

Transportation Enhancements American Recovery and Reinvestment Act Spending Report



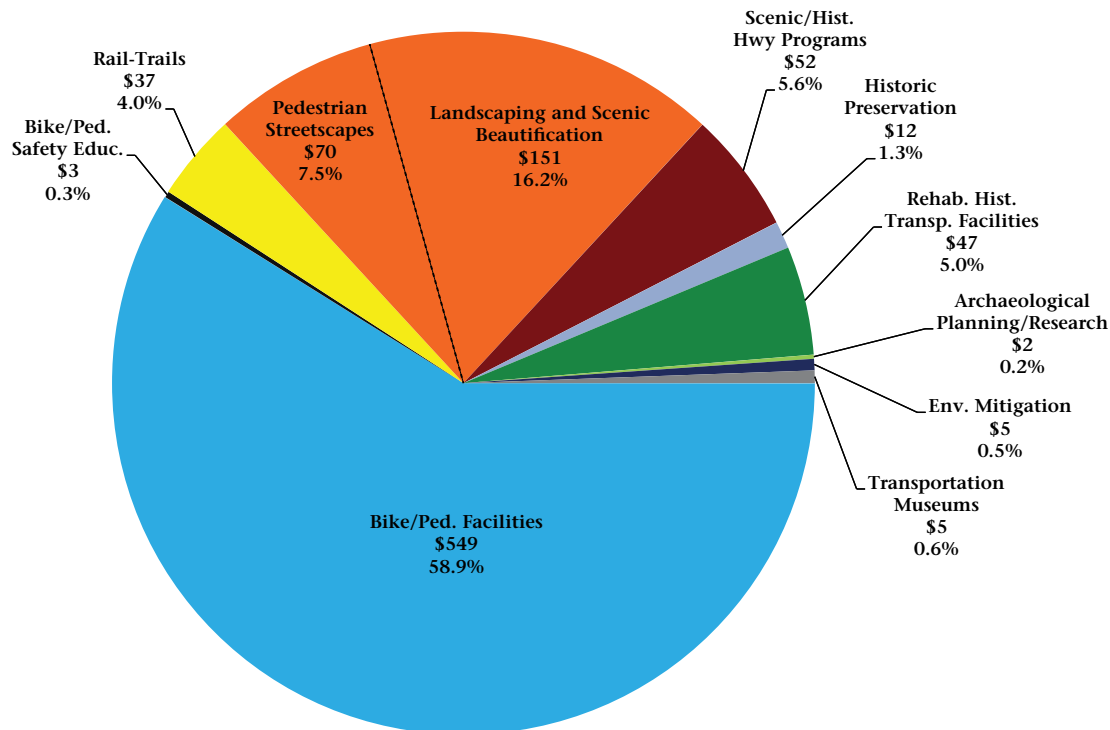
November 2011

Prepared by
National Transportation
Enhancements Clearinghouse

The 2009 American Recovery and Reinvestment Act (ARRA) made available \$800 million in Transportation Enhancement (TE) funding. That funding was apportioned to the states on March 2, 2009 with the stipulation that states had 90 days to obligate 50% of the total funding made available to them for the Surface Transportation Program, which included this TE funding. Furthermore, ARRA stipulated that after one year, all unobligated funds would be withdrawn and redistributed to states that had successfully obligated all of their funds. Notably, all states and the District of Columbia successfully met both the 90 day and the one year obligation deadlines, so no funds were redistributed.

The funding made available for TE under ARRA differed in two key ways from other authorizations. First, the STP funding authorization (and hence TE funding) under ARRA allowed the federal share of a project’s eligible costs to be up to 100%. States were allowed discretion to establish their own local match requirements, and some states did continue to require the usual 20% match. Reasons cited for this included a desire not to give an unfair windfall to local areas whose projects happened to be “shovel-ready” in 2009 (as opposed to any other year), an attempt to retain the positive benefits associated with local matching funds, such as stakeholder buy-in, and the ability to spread federal funding across a larger number of projects and areas. However, a majority of states took advantage of the opportunity to bypass local match (as shown in Table 1).

Figure 1: Distribution of ARRA Funding by TE Activity (in millions of dollars)



Project Count for Each Category:

1	2	4	5	6	7	8	10	11	12	Total
819	2	21	266	18	42	36	4	12	4	1,224

Table 1: Distribution of Local Match Rates for the Overall ARRA TE Project Pool

Local Match Rate	Count	States
<5%	30	Alaska, Alabama, Arkansas, California, Delaware, District of Columbia, Florida, Georgia, Hawaii, Idaho, Indiana, Iowa, Kansas, Louisiana, Maryland, Massachusetts, Michigan, Mississippi, Nevada, New Mexico, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, South Dakota, Utah, Wisconsin
5-20%	10	Arizona, Connecticut, Maine, Missouri, Montana, New Hampshire, New Jersey, North Dakota, Tennessee, Wyoming
>20%	11	Colorado, Illinois, Kentucky, Minnesota, Nebraska, Oregon, Texas, Vermont, Virginia, Washington, West Virginia

Second, ARRA funding was not subject to any obligation limitation, thus removing any incentive for states to obligate TE funds at lower rates than other Federal-aid programs. This fact, combined with the waived local match requirement in most states, meant that 2009 and 2010 were fruitful times for the TE program.

In the 12 month period between March 2, 2009 and September 30, 2010, states selected and obligated 1,224 ARRA TE projects. Cumulatively in the TE program, roughly 60% of funding has gone to projects that improve conditions for pedestrians and cyclists (Categories 1, 2, 8, and part of 5). Under the Recovery Act, this grew to over 70%. Figure 2 (page 4) provides some additional detail about these projects. Pedestrian facilities such as sidewalks and crosswalks dominate spending, followed by off-road trails. This also differs from the cumulative TE program, where pedestrian facilities and off-road trails are equally popular. Examination of the complete TE Project List (available online at www.enhancements.org/projectlist.asp) reveals that sidewalk retrofitting projects related to Americans With Disabilities Act compliance are far more prevalent under ARRA than the cumulative program.

States did not select any scenic/historic acquisitions or billboard removal projects, perhaps because these projects would not create any jobs. Landscaping projects were also preferred by state DOTs (compared to the cumulative TE program), perhaps because of the minimal “shovel-ready” requirements of this type of project.

Figure 2: Distribution of ARRA Funding Across Bicycle & Pedestrian Subtypes (in millions of dollars)

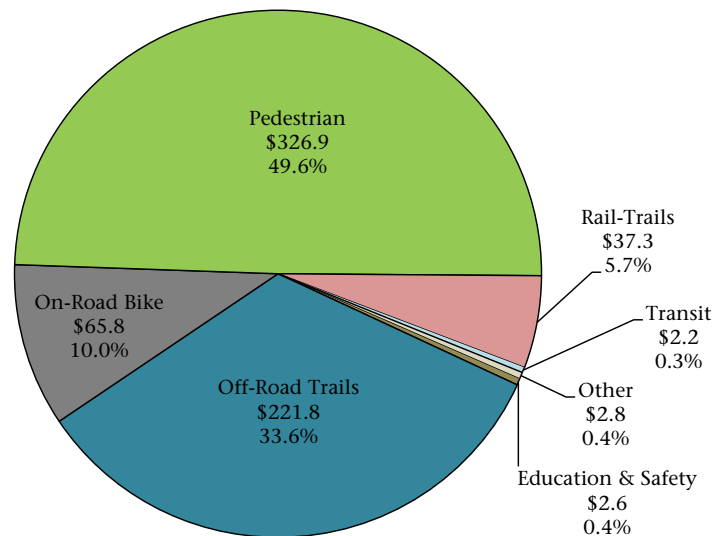


Table 2: Transportation Enhancements Funds from the American Recovery and Reinvestment Act of 2009 (in thousands of dollars)

State	Cumulative Available	Programmed		Obligated		Reimbursed	
	3/09 - 9/10	3/09 - 9/10	Rate	3/09 - 9/10	Rate	3/09 - 9/10	Rate
Alabama	\$15,411	\$15,546	101%	\$15,411	100%	\$2,604	17%
Alaska	\$4,645	\$5,390	116%	\$4,645	100%	\$3,250	70%
Arizona	\$15,659	\$17,449	111%	\$15,659	100%	\$5,821	37%
Arkansas	\$10,546	\$10,546	100%	\$10,546	100%	\$1,967	19%
California	\$70,317	\$70,095	100%	\$70,317	100%	\$13,349	19%
Colorado	\$12,118	\$9,883	82%	\$12,118	100%	\$8,077	67%
Connecticut	\$9,062	\$9,062	100%	\$9,062	100%	\$2,756	30%
Delaware	\$3,655	\$15,231	417%	\$3,655	100%	\$3,172	87%
Dist. Of Col.	\$3,705	\$3,029	82%	\$3,705	100%	\$1,719	46%
Florida	\$40,402	\$58,406	145%	\$40,402	100%	\$15,657	39%
Georgia	\$27,948	\$19,019	68%	\$27,948	100%	\$3,408	12%
Hawaii	\$3,772	\$3,772	100%	\$3,772	100%	\$0	0%
Idaho	\$2,402	\$5,028	209%	\$2,402	100%	\$898	37%
Illinois	\$28,068	\$28,928	103%	\$28,068	100%	\$6,393	23%
Indiana	\$19,739	\$42,996	218%	\$19,739	100%	\$11,479	58%
Iowa	\$10,745	\$14,243	133%	\$10,745	100%	\$4,414	41%
Kansas	\$10,435	\$10,372	99%	\$10,435	100%	\$3,911	37%
Kentucky	\$12,633	\$9,745	77%	\$12,633	100%	\$3,141	25%
Louisiana	\$12,896	\$18,053	140%	\$12,896	100%	\$8,651	67%
Maine	\$3,923	\$2,600	66%	\$3,923	100%	\$3,809	97%
Maryland	\$12,931	\$12,931	100%	\$12,931	100%	\$6,246	48%
Massachusetts	\$13,136	\$13,136	100%	\$13,136	100%	\$8,223	63%
Michigan	\$25,416	\$26,737	105%	\$25,416	100%	\$16,269	64%
Minnesota	\$15,069	\$16,418	109%	\$15,069	100%	\$8,685	58%
Mississippi	\$10,637	\$10,337	97%	\$10,637	100%	\$4,185	39%
Missouri	\$19,114	\$20,209	106%	\$19,114	100%	\$10,489	55%
Montana	\$6,354	\$6,363	100%	\$6,354	100%	\$4,103	65%
Nebraska	\$3,405	\$3,252	95%	\$3,405	100%	\$225	7%
Nevada	\$6,041	\$5,306	88%	\$6,041	100%	\$2,402	40%
New Hampshire	\$3,883	\$3,883	100%	\$3,883	100%	\$2,428	63%
New Jersey	\$19,553	\$22,404	115%	\$19,553	100%	\$800	4%
New Mexico	\$7,579	\$7,151	94%	\$7,579	100%	\$2,754	36%
New York	\$33,621	\$33,700	100%	\$33,621	100%	\$3,558	11%
North Carolina	\$22,066	\$26,055	118%	\$22,066	100%	\$8,617	39%
North Dakota	\$5,104	\$5,104	100%	\$5,104	100%	\$1,168	23%
Ohio	\$28,070	\$29,049	103%	\$28,070	100%	\$3,376	12%
Oklahoma	\$13,940	\$17,381	125%	\$13,940	100%	\$9,557	69%
Oregon	\$10,017	\$10,017	100%	\$10,017	100%	\$5,778	58%
Pennsylvania	\$30,793	\$35,289	115%	\$30,793	100%	\$25,500	83%
Rhode Island	\$4,113	\$3,800	92%	\$4,113	100%	\$501	12%
South Carolina	\$13,892	\$14,000	101%	\$13,892	100%	\$7,343	53%
South Dakota	\$9,153	\$8,194	90%	\$9,153	100%	\$5,201	57%
Tennessee	\$17,181	\$9,497	55%	\$17,181	100%	\$7,502	44%
Texas	\$67,500	\$75,576	112%	\$67,500	100%	\$32,664	48%
Utah	\$6,406	\$7,995	125%	\$6,406	100%	\$5,021	78%
Vermont	\$3,774	\$4,062	108%	\$3,774	100%	\$2,381	63%
Virginia	\$20,834	\$20,834	100%	\$20,834	100%	\$230	1%
Washington	\$14,767	\$14,767	100%	\$14,767	100%	\$4,478	30%
West Virginia	\$6,326	\$6,472	102%	\$6,326	100%	\$1,255	20%
Wisconsin	\$15,873	\$18,373	116%	\$15,873	100%	\$12,074	76%
Wyoming	\$4,728	\$4,604	97%	\$4,728	100%	\$4,430	94%
Total	\$789,355	\$862,288	109%	\$789,355	100%	\$311,919	40%

Data for this report come from two different sources: detailed project-level programming data, shown in Figures 1 and 2, Table 1, and the “Programmed” column of Table 2, were solicited directly via survey from each state department of transportation. Where the programming rate exceeds the obligation rate in Table 2 (e.g. Delaware, Louisiana), this may mean that states have chosen to use more than 10% of their STP funds for TE, or that state planners have selected ‘waitlist’ projects. These extra projects represent advance planning for two possibilities. First, as projects are bid on by contractors, the bids may come in lower than the initial cost estimates for some projects. Second, states could not know in advance that every state would successfully obligate 100% of their funds, and extra projects may have been selected in hopes of receiving a redistribution. Where the programming rate is less than the obligation rate (e.g. Colorado, Georgia), this indicates missing programming data.

The remaining data in Table 2 comes from the Fiscal Management Information System (FMIS) of the Federal Highway Administration. In order to be eligible for reimbursement, states are required to report obligations in FMIS. Thus, financial data from FMIS is highly accurate and 100% complete - if a project is not accounted for in FMIS, it is not a federally-funded project. The “Cumulative Available” column of Table 2 reflects the most recent available balances for ARRA TE funds for each state, prior to obligations. The total amount has been reduced to \$790 million from the original \$800 million by transfers, some of which are footnoted. The reimbursement rates in Table 2 give a sense of the actual pace of ARRA implementation. A low rate for a state indicates that few ARRA TE projects have been completed in a state. Higher rates indicate that work on TE projects is already complete. The dramatic variation among states demonstrates continuing differences in capacity between state TE programs based on priorities, staff capacity, experience, and political factors.

In particular, implementing the Recovery Act increased by roughly 50% the levels of funding available for TE in FY 2009/2010, but did not include any funds to increase administrative capacity. In fact, the timing of the Recovery Act coincided with budget shortfalls for many state governments. Staff shortages due to furloughs, hiring freezes, and layoffs meant that for many states, ARRA represented a “perfect storm” of critical deadlines, increased workloads, and reductions in staff. These realities should be taken into account when assessing reimbursement rates.

The ARRA funds also included additional reporting requirements. Many state DOTs turned these requirements into an opportunity to increase the transparency of their transportation planning and construction operations. Some state DOTs created extraordinary new innovations in transparency and e-government. A list of the DOT websites that offer information about ARRA and TE is available on the NTEC website at www.enhancements.org/recovery.asp. These efforts range from simple lists to searchable online geo-databases. It is too soon to know whether the openness under ARRA will be sustained, but it has certainly triggered unprecedented levels of transparency, enabling new forms of participation and accountability for citizens, elected officials at all levels, policy makers, and transportation professionals.

ACKNOWLEDGEMENTS

This report was written by Tracy Hadden Loh and Kyle Lukacs for the National Transportation Enhancements Clearinghouse (NTEC). NTEC is funded in equal parts by the Rails-to-Trails Conservancy and the Federal Highway Administration through cooperative agreement DTFH61-08-H-00033, using funds through the Office of Planning, Environment, and Realty’s Surface Transportation Environment and Planning Cooperative Research Program (STEP). NTEC exists to provide accurate and current information about Transportation Enhancement activities. NTEC provides free services to professionals, policymakers, agencies, the media, and the public.

This publication would not be possible without the contributions of staff from state departments of transportation. The accuracy of the data they provide is crucial to the value of this report. Back page photo: The Rose Island Bridge in Portersville, Indiana by C.E. Branham.



NATIONAL TRANSPORTATION ENHANCEMENTS CLEARINGHOUSE

*A PROJECT OF THE FEDERAL HIGHWAY ADMINISTRATION
AND RAILS-TO-TRAILS CONSERVANCY*

2121 WARD COURT, 5TH FLOOR
WASHINGTON, DC 20037

TOLL FREE: 888-388-NTEC

FAX: 202-223-9257

WEB SITE: WWW.ENHANCEMENTS.ORG