability. However, prior TE funds and FAST Act TASA funds (including the RTP set-aside) are considered STP/STBG funds and, therefore, are protected if a state will not lapse the STP/STBG funds.*

TE: Table 5 shows all transfers from TE over the last decade, since FY 2007. In that time, states transferred $264.6 million away from TE. The funds were transferred in varying amounts to FTA, National Highway System (NHS), Recreational Trails, Interstate Maintenance (ISM), the Bridge Program and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. However, it is important to note that in FY 2016 alone, no states transferred funds away from TE.

TAP: More transfers have now come from TAP than TE. Between FY 2013 and FY 2016, 28 states transferred a total of $425.5 million in varying amounts to FTA, NHPP and STP/STBG. For this report, anecdotal evidence was collected to better understand the rationale for the transfers by states that had not previously transferred before. A sample of those states were interviewed based on geographic diversity, with all reporting that the 2016 transactions occurred because the TAP funds were about to lapse.

TASA: In FY 2016, $98.3 million were transferred by 19 states to NHPP and STP/STBG, which accounts for 12 percent of the 2016 apportionment.

TE + TAP + TASA: In the last decade, the total transfers between FY 2007 and FY 2016 equal $788.4 million. The $236 million transferred during FY 2016 is an increase of $54 million as compared to FY 2015 when states transferred $182 million. Transfers during FY 2016 represent more than a quarter of the cumulative total since 1992.

*See: **https://www.fhwa.dot.gov/cfo/lapsing_funds.cfm**.

Table 5: Fiscal Year Transfers and Cumulative Transfers (in thousands of dollars)

State	TAP FY 2016	TASA FY 2016	TE Total FY 07-16	TAP Total FY 13-16	TE + TAP + TASA Total FY 07-16
Arizona	$3,788 STP	$3,867 STP	$2,212	$11,299	$17,379
Arkansas	$4,872 STP		$1,162	$4,872	$6,034
California			$27,099		$27,099
Colorado			$9,445	$10,110	$19,555
Connecticut	$1,172 STP	$3,255 STP	$1,680	$12,303	$17,238
Florida			$3,376		$3,376
Georgia	$18,439 STP	$13,182 STP	$27,090	$49,501	$89,773
Idaho				$2,120	$2,120
Illinois	$20,293 STP		$52,342	$20,293	$72,635
Indiana			$284		$284
Iowa	$2,391 STP			$3,911	$3,911
Kansas	$488 NHPP			$2,503	$2,503
Kentucky	$17,912 STP				
Louisiana	$462 STP	$2,196 STP	$8,884	$9,914	$20,993
Maryland	$8,676 STP	$2,313 STP			
Massachusetts		$2,100 NHPP $500 STP			$2,600
Michigan			$3,186		$3,186
Minnesota			$4,397		$4,397
Mississippi				$2,434	$2,434
Missouri	$8,959 STP		$2,840	$17,361	$20,200
Nebraska			$1,299	$736	$2,035
Nevada	$650 STP		$4,396	$650	$5,046
New Jersey	$4,074 STP	$3,000 STP	$27,761	$5,074	$32,836
New York	$26,138 NHPP	$11,055 NHPP	$8,267	$26,138	$45,461
North Carolina	$1,964 STP	$4,573 STP	$1,700	$16,209	$22,482
North Dakota	$1,862 STP	$1,340 STP		$4,992	$6,332
Ohio			$600	$8,236	$8,836
Oklahoma	$1,110 STP	$5,270 STP		$19,744	$25,014
Oregon		$1,580 STP	$4,584		$6,164
Rhode Island		$489 STP			$489
Pennsylvania			$1,422		$1,422
South Carolina	$2,513 STP	$6,140 STP	$8,400	$23,039	$37,579
South Dakota	$372 STP	$1,771 STP	$425	$6,614	$8,810
Tennessee	$4,112 STP		$378	$4,112	$4,489
Texas	$6,653 STP	$31,537 STP	$28,990	$118,433	$178,960
Utah		$1,047 STP		$4,117	$5,164
Virginia		$2,500 STP	$21,819		$24,319
Washington			$9,065	$194	$9,259
West Virginia				$771	$771
Wisconsin	$745 NHPP	$3,539 NHPP	$1,537	$13,190	$18,267
Subtotals					
to FTA			$66,913	$2,999	$69,912
to NHS			$134,583		$134,583
to Rec Trails			$2,586		$2,586
to ISM			$5,608		$5,608
to Bridge 85%			$45,757		$45,757
to CMAQ			$9,196		$9,196
to NHPP	$27,372 NHPP	$16,694 NHPP		$38,759	$55,453
to STP	$110,275 STP	$81,560 STP		$383,701	$465,261
Total	**$137,647**	**$98,254**	**$264,643**	**$425,459**	**$788,356**

Program Analysis

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

The Project List

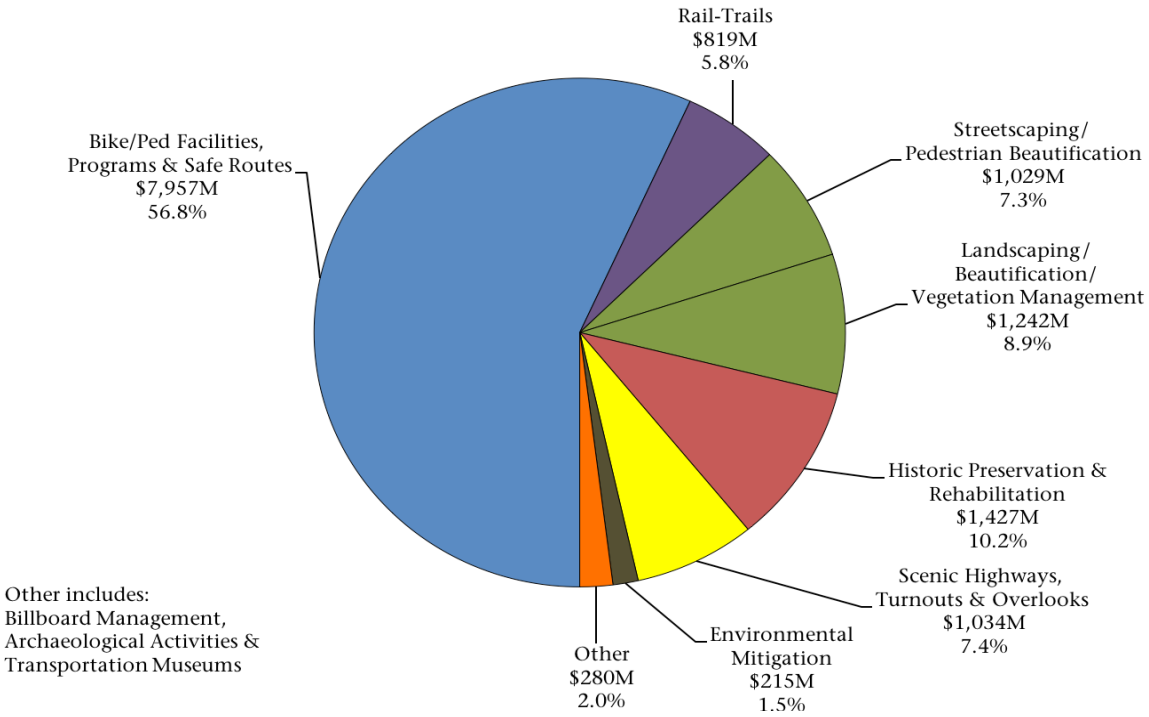
Programmed projects are those approved to receive TASA funding by individual states.* The TrADE project database now spans 25 fiscal years of TE, TA and TASA programming. Table 6 indicates that the cumulative level of programming for FY 1992 through FY 2016 is $14 billion, which represents 81 percent of all apportionments.

Future Programming: The programming data also show that 17 states have selected projects for future fiscal years. The database now has 513 future-programmed projects worth $288 million in federal funding. The future programming data suggest that there are projects in the design and development stages planned for future years; however, the actual federal funding level of these projects will be higher because some projects do not yet have funding levels fixed.

Findings by Eligibility

Over the years, as TE evolved into TAP and most recently TASA, the categories of eligible projects have changed as well. For the purpose of comparison, this analysis groups similar TE, TAP and TASA eligibilities. For instance, the TE activity pedestrian and bicycle facilities was combined with the TAP/TASA eligibility of the same name. Landscaping and other scenic beautification was com-

Figure 8: Distribution of Federal Funding by TE/TAP/TASA Eligibility Grouping, FY 1992 - FY 2016 (in millions of dollars)



To see Figure 8 for an individual state, please visit **trade.railstotrails.org/stateprofile**.

*For detailed project information on a state's list of programmed projects, see the Statewide Transportation Improvement Plan (STIP). Each state DOT publishes a STIP to provide the public with information on capital expenditures related to transportation.

bined with vegetation management. While acknowledging that there are differences between these eligibilities, the categories are similar enough that grouping them serves the purpose of identifying what type of projects are being funded. Figure 8 illustrates the distribution of funding by eligibility through FY 2016.

The percentages have shifted only slightly from previous years, and the ranking of categories in order of expenditures has not changed. Pedestrian and bicycle facilities still account for the majority of funding at 56.8 percent of all programmed funding. Beautification continues to be the second largest category of spending at 16.2 percent (this category combines 7.3 percent for streetscaping/pedestrian beautification and 8.9 percent for landscaping/beautification/landscape management). Historic preservation and rehabilitation of transportation structures is the third-largest eligibility category, with 10.2 percent of programmed funding. Scenic highways, turnouts and overlooks accounts for 7.4 percent of all programmed funding, followed by rail-trails, with 5.8 percent of funding.

The remaining eligibilities, including environmental mitigation, billboard removal, archaeology and transportation museums, have received only 3.5 percent of the total combined TE, TAP and TASA funding from FY 1992 through FY 2016.

Figure 9 illustrates the distribution of funding across all 10 TASA eligibilities from FY 2013 to FY 2016. Similar to last year's report, which showed FY 2013 to FY 2015, pedestrian and bicycle facilities continue to dominate the distribution, with 79.1 percent of funding. Percentages for most categories only shifted slightly, with the exception of Safe Routes for Non-Drivers, which doubled since last year (from 3 percent to 6.7 percent).

Figure 9: Distribution of Federal Funding by TA Activity, FY 2013 - FY 2016 (in millions of dollars)

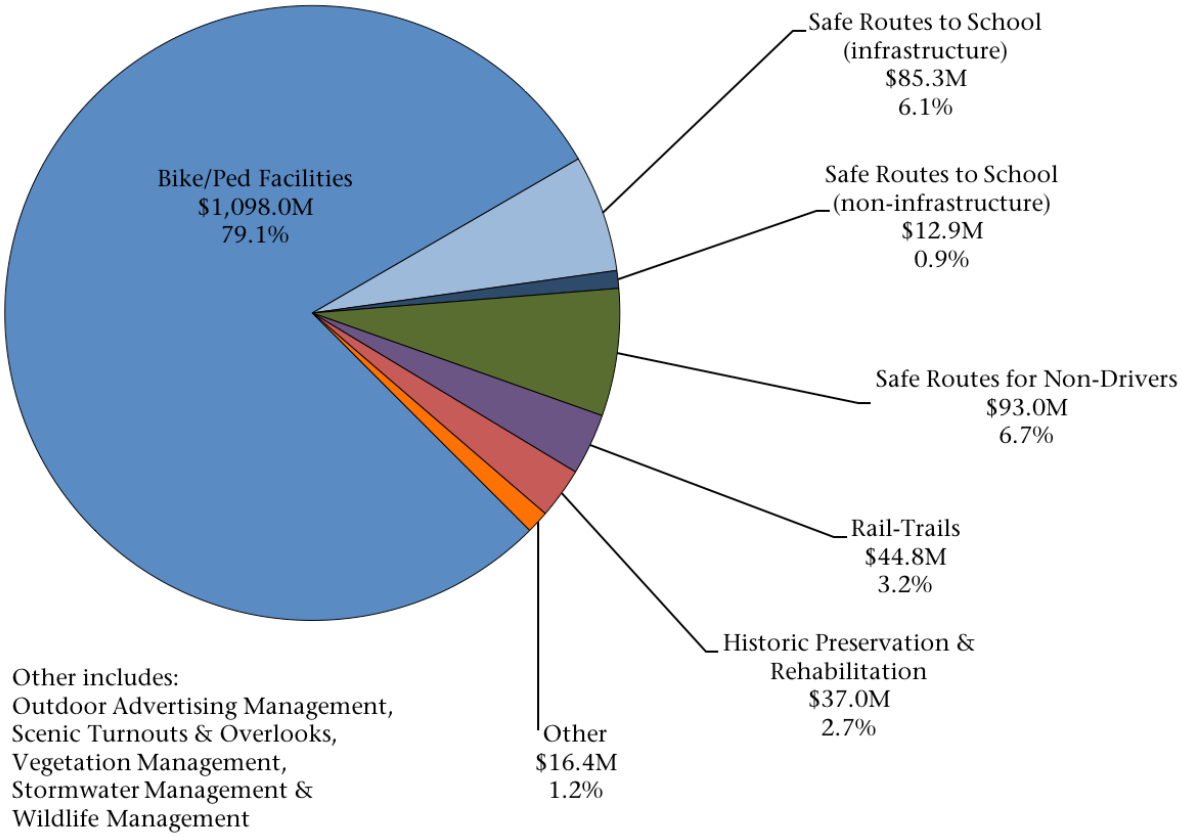


Table 6: State TE/TAP/TASA Program Benchmarks, FY 1992 - FY 2016 (in thousands of dollars)

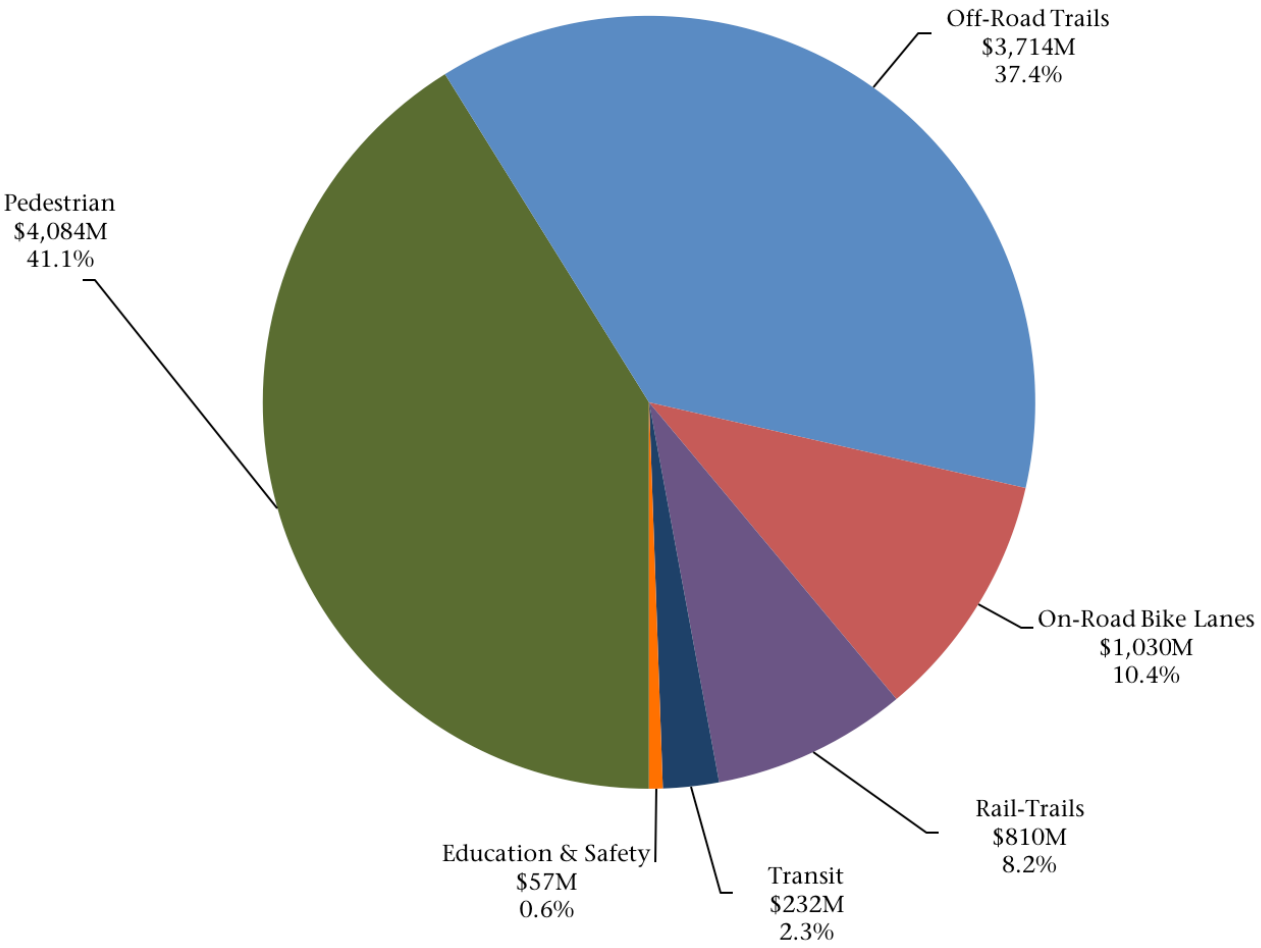
State	Apportioned	Rescinded	Rate	Programmed	Rate	Obligated	Rate	Reimbursed	Rate
Alabama	$350,628	-$78,848	-22%	$281,547	80%	$237,142	68%	$211,177	89%
Alaska	$199,216	-$26,066	-13%	$131,747	66%	$151,816	76%	$147,958	97%
Arizona	$324,651	-$22,306	-7%	$204,028	63%	$258,226	80%	$236,709	92%
Arkansas	$232,372	-$62,609	-27%	$148,677	64%	$134,559	58%	$123,122	91%
California	$1,543,911	-$282,141	-18%	$1,256,730	81%	$1,088,023	70%	$993,232	91%
Colorado	$245,860	-$43,574	-18%	$177,512	72%	$168,138	68%	$167,006	99%
Connecticut	$217,570	-$53,502	-25%	$169,754	78%	$134,453	62%	$122,400	91%
Delaware	$81,479	-$2,000	-2%	$77,995	96%	$76,003	93%	$70,894	93%
District of Columbia	$69,339	-$17,966	-26%	$44,901	65%	$46,271	67%	$38,929	84%
Florida	$992,099	-$135,224	-14%	$962,634	97%	$850,340	86%	$756,736	89%
Georgia	$667,481	-$142,533	-21%	$366,727	55%	$390,581	59%	$351,019	90%
Hawaii	$103,148	-$11,141	-11%	$84,653	82%	$72,137	70%	$63,149	88%
Idaho	$119,976	-$34,960	-29%	$101,336	84%	$70,965	59%	$65,721	93%
Illinois	$632,693	-$76,744	-12%	$591,924	94%	$403,700	64%	$381,396	94%
Indiana	$460,605	-$24,356	-5%	$487,727	106%	$420,507	91%	$392,974	93%
Iowa	$223,878	-$16,916	-8%	$292,651	131%	$185,535	83%	$176,207	95%
Kansas	$223,152	-$12,738	-6%	$199,016	89%	$191,412	86%	$174,470	91%
Kentucky	$280,927	-$28,318	-10%	$227,879	81%	$205,580	73%	$190,574	93%
Louisiana	$253,261	-$72,393	-29%	$214,393	85%	$143,866	57%	$132,441	92%
Maine	$78,513	-$9,877	-13%	$79,035	101%	$62,475	80%	$61,572	99%
Maryland	$255,976	-$18,036	-7%	$256,662	100%	$174,340	68%	$164,203	94%
Massachusetts	$262,741	-$51,701	-20%	$159,862	61%	$178,403	68%	$108,562	61%
Michigan	$549,866	-$100,358	-18%	$488,585	89%	$439,168	80%	$417,011	95%
Minnesota	$334,453	-$29,896	-9%	$374,516	112%	$290,682	87%	$281,398	97%
Mississippi	$223,386	-$15,584	-7%	$191,315	86%	$174,861	78%	$156,386	89%
Missouri	$398,370	-$29,885	-8%	$254,372	64%	$318,634	80%	$297,921	93%
Montana	$135,861	-$17,551	-13%	$126,122	93%	$109,064	80%	$103,628	95%
Nebraska	$150,252	-$46,530	-31%	$108,373	72%	$97,656	65%	$90,113	92%
Nevada	$130,196	-$37,837	-29%	$102,247	79%	$80,657	62%	$75,360	93%
New Hampshire	$82,975	-$6,019	-7%	$91,003	110%	$70,281	85%	$64,652	92%
New Jersey	$373,245	-$59,582	-16%	$172,303	46%	$191,564	51%	$172,286	90%
New Mexico	$164,582	-$33,920	-21%	$197,048	120%	$114,276	69%	$100,866	88%
New York	$638,362	-$99,714	-16%	$559,227	88%	$406,107	64%	$343,160	84%
North Carolina	$496,932	-$100,446	-20%	$452,289	91%	$347,689	70%	$307,701	88%
North Dakota	$103,514	-$20,010	-19%	$70,104	68%	$75,151	73%	$73,906	98%
Ohio	$590,286	-$71,636	-12%	$508,027	86%	$454,225	77%	$432,641	95%
Oklahoma	$300,588	-$86,611	-29%	$164,665	55%	$162,108	54%	$151,556	93%
Oregon	$198,934	-$50,869	-26%	$157,512	79%	$142,205	71%	$131,019	92%
Pennsylvania	$540,313	-$41,070	-8%	$466,450	86%	$442,930	82%	$423,251	96%
Rhode Island	$74,826	-$2,784	-4%	$162,511	217%	$64,858	87%	$63,453	98%
South Carolina	$316,759	-$68,533	-22%	$152,838	48%	$185,095	58%	$179,079	97%
South Dakota	$120,947	-$49,642	-41%	$56,051	46%	$51,116	42%	$50,176	98%
Tennessee	$381,803	-$66,631	-17%	$296,442	78%	$254,255	67%	$230,261	91%
Texas	$1,543,045	-$428,419	-28%	$1,081,967	70%	$793,815	51%	$653,274	82%
Utah	$130,652	-$12,957	-10%	$108,094	83%	$106,714	82%	$103,837	97%
Vermont	$74,483	-$3,337	-4%	$68,763	92%	$63,501	85%	$59,035	93%
Virginia	$440,635	-$35,489	-8%	$419,118	95%	$326,893	74%	$273,270	84%
Washington	$273,362	-$41,476	-15%	$259,338	95%	$212,712	78%	$199,678	94%
West Virginia	$136,327	-$6,748	-5%	$103,256	76%	$113,819	83%	$93,576	82%
Wisconsin	$399,805	-$161,741	-40%	$226,478	57%	$191,249	48%	$180,246	94%
Wyoming	$82,651	-$974	-1%	$68,222	83%	$76,568	93%	$74,110	97%
Total	**$17,206,884**	**-$2,950,198**	**-17%**	**$14,004,627**	**81%**	**$12,002,326**	**70%**	**$10,913,304**	**91%**

Bicycle and Pedestrian Project Subtypes

Since bicycle and pedestrian facilities comprise the majority of programmed TE, TAP and TASA funding, TrADE also tracks funding of subtypes within this activity. The subtypes are: Pedestrian, Off-Road Trails, On-Road Bike Lanes, Rail-Trails, Transit, and Education and Safety.

Figure 10 depicts the distribution of federal programmed funding between the bicycle and pedestrian subtypes. The percentages have shifted only slightly from last year, and the order of distribution has not changed. Pedestrian facilities and off-road trails receive roughly equal shares of programmed funding across these categories, at 41.1 percent and 37.4 percent respectively, while on-road bicycle facilities (10.4 percent) and rail-trails (8.2 percent) comprise the third and fourth largest shares.

Figure 10: Distribution of Funding Across Projects With Designated Bike and Pedestrian Subtypes, FY 1992 - FY 2016 (in millions of dollars)



Future Programming

Seventeen states programmed 513 projects for future years (beyond 2016), though these are subject to change. Aside from 1 percent that are Recreational Trails projects, bicycle and pedestrian projects account for the overwhelming majority of future programmed projects, accounting for 90 percent. Two percent of future programmed projects are rail-trails, and 5 percent are Safe Routes to School projects. Landscaping/vegetation and historic preservation each comprise about 1 percent and scenic highways comprises less than 1 percent.

Data on future programming should not be interpreted as a prediction of where TASA funding will be programmed by all states in the future, since most states did not report future programming. Nonetheless, these numbers simply provide an interesting glimpse into future projects that are slated for funding.

Average Federal Awards and Match Rates

An examination of project-level data provides insight into typical TE/ TAP/TASA projects across the country. Table 7 shows that as of FY 2016, the average federal project award was $414,436 nationwide—ranging from an average award of $144,470 in Montana to $2,064,697 in Hawaii.

The Federal-aid Highway Program requires that federal monies be matched with funding from another source. These funds are commonly referred to as the non-federal share of project costs or non-federal match. The federal government can reimburse up to 80 percent of the eligible costs of a Federal-aid Highway project, which includes TE/TAP/TASA projects. At a minimum, 20 percent of the funding must come from non-federal sources.

Cumulatively, the average national match rate was 27 percent. As in previous years, this rate surpassed the federal share required under 23 U.S.C. 120. Table 7 shows that 32 states had a match rate higher than 20 percent, and 18 of these states had a rate higher than the national average. Overall, this higher national match rate is attributable to state policies that encourage or require a higher non-federal share, project sponsors voluntarily providing more funding than required, or the state choosing not to use federally approved procedures for reducing or eliminating the required non-federal share.

With Transportation Enhancements, the ratios were allowed to vary on a project-to-project basis as long as the program as a whole reflected the 20 percent match rate, but this is no longer the case. Since MAP-21, every project is required to meet the minimum non-federal match. However, most western states are eligible for a "sliding scale" that allows a higher federal share (up to 95 percent in Nevada) based on the proportion of federal lands within the state.*

These changes to the financing and programmatic match pieces of the federal legislation may be perceived as increased barriers to using TAP and TASA funds and may result in fewer TASA 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, though the amount required varies by state. For example, historically, Maryland required a 50 percent 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

*Western states eligible for the sliding scale include: Alaska, Arizona, California, Colorado, Hawaii, Idaho, Montana, Nevada, New Mexico, Oregon, South Dakota, Utah, Washington, and Wyoming.

[Source: Federal Highway Administration, Sliding Scale Rates in Public Lands. Available at: **https://www.fhwa.dot.gov/legsregs/directives/notices/n4540-12a1.cfm**.]

Table 7: Cumulative Programmed Federal Awards and Matching Funds, FY 1992 - FY 2016 (in thousands of dollars)

State	Project Count	Federal Awards	Average Federal Award	Matching Funds	Match Rate
Alabama	1110	$281,546,605	$253,646	$70,105,602	20%
Alaska	274	$131,747,224	$480,829	$16,154,394	11%
Arizona	475	$204,027,885	$429,532	$56,354,505	22%
Arkansas	675	$148,676,785	$220,262	$66,216,109	31%
California	1876	$1,256,730,299	$669,899	$531,468,076	30%
Colorado	702	$177,512,311	$252,867	$77,703,921	30%
Connecticut	249	$169,754,012	$681,743	$43,642,707	20%
Delaware	253	$77,994,830	$308,280	$44,024,644	36%
District Of Columbia	121	$44,901,307	$371,085	$10,434,511	19%
Florida	3052	$962,634,360	$315,411	$64,928,688	6%
Georgia	824	$366,726,981	$445,057	$95,652,348	21%
Hawaii	41	$84,652,557	$2,064,697	$26,768,808	24%
Idaho	184	$101,335,592	$550,737	$13,369,007	12%
Illinois	810	$591,924,323	$730,771	$169,963,781	22%
Indiana	752	$487,726,572	$648,573	$171,975,018	26%
Iowa	925	$292,650,502	$316,379	$195,136,197	40%
Kansas	475	$199,016,176	$418,981	$92,997,639	32%
Kentucky	890	$227,878,621	$256,043	$66,275,025	23%
Louisiana	543	$214,393,399	$394,831	$27,462,480	11%
Maine	356	$79,035,183	$222,009	$20,142,396	20%
Maryland	328	$256,662,277	$782,507	$334,575,792	57%
Massachusetts	328	$159,862,429	$487,385	$36,462,679	19%
Michigan	1631	$488,585,142	$299,562	$238,674,869	33%
Minnesota	808	$374,515,580	$463,509	$244,940,744	40%
Mississippi	455	$191,315,320	$420,473	$38,727,951	17%
Missouri	945	$254,372,013	$269,177	$109,221,650	30%
Montana	873	$126,122,010	$144,470	$34,086,693	21%
Nebraska	625	$108,373,013	$173,397	$58,584,939	35%
Nevada	193	$102,247,090	$529,778	$43,176,575	30%
New Hampshire	251	$91,003,180	$362,562	$29,488,058	24%
New Jersey	412	$172,303,301	$418,212	$54,108,984	24%
New Mexico	592	$197,047,815	$332,851	$63,695,691	24%
New York	640	$559,226,796	$873,792	$365,663,081	40%
North Carolina	1144	$452,288,913	$395,357	$102,320,751	18%
North Dakota	324	$70,104,066	$216,371	$27,236,904	28%
Ohio	1034	$508,027,335	$491,322	$146,926,826	22%
Oklahoma	434	$164,664,652	$379,412	$40,717,259	20%
Oregon	261	$157,512,133	$603,495	$62,277,536	28%
Pennsylvania	997	$466,449,797	$467,853	$97,200,389	17%
Rhode Island	236	$162,511,436	$688,608	$37,885,086	19%
South Carolina	766	$152,837,790	$199,527	$65,644,466	30%
South Dakota	243	$56,050,559	$230,661	$25,241,097	31%
Tennessee	668	$296,442,153	$443,776	$69,624,479	19%
Texas	783	$1,081,966,971	$1,381,822	$281,299,280	21%
Utah	249	$108,093,654	$434,111	$29,013,303	21%
Vermont	411	$68,762,973	$167,307	$20,600,917	23%
Virginia	853	$419,118,421	$491,346	$379,959,403	48%
Washington	953	$259,337,793	$272,128	$136,028,134	34%
West Virginia	593	$103,256,399	$174,125	$25,787,763	20%
Wisconsin	754	$226,478,470	$300,369	$62,988,911	22%
Wyoming	421	$68,221,523	$162,046	$15,421,307	18%
Total	**33,792**	**$14,004,626,528**	**$414,436**	**$5,138,357,371**	**27%**

a state perspective and potentially attract more projects. This is just one instance of a state changing its standard to adapt to the new requirements by shifting procedures of the program. In some states (e.g., Florida, New Jersey and Pennsylvania), toll credits supplement sponsor contributions in order to 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. While 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, while others do not. Table 8 provides information on matching fund levels reported by each state.

Programming Analysis Caveats

Every effort possible was made to collect accurate project-level data from states. However, there are clear inconsistencies in the dataset. For example, for 11 states, the programming figures are lower than actual obligations. Possible reasons for this could include the following:

- older project data were not completely reviewed or updated (some states report an inability to track older, ISTEA-era projects); or
- the project data provided by state DOTs did not include all selected projects.

Additionally, 27 states have programming totals that are higher than their available balances. Possible reasons for this include the following:

- states program more than their apportionments with the expectation that some projects will be dropped or some work bids will come in lower than the initial cost estimate;
- older project data were not updated, especially canceled projects;
- future-year projects that 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 8: Project Count by Match Rate, FY 1992 - FY 2016

	Project Count by Match Rate			Total	Percentage by Match Rate		
State	**< 19.5%**	**19.5 - 20.5**	**> 20.5%**	**Count**	**< 19.5%**	**19.5 - 20.5**	**> 20.5%**
Alabama	76	0	1034	1110	6.8%	0.0%	93.2%
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	668	675	0.9%	0.1%	99.0%
California	1152	21	703	1876	61.4%	1.1%	37.5%
Colorado	18	5	679	702	2.6%	0.7%	96.7%
Connecticut	40	0	209	249	16.1%	0.0%	83.9%
Delaware	29	4	220	253	11.5%	1.6%	87.0%
Dist. Of Columbia	14	56	51	121	11.6%	46.3%	42.1%
Florida	2306	161	585	3052	75.6%	5.3%	19.2%
Georgia	80	1	743	824	9.7%	0.1%	90.2%
Hawaii	4	0	37	41	9.8%	0.0%	90.2%
Idaho	103	1	80	184	56.0%	0.5%	43.5%
Illinois	2	0	808	810	0.2%	0.0%	99.8%
Indiana	85	40	627	752	11.3%	5.3%	83.4%
Iowa	69	11	845	925	7.5%	1.2%	91.4%
Kansas	127	9	339	475	26.7%	1.9%	71.4%
Kentucky	84	1	805	890	9.4%	0.1%	90.4%
Louisiana	434	0	109	543	79.9%	0.0%	20.1%
Maine	100	1	255	356	28.1%	0.3%	71.6%
Maryland	9	10	309	328	2.7%	3.0%	94.2%
Massachusetts	14	14	300	328	4.3%	4.3%	91.5%
Michigan	48	1	1582	1631	2.9%	0.1%	97.0%
Minnesota	65	1	742	808	8.0%	0.1%	91.8%
Mississippi	91	2	362	455	20.0%	0.4%	79.6%
Missouri	172	3	770	945	18.2%	0.3%	81.5%
Montana	685	2	186	873	78.5%	0.2%	21.3%
Nebraska	74	3	548	625	11.8%	0.5%	87.7%
Nevada	141	0	52	193	73.1%	0.0%	26.9%
New Hampshire	7	1	243	251	2.8%	0.4%	96.8%
New Jersey	330	0	82	412	80.1%	0.0%	19.9%
New Mexico	90	1	501	592	15.2%	0.2%	84.6%
New York	42	1	597	640	6.6%	0.2%	93.3%
North Carolina	107	2	1035	1144	9.4%	0.2%	90.5%
North Dakota	46	1	277	324	14.2%	0.3%	85.5%
Ohio	250	27	757	1034	24.2%	2.6%	73.2%
Oklahoma	90	2	342	434	20.7%	0.5%	78.8%
Oregon	121	5	135	261	46.4%	1.9%	51.7%
Pennsylvania	8	980	9	997	0.8%	98.3%	0.9%
Rhode Island	52	0	184	236	22.0%	0.0%	78.0%
South Carolina	26	7	733	766	3.4%	0.9%	95.7%
South Dakota	17	2	224	243	7.0%	0.8%	92.2%
Tennessee	45	1	622	668	6.7%	0.1%	93.1%
Texas	11	379	393	783	1.4%	48.4%	50.2%
Utah	28	0	221	249	11.2%	0.0%	88.8%
Vermont	14	13	384	411	3.4%	3.2%	93.4%
Virginia	6	1	846	853	0.7%	0.1%	99.2%
Washington	476	12	465	953	49.9%	1.3%	48.8%
West Virginia	1	0	592	593	0.2%	0.0%	99.8%
Wisconsin	21	0	733	754	2.8%	0.0%	97.2%
Wyoming	109	15	297	421	25.9%	3.6%	70.5%
Total	**8469**	**1806**	**23517**	**33792**	**25.1%**	**5.3%**	**69.6%**

Conclusion

In the years since the landmark ISTEA legislation that ushered in a multimodal approach to federal transportation funding, states have separated out into two distinct groups: 1) states with a long-standing commitment to Transportation Enhancements, Transportation Alternatives Program, and now Transportation Alternatives Set-Aside projects; and 2) states who are divesting from the program through inactivity or transfers. This dichotomy continued in FY 2016, which saw an increase in obligations but also an increase in transfers. An examination of the spending performance of individual states indicates that many states continue to exhibit a commitment to using these funds to expand travel choice, strengthen the local economy, improve quality of life and protect the environment.

Obligations

Obligation activity was significant in the past fiscal year. Although 20 states did not obligate any funds during FY 2016, the five-year cumulative obligation rate for TE, TAP and TASA was 89 percent, up from 68 percent in FY 2015 (see Table 1). The national obligation rate for TASA was 12 percent, indicating that states are focusing on using remaining TE and TAP funds before obligating the newer TASA funds.

The national obligation rate for MPOs lags behind the obligation rate for states agencies, at 89 and 98 percent respectively. MPOs face potential administrative barriers that may influence their rates, including limited staff capacity and higher ratios of administrative costs to projects costs. Also, some MPO staff may have limited experience administering competitive processes for project selection. Any of these factors may be influencing the MPO obligation rates.

Transfers

From 2007 to 2016, the total amount of funds transferred from TE, TAP and TASA stands at $788.4 million. The amount of funds transferred during FY 2016 was $235.9 million or more than a quarter of the cumulative total transferred since 1992. Though these transfers occurred from both TAP and TASA, $137.6 million came from TAP. Interviews with a sample of state DOTs found that the primary reason for those transfers was due to the threat of the funds lapsing.

Overview of Recent Spending Performance

The reimbursement rate is a key indicator of states' commitment to TE, TAP and TASA over time. Between the obligation and reimbursement phases is the critical juncture where a project either a) moves to completion or b) does not and the funds are deobligated. An examination of reimbursement rates over the last three years shows that states have largely been steady in their commitment or lack thereof. Looking back from FY 2014 to now, the majority of states have had a reimbursement rate above the national rate, with just one or two outlying states with a reimbursement rate that is more than 10 points below the national rate.

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About TrADE

The Transportation Alternatives Data Exchange (TrADE) is operated by Rails-to-Trails Conservancy. TrADE helps stakeholders at the federal, state and local levels understand and implement the use of Transportation Alternatives Set-Aside (TASA) funds. TASA provides funding from the federal government for projects that expand travel choice, strengthen the local economy, improve quality of life and protect the environment. Eligible projects include most activities historically funded as "Transportation Enhancements," the Recreational Trails Program and the Safe Routes to School program. TRADE provides transparency, promotes best practices and provides citizens, professionals and policy makers with information and access to funding data.

From 1996 to 2013 TrADE operated as the National Transportation Enhancements Clearinghouse, as a partnership between Rails-to-Trails Conservancy and the Federal Highway Administration.

For more information, visit **trade.railstotrails.org**.

Transportation Alternatives
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