

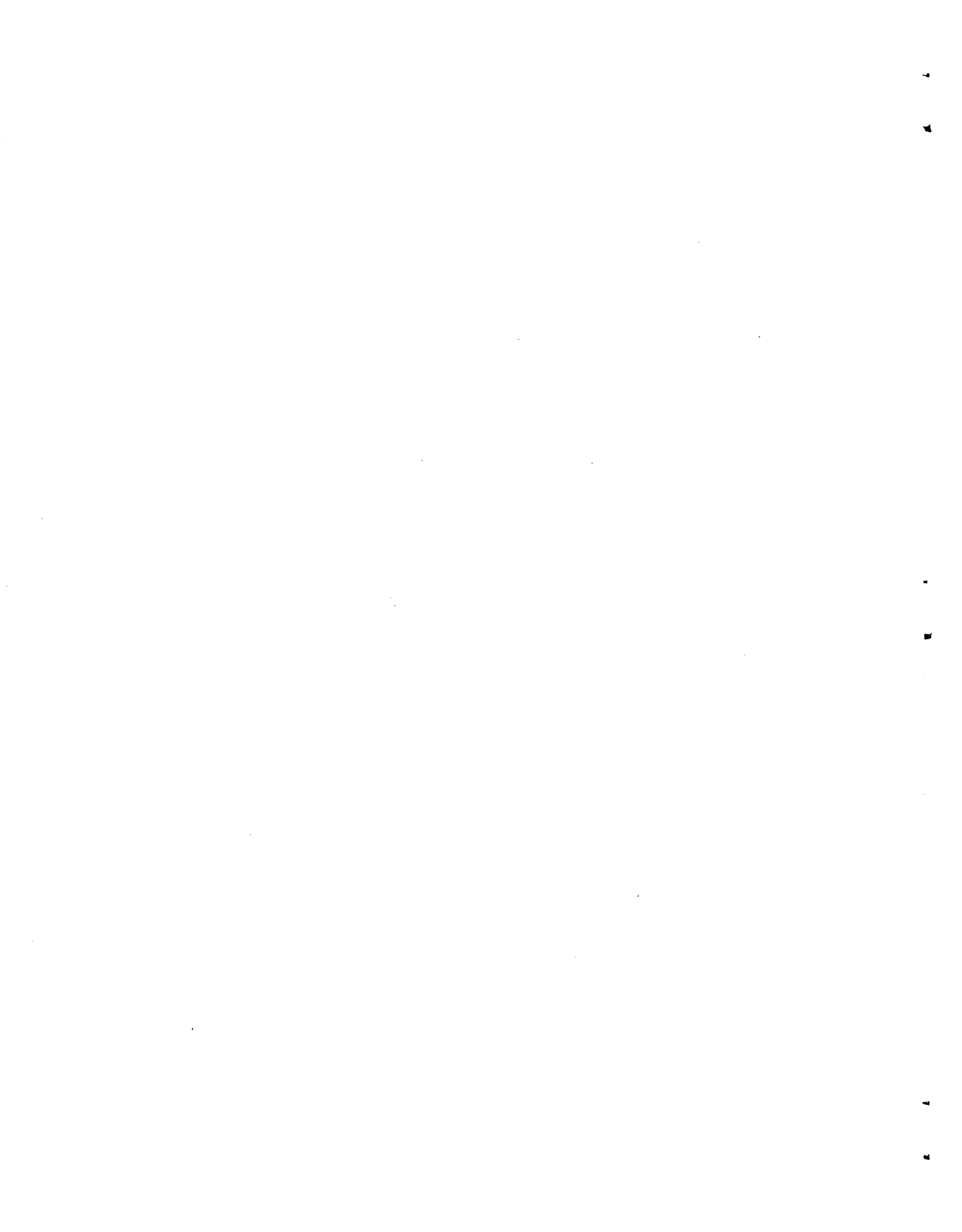
ENHANCING AMERICA'S COMMUNITIES

A STATUS REPORT ON
THE IMPLEMENTATION OF

THE TRANSPORTATION
ENHANCEMENTS
PROVISIONS OF ISTEA



JUNE 1, 1994 ■ RAILS-TO-TRAILS CONSERVANCY



Enhancing America's Communities

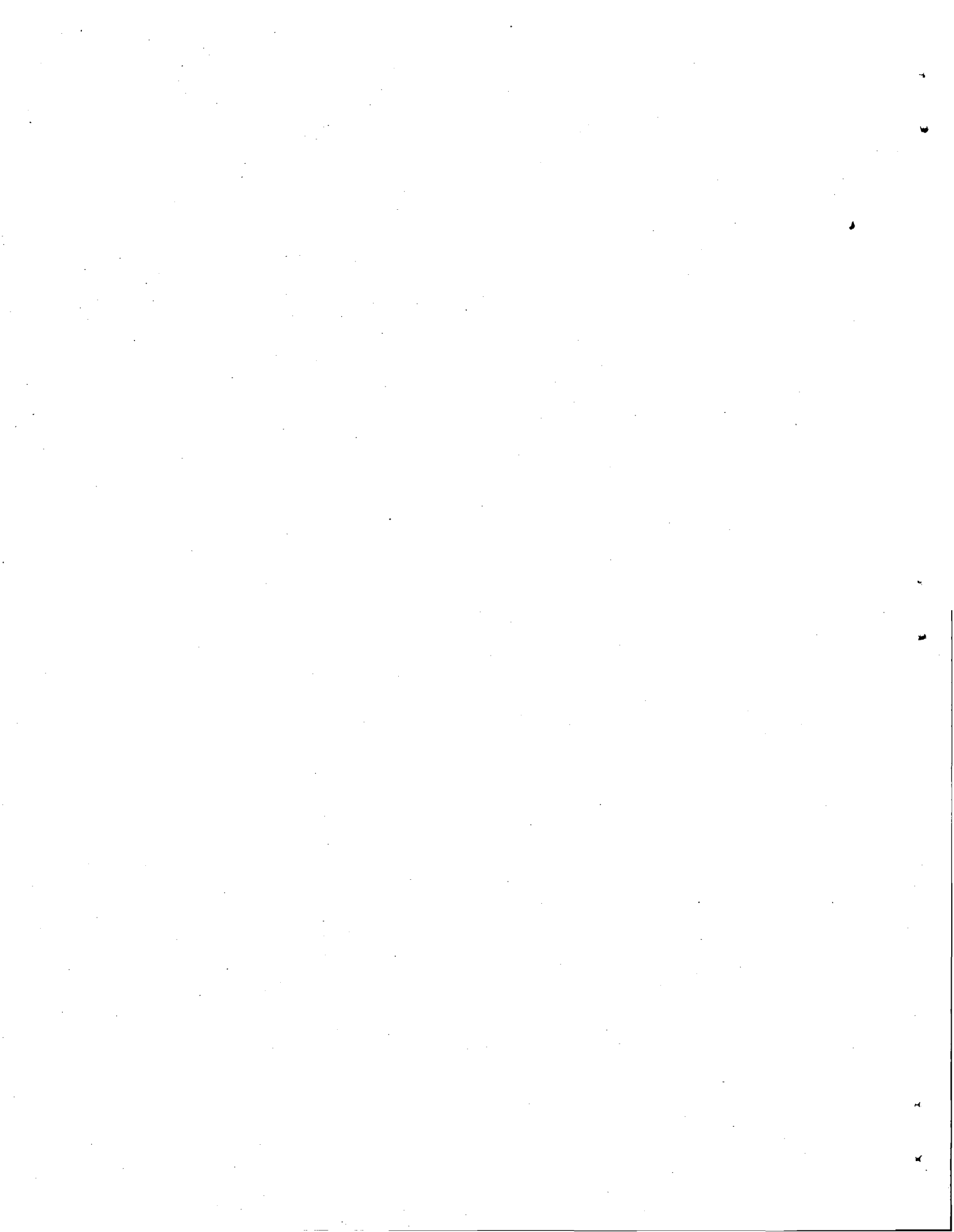
A Status Report
on the Implementation of

The Transportation Enhancements Provisions of ISTEA

By

Robert S. Patten

Rails-to-Trails Conservancy, June 1994



Acknowledgments

The Rails-to-Trails Conservancy thanks the Transportation Enhancements Program Managers in state Departments of Transportation for their cooperation in responding to the surveys and time spent verifying information by phone and fax.

A number of staff members at the Rails-to-Trails Conservancy made important contributions to this report: Hal Hiemstra, Vice President for National Policy, Amy Derry, National Policy Fellow, and John Allen, Policy Intern.

Further thanks goes to the RTC volunteers who assisted with data entry: Margaret Marchak, Michael Manning, and Duvuru Rajanikanth. John Evans of Preservation Action was also invaluable in assisting with project-specific data collection.

Finally, special thanks goes to **Tim Lidiak**, the primary Research Assistant for the Transportation Enhancements Research and Monitoring Project, and co-editor of this report.

Robert S. Patten, Transportation Policy and Research Associate
June 1, 1994

Notice

This document is disseminated under the sponsorship of the U. S. Department of Transportation in the interest of information exchange. The United States Government assumes no liability for its contents or use thereof.

It was prepared for the National Transportation Enhancements Workshop, June 1-4, Washington, DC.

The contents of this report reflect the views of the author and the Rails-to-Trails Conservancy, who are responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official policy of the Department of Transportation or the Federal Highway Administration.

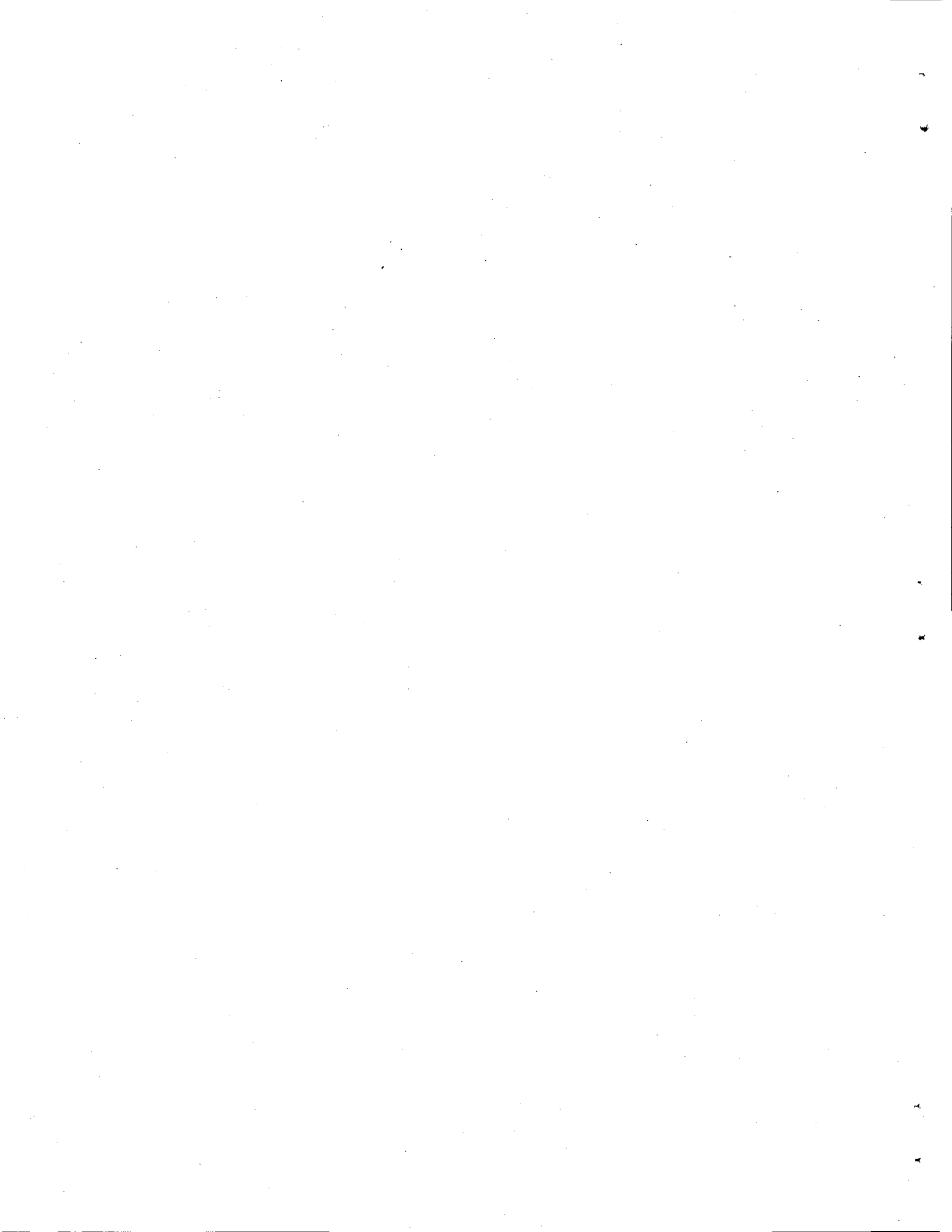


Table of Contents

Introduction	1
Section I. ANALYSIS OF RESEARCH FINDINGS AND CONCLUSION	3
A. Progress in Program Development and Project Implementation	5
Impediments in Select States	
Projects in the DOT Pipelines	
B. A National Overview of Funding.....	7
Enhancements Obligations	
Project Awards Compiled by RTC	
Funding Awards, by Transportation Enhancement Activity	
Key Issues Surrounding Nationwide Funding Levels	
Federal Enhancement Dollars Leverage More Than Twenty Percent	
C. Project Selection Procedures.....	13
New Partners	
Integrating Enhancements into the Broader Transportation Planning Process	
State Transportation Commissions	
Suballocation of Enhancements Funding within States	
Structured Set-asides within States	
Minimum and Maximum Project Awards	
Policies Governing Matching Funds	
D. Key Issues Surrounding the Ten TEAs.....	21
Project Integrity and Eligibility	
Projects that Combine the Ten TEAs	
Enhancements and the Future of Non-Motorized Transportation	
E. Conclusions	26
F. Appendices	
Appendix A: Methodology for Attributing Projects to TEAs	
Appendix B: Nationwide Enhancements Funding Summary	
Appendix C: Table of State Enhancement Advisory Committees	
Appendix D: Federal Apportionment and Reimbursement Procedures	
Section II. STATE TRANSPORTATION ENHANCEMENTS PROGRAM PROFILES	31
A. A Guide for Reading the State TEP Profiles	
B. Profiles (two-pages per state, in alphabetical order)	

List of Figures

Figure 1	Table	General Progress in Program Development.....	5
Figure 2	Bar Graph	Number of Project Awards, by TEA.....	7
Figure 3	Table	Nationwide Enhancements Funding Summary.....	8
Figure 4	Map	Project Funding Award Levels	10
Figure 5	Pie Chart	Distribution of Federal Funds, by TEA	11
Figure 6	Table	Average Project Sponsor Matching Levels.....	13
Figure 7	Map	Advisory Committees and Citizen Participation	14
Figure 8	Table	States Providing the Non-Federal Match Share for <i>All</i> Enhancement Projects.....	20
Figure 9	Bar Graph	Federal-Aid Highway Expenditures	23
Figure 10	Bar Graph	Enhancement Funding for Bicycle & Pedestrian Facilities	24

Introduction

In November 1992, the Rails-to-Trails Conservancy (RTC) initiated the Transportation Enhancements Research and Monitoring Project focused on federal and state implementation of the transportation enhancements provisions in the Intermodal Surface Transportation Efficiency Act (ISTEA). An initial survey of all fifty states, Puerto Rico and the District of Columbia culminated in our first report, **Enhancing America's Communities**, in the Spring of 1993. This report was issued in two versions: a 180-page report bound in a blue cover, and an Executive Summary, bound in rose.

Since publication of **Enhancing America's Communities**, continued research activities have focused on two areas: 1) developing a complete profile of each state Transportation Enhancements Program, and 2) tracking the project funding awards made by state DOTs. This information has been gathered through numerous phone calls and paper exchanges with Enhancements Program Managers and others working for state Departments of Transportation (DOTs). In March 1994, RTC conducted a brief follow-up survey and received responses from twenty-seven states.

Over the course of eighteen months, RTC has compiled a near complete set of documents and data on fifty of the fifty two states and jurisdictions that receive a federal enhancements apportionment. In September of 1993 and again in February of 1994, RTC produced brief updates based on additional project specific data collected in the months prior to each update's publication. Puerto Rico and Hawaii are the only two jurisdictions for whom RTC has very little information.

Reading this Report

The term *Transportation Enhancement Program (TEP)* is used by the authors for convenience in referring to state level implementation of the enhancement provisions of the ISTEA. The ISTEA did not establish a TEP at the federal level and does not require states to establish TEPs per se. However, the Federal Highway Administration (FHWA) administers the enhancement provisions of ISTEA vis a vis the states, and the term *Transportation Enhancement Program* is commonly used to describe the procedures and policies states are creating to implement the language of the Act.

The term *Transportation Enhancement Activity (TEA)* is used to refer to one or more of the ten eligible activities defined in ISTEA as enhancements.

About the Data

ISTEA does not require FHWA to collect project specific information from the state DOTs for projects funded under the Surface Transportation Program (STP). Because enhancements are a set-aside of the STP, a lack of compiled, project-specific data at the federal

level has made tracking enhancements spending difficult. RTC must collect data independently from each state. A lack of uniformity in data structure and completeness further complicates processing and analysis.

The RTC figures presented in this report are based on project data collected by RTC from 48 states. They represent a cumulative total from the beginning of ISTEA to the present. RTC was not able to include in these figures all, or a portion, of the project funding awards that have been made in a number of states for one of three reasons:

- 1) the state has not reported their most recent awards to RTC -- AL, CO, FL, HI, IA, MD, NY, PR, WA;
- 2) the state provided information, but project data was incomplete or not user-friendly, and thus unable to be processed in time for this report -- AK, AZ, DC, LA, MT, NC, ND, OR, TN; or
- 3) they reported to RTC too late for the large amount of project data to be processed CA, TX, CT.

RTC attributes each project in its database to one of the ten TEA categories. A list of the TEAs as established in ISTEA follows:

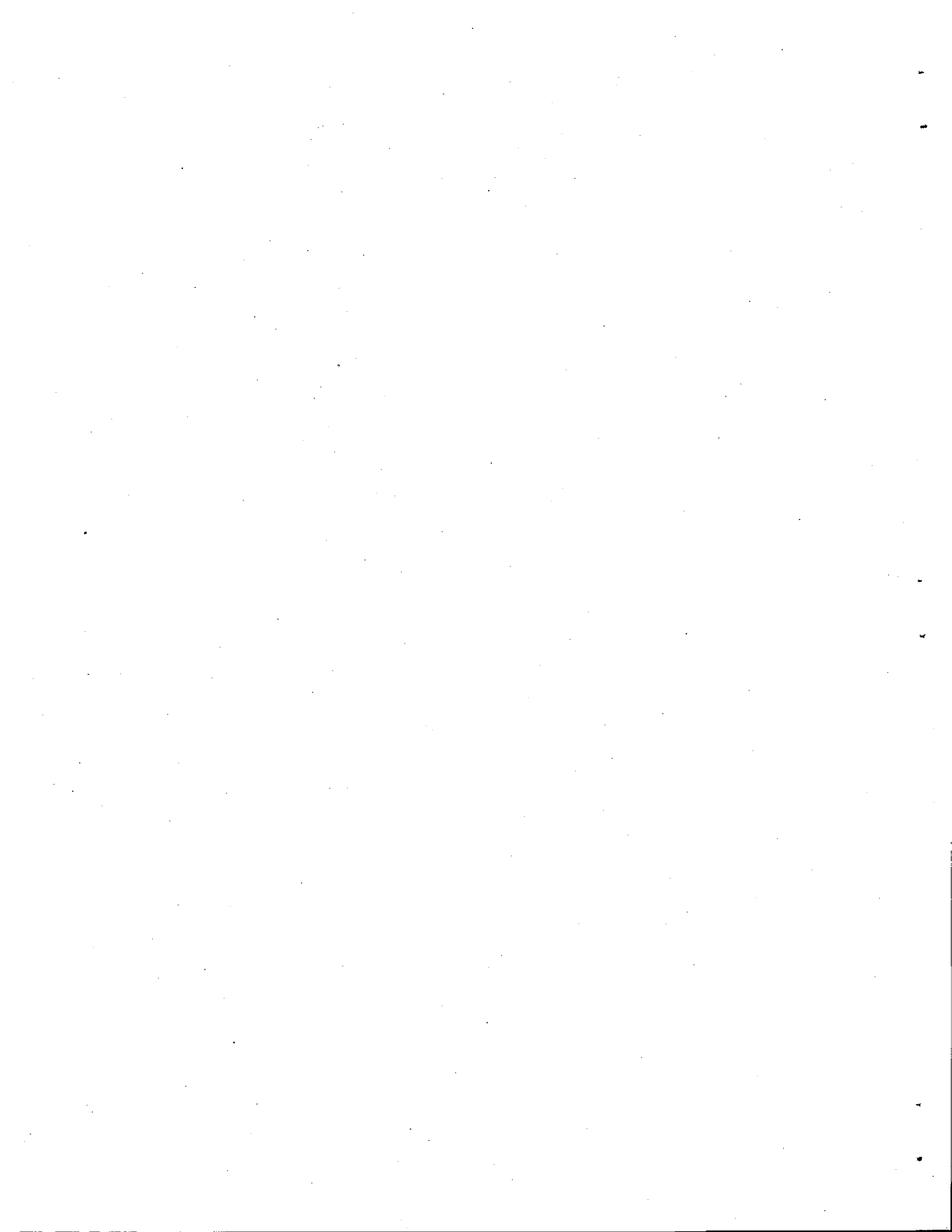
- #1 Bicycle and Pedestrian Facilities
- #2 Acquisition of Scenic Easements and Scenic or Historic Sites
- #3 Scenic or Historic Highway Programs
- #4 Landscaping and Scenic Beautification
- #5 Historic Preservation
- #6 Rehabilitation and Operation of Historic Transportation Buildings, Structures or Facilities (including historic railroad facilities and canals)
- #7 Preservation of Abandoned Railway Corridors (including the conversion and use thereof for pedestrian and bicycle trails)
- #8 Control and Removal of Outdoor Advertising
- #9 Archaeological Planning and Research
- #10 Mitigation of Water Pollution Due to Highway Runoff

See Appendix A for a detailed description of how RTC accommodates multiple-TEA projects and projects that might easily be attributed to more than one category, because the categories are not mutually exclusive. For a small fee RTC makes project lists available upon request. Projects lists can be organized by state or by TEA category.

In this report RTC used enhancements authorization estimates calculated by the Surface Transportation Policy Project. Appendix B also includes estimates by FHWA, which are considerably lower over the life of ISTEA.

Section I

ANALYSIS OF RESEARCH FINDINGS AND CONCLUSIONS



Progress in Program Development & Project Implementation

As of June 1, 1994 almost every state has established a Transportation Enhancement Program (TEP). In creating a TEP, most states have created new and unique project application and selection procedures, which differ significantly from the traditional selection process for highway projects. TEPs also typically include a unique and well-defined set of selection criteria, and other policies and guidelines that govern project sponsorship, eligibility of matching funds and procedures for project implementation.

Figure 1 lists those states that have not yet established fully functioning TEPs.

Figure 1	
General Progress in Program Development	
<u>States Not Reporting</u> Hawaii Puerto Rico	<u>States Still Developing</u> Alaska District of Columbia Iowa Vermont

- o Details on the status of the enhancements programs in Hawaii and Puerto Rico are unknown because incomplete data has been received by RTC.
- o In the District of Columbia , the Department of Public Works has created a draft set of guidelines, application, and project selection criteria, but has yet to issue a final version. Likewise, in Iowa, the Department of Transportation has established a detailed list of criteria for project selection, but has not issued a formal set of guidelines for its statewide program. In addition, very few project awards have been made in these states.
- o In Alaska, the Department of Transportation and Public Facilities has drafted an interim set of guidelines and selection criteria, but has not established a formal enhancements advisory committee; project selection is progressing none-the-less.
- o In Vermont, the state Agency of Transportation recently issued a draft version of its enhancements guidelines. The implementation of the overall enhancements process throughout 1992-94 has been satisfied by the Agency's pre-existing Bicycle and Pedestrian Path Program. Plans are being developed to expand the program to fund the full range of enhancement activities and involve community representatives from scenic and historic interest groups.

Impediments to Effective Program Development in Select States

- o The lack of consistency in Florida's program may be attributed to its state legislated suballocation system, whereby all federal transportation funds are directly suballocated to DOT districts, that are fully responsible for programming and project selection. This has required the head office of the DOT to coordinate the development of enhancements programs in seven district offices.
- o In North Carolina, the Department of Transportation has not yet created a unified enhancements program; some of the programming is done by the Rail Division, some by the district offices and commissioners, and some by the Bicycle and Pedestrian Office. The state still lacks a statewide enhancements advisory committee and the DOT drives the process of identifying enhancements projects as part of its overall state Transportation Improvement Program (TIP) development process.

While a few additional states are experiencing less significant difficulties in establishing an enhancements program, the Missouri state Transportation Commission recently reversed a 1993 decision which put its TEP " in abeyance." The Missouri Highway and Transportation Department has now completed its first round of funding.

Projects in the DOT Pipelines

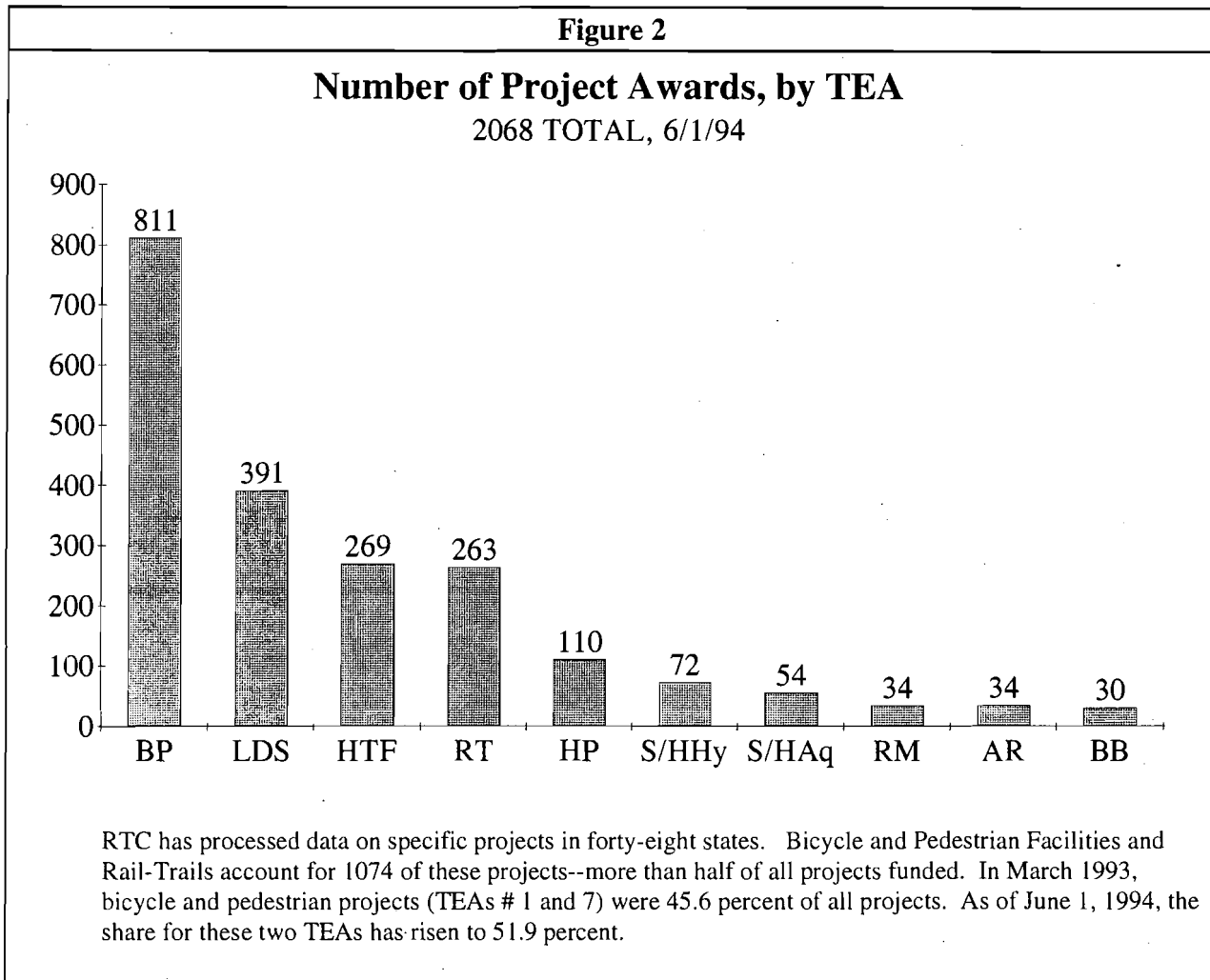
As of June 1, 1994, RTC research has identified 2068 projects for which states have made funding awards (see **Figure 2**). In a March 1994 RTC survey, states were asked to provide the number of projects in their enhancements program that were completed or under construction. With 27 states responding, survey results showed that only 29 enhancements projects have been fully completed and another 138 are currently under construction. While the totals for completed projects and those under construction have not been obtained from every state, these figures are indicative of the slow pace at which projects are moving toward completion.

Further, a number of states have mentioned that some projects that had initially received awards and were awaiting implementation have been withdrawn from the program due to the numerous obstacles which continue to plague enhancements implementation nationwide.

What are the Obstacles? In its March 1994 survey, RTC also asked state enhancement managers to rank a number of obstacles according to how much they have hampered the creation and implementation of their enhancements programs. Of the potential obstacles to implementation, states listed as most significant "working with new partners who are largely unfamiliar with federal-aid transportation procedures", including citizens, representatives of other state agencies and consultants.

Other major obstacles that stood out included, the lack of sufficient professional and administrative staff, the "non-traditional" nature of enhancement activities as compared to typical DOT projects, and the inherent and inevitable problems of creating an entirely new program. Finally, restrictions against the use of private matching funds, and compliance with federal laws

and regulations, especially National Environmental Policy Act (NEPA) and the Davis Bacon Act, were also mentioned as additional barriers to the timely implementation of projects once they are selected.



A National Overview of Funding

One of the most significant findings of RTC's ongoing enhancements research is that despite the low FY93 and FY94 obligation ceilings, which cap state spending at 80 percent of the ISTEA authorized levels for those years, most states have based their funding decisions on the

authorized funding levels.¹ The Clinton administration has proposed full funding of ISTEA in the FY 1995 Budget, which should encourage continuation of this practice.

Enhancements Obligations

Even though most states are basing their available funding levels on the authorization figures, by May 1, 1994 cumulative obligations, as tabulated by the Federal Highway Administration, remained low. With \$1.193 billion available in the first three fiscal years of ISTEA, obligations total only \$288.5 million -- *less than 25 percent* (see **Figure 3**). All states except Mississippi and Tennessee have reported some obligations, see **Appendix B** for a complete list.

Figure 3					
Nationwide Enhancements Funding Summary					
STPP Estimated 6-Year ISTEA Authorization	Actual FY92-94 ISTEA Authorization	5/1/94 FHWA Obligations	%*	Reported to and Processed by RTC Project Award Totals	%*
\$ 2,976,012,739	\$ 1,193,459,609	\$ 288,544,850	24%	\$ 649,312,721	54%

* Percentage of FY92-94 Authorization

The current enhancements obligation rate of 24 percent represents no significant change in the obligation rate over the past year. In Enhancing America's Communities, published in June 1993, RTC reported a 25 percent obligation rate based on FHWA figures current to March of 1993. In contrast, the FY 1992 and 1993 obligation rate for the National Highway System

¹ Obligation ceilings are set by Congress as part of the annual transportation appropriations bill. When ceilings are below the authorization levels, states cannot allow their total annual obligations for all federal-aid transportation projects to exceed that ceiling. However, federal law does not require states to distribute this "funding gap" proportionally over the various federal-aid programs in ISTEA. In actuality, a small program like enhancements could be completely left out when obligation ceilings are significantly below authorization levels.

Further, FHWA computes the enhancement authorization level for each state on an annual basis. This is done just prior to the beginning of the federal fiscal year on October 1.

averaged 91%, and the obligation rate for the Surface Transportation Program over these same years averaged 65%.²

Theoretically, over the life of ISTEA, the low enhancement obligation rate will not be a problem in most states. All unobligated authorizations "roll over" for three years after their first year of availability. However, the continued low level of obligations is indicative of the many problems states have encountered moving enhancement projects through the development phase and into construction. Because of the non-traditional nature of these projects, low obligation rates may in fact be a good sign, because it shows that states are taking the time that may be necessary to effectively learn how to implement these non-traditional projects. It is also somewhat reassuring since low obligations early in the life of this program reduce the likelihood for abuse -- ineligible projects are unlikely to be quickly approved for funding and constructed before citizens and public interest groups are made aware.

Project Awards Compiled by RTC

As of June 1, 1994, RTC has compiled enhancement project awards totaling nearly \$650 million, which is more than double the obligations reported to FHWA.³ As noted in **Figure 3**, this amount represents over half of the total funds available in FY 92-94. In addition, RTC is aware of a number of states that have completed major funding rounds, but for various reasons (as noted in the Introduction of this report) were not able to be included here, including California, New York, Texas, Alabama, Florida and North Carolina. These states receive a large portion of total enhancement funds. **If the total of project awards in these states are added to the \$649 million, RTC estimates that over 75 percent of enhancement funds currently available are committed to projects.** This represents a significant jump in spending commitments over the past 12 months.

The map in **Figure 4** shows the percentage of total funds available in each state that have been committed to projects. Thirteen states have awarded at least 80% of available funds, and another 16 states have awarded 50-80% of their available funds. A number of states, including Georgia, Idaho, Illinois, New Hampshire, Oregon, Pennsylvania, Rhode Island, and Vermont have committed more than 100% of available funds. These states have selected enough projects in initial funding rounds to use FY95 and FY96 enhancement allocations.

² Averages were calculated from the Surface Transportation Policy Project report, State Expenditures of Federal Surface Transportation Funds: Do They Reflect the New Mandates?, December 1993.

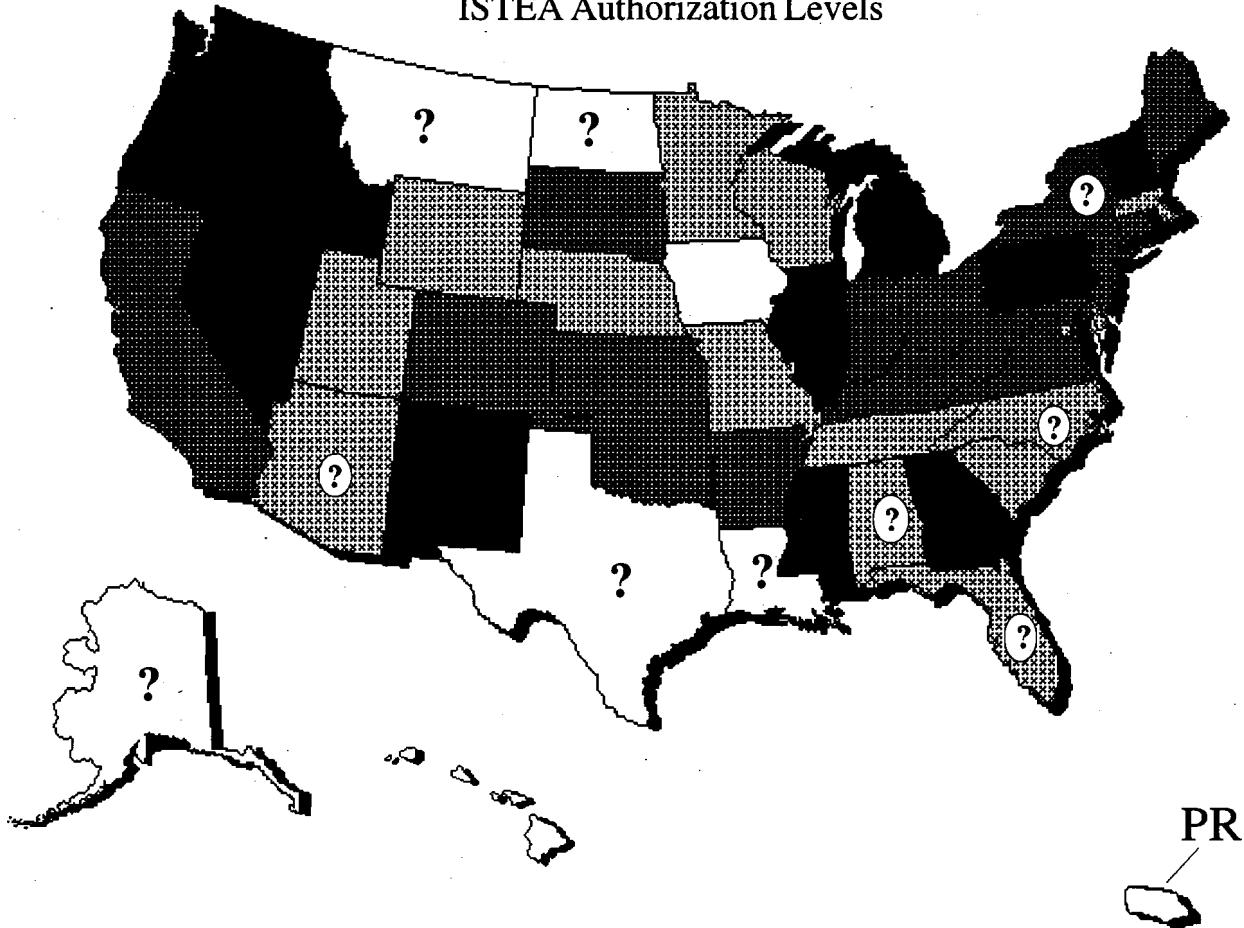
³ Please refer to the Introduction section entitled *About the Data* for an explanation of which project awards, in which states, are and are not included in this figure.

Figure 4

Project Funding Award Levels

Processed by -- 6/1/94

100% = Combined Total of FY 92, 93 & 94
ISTEA Authorization Levels



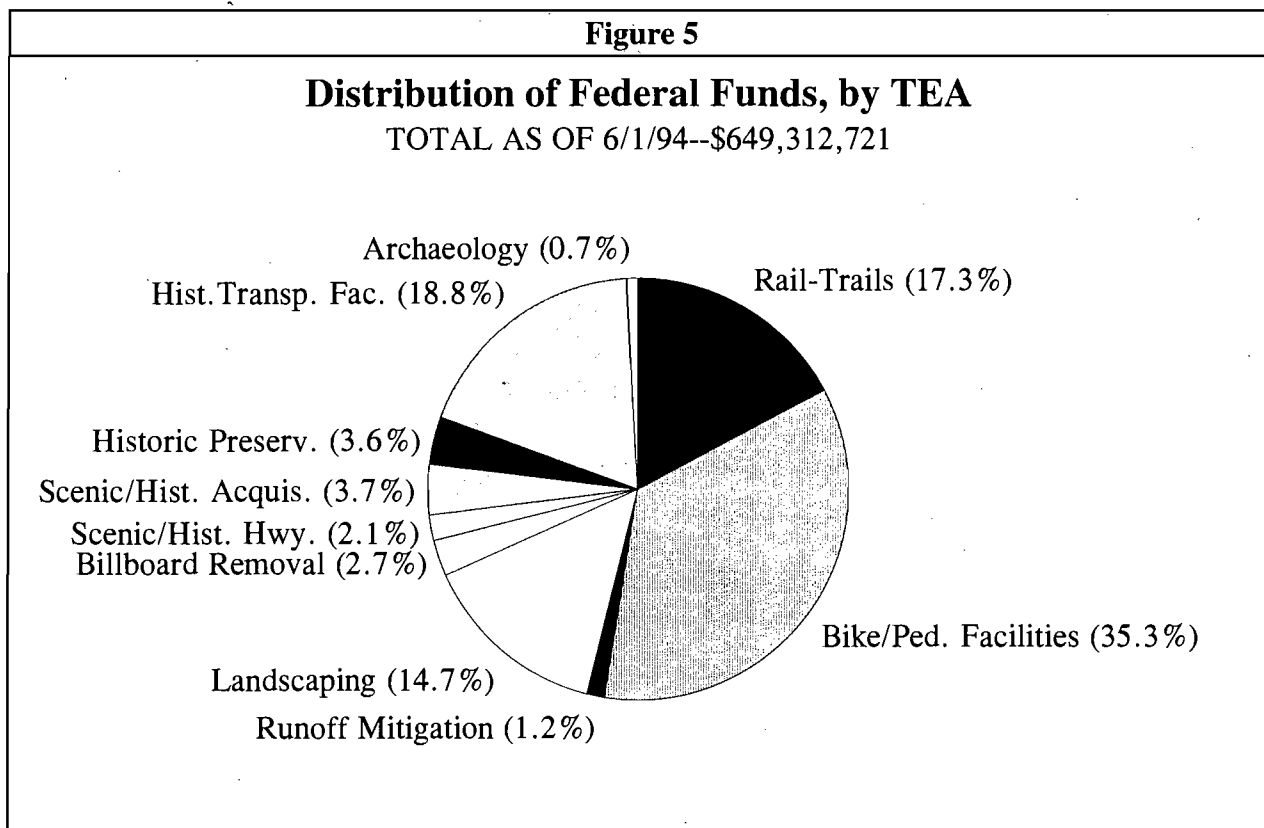
80 - 100+ % 50 - 80 %

10 - 50% 0 - 10%

? -- Complete data not available to RTC
in time for publication.

Funding Commitments, by Transportation Enhancement Activity (TEA)

Of the 48 states that have committed transportation enhancement funds to specific projects, **Figure 5** shows that funds were spent on each of the 10 possible Transportation Enhancement Activities (TEAs). However, four of the 10 TEAs dominate funding awards: Bicycle & Pedestrian Facilities, Landscaping, Rehabilitation and Operation of Historic Transportation Facilities and development of Rail-Trails.



Total Awards, by TEA

\$ 228,949,557 -- Bicycle & Pedestrian Facilities	\$ 23,548,394 -- Historic Preservation
121,879,753 -- Preservation & Operation of Historic Transportation Facilities	17,277,066 -- Billboard Control & Removal
112,128,383 -- Preservation of Abandoned Rail Corridors & Trail Conversion	13,520,837 -- Scenic & Historic Highways
95,300,583 -- Landscaping & Scenic Beautification	8,072,090 -- Mitigation of Highway Runoff
24,102,728 -- Scenic & Historic Acquisitions	4,533,331 -- Archaeological Activities

Key Issues Surrounding Nationwide Funding Levels

Slow States: Some of the states with low levels of project awards (see **Figure 4**) can be explained by the fact that they have not reported project funding decisions to RTC, or their data was incomplete or not reported in time to process for this report. However, Iowa, Hawaii, Puerto Rico and the District of Columbia stand out as states that appear to be struggling with implementing an effective enhancements program. While RTC research efforts directed toward these states have not met resistance, usable information has not been forthcoming and the status of enhancements program implementation remains unclear.

Avoiding the Mandate? Wisconsin appears to be unique among states in that it has a well developed program, but a low level of project funding. Even though the state has \$31 million available, an executive decision was made to award only \$6 million for enhancements projects in the first round of funding. If, in the second and third cycles, the advisory committee is not given authority to utilize a greater portion of what is available, Wisconsin may become the first state to test the ISTEA requirement that, over the life of the Act, 10 percent of STP funds must be spent on enhancements.

Finding Needles in the Haystack: RTC's 1993 report noted that \$20 million of obligations in fourteen states could not be accounted to particular projects, thus opening the possibility that ineligible projects were receiving FHWA approval early in the first year of ISTEA. RTC was able to investigate these obligations and, with the cooperation of state enhancement managers in eleven of these states, identify the projects for which most of these funds were obligated; all were found to be clearly eligible. RTC has still not been able to account for \$3.3 million in Arizona, \$.9 million in Indiana and \$.7 million in Iowa.

Reporting: Because of new provisions included in ISTEA, FHWA is not required to request project specific information from the state DOTs for projects funded under the Surface Transportation Program. A lack of compiled, project-specific data at the federal level has made tracking enhancements spending difficult -- data must be collected from each state individually and a lack of uniformity in data structure and completeness further complicates processing and analysis.

- o Illinois, stands out among states that independently produce a report of project awards for public consumption. Most states do not produce a special report on enhancements expenditures. Illinois' annual report is produced in a timely manner, is well organized and easy to read, and contains excellent project descriptions; other states should be encouraged to do the same.

Without national compilation and analysis of project-specific reports, FHWA, Congress, and the public cannot fully determine whether or not the enhancements provisions are, in fact, contributing to the fulfillment of ISTEA's mission -- to chart a new course for the nation's transportation investment and achieve the national goals set forth in the preamble of the Act.

Federal Enhancements Dollars Leverage More Than Twenty Percent

The \$650 million of federal enhancement awards tracked by RTC have been matched by \$264.3 million of state and local funds. **Figure 6** lists the top ten states. Nationally, these matching funds represent 28.9 percent of the total funds being committed to enhancement projects, an average significantly above the standard 20 percent. These figures suggest that federal enhancement dollars are able to leverage a significant amount of funding from other sources. Typically, these funds come from sources outside the state DOT.

Figure 6

Average Project Sponsor Matching Levels
Top Ten States, by percentage of total project cost

Maryland*	72.3 %
Virginia	60.5 %
Washington	41.7 %
Nebraska	37.8 %
California	37.2 %
Mississippi	36.9 %
South Dakota	36.6 %
Pennsylvania	31.9 %
Michigan	30.9 %
Minnesota	29.9 %

* Maryland uses state revenue to provide 10 % of the project costs for all projects; project sponsors are required to provide 50 %.

Project Selection Procedures

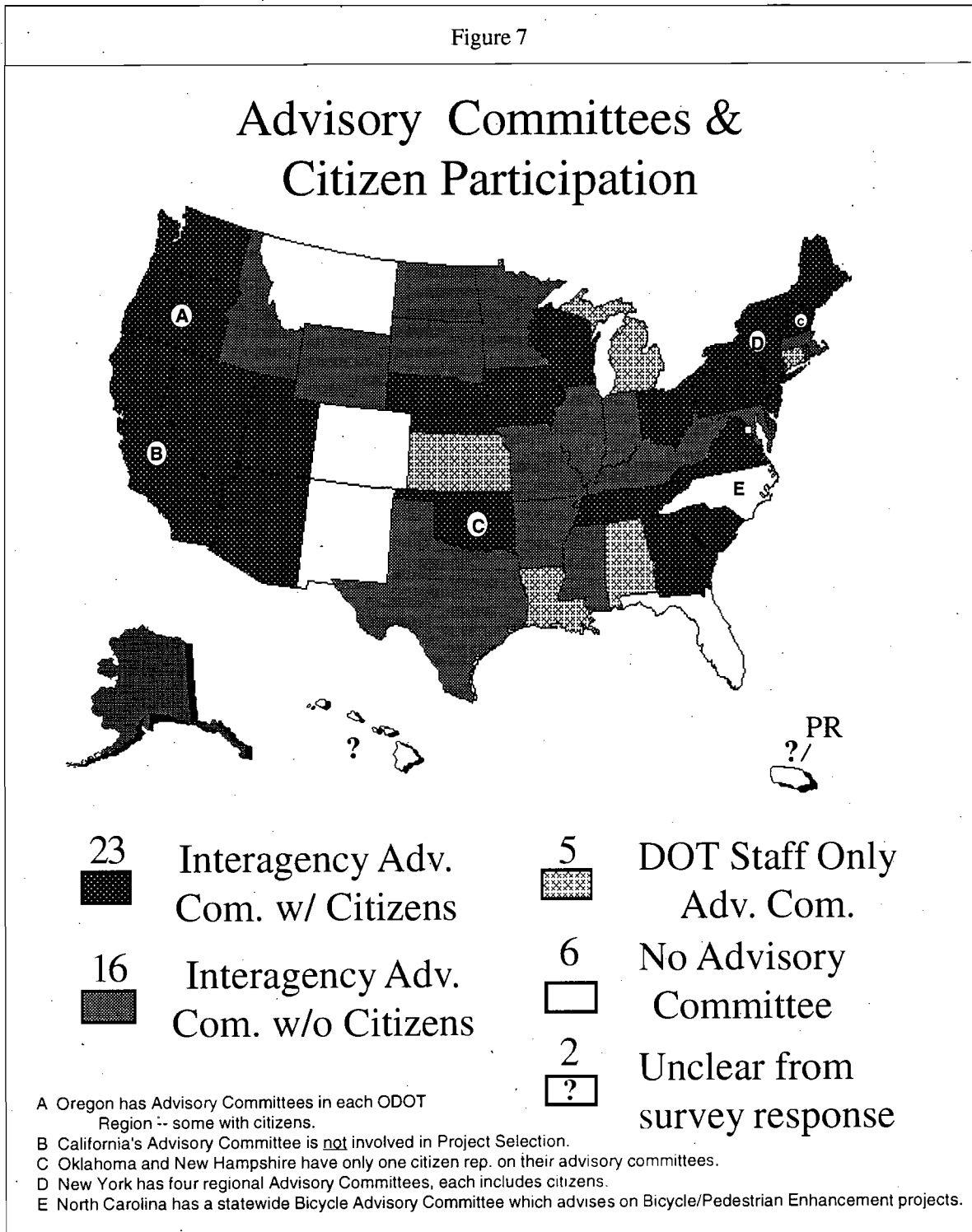
Almost all states require that enhancement project sponsors submit a formal enhancement application. While this method of project nomination is not typical of state transportation planning and funding procedures for traditional highway and transit projects, it has helped state DOTs open up the enhancements process to those entities and constituencies that have traditionally been excluded from transportation planning.

New Partners

One of the most promising innovations in enhancements program development is the involvement of new partners. The primary venue for this involvement is in the project selection process and the most common vehicle is through selection advisory committees.

Forty-four states have (or plan to have) advisory committees involved in evaluating and selecting projects (see **Figure 7**). Although they vary widely in composition, thirty-nine states involve representatives outside of the DOT, including representatives from local, regional, state or federal agencies. Twenty-two of these states have citizens or representatives from non-profit public interest groups involved as committee members. For a complete table of state advisory committees, see Appendix C.

Figure 7



Interagency Advisory Committees: RTC has found that 16 states have established advisory committees that are comprised of government agency representatives exclusively. In nine of these states, the committee includes only the chief executives of the agency. Many of these states also have a technical or staff advisory committee that makes initial recommendations to the "executives only" committee.

Citizen Participation: As noted above, citizen participation on project selection advisory committees is found in only 22 states. Oklahoma and New Hampshire have only one citizen representative on their advisory committee, and California's advisory committee is not involved in project selection.⁴ The fact that citizen involvement in TEP project selection is not the norm, is noteworthy, given the emphasis that ISTEA places on public participation, the scope of public participation requirements that are included in the Planning Regulations, and the attention this issue has received since ISTEA's enactment.

Exclusive DOT-run Programs: Only a small minority of state DOTs conduct project selection with no other stakeholders at the table. Only five states have "DOT staff only" advisory committees. And while a larger number of states note that the DOT chief executive officer makes the final approval of enhancement project awards, it appears that most executives both honor and rely heavily on the advisory committees that are evaluating projects and establishing the priority recommendations. The fact that only a handful of states have adopted an exclusive DOT approach to project selection suggests that many state DOTs have caught the spirit of ISTEA which calls for direct involvement with new partners and power-sharing in the transportation planning process.

Integrating Enhancements into the Broader Transportation Planning Process

Integration with MPOs: The ISTEA Planning Regulations, issued jointly by the Federal Transit Administration and the FHWA in November 1993, were not explicit regarding the integration of enhancements project selection with the overall transportation planning process, especially in relation to the approval process for the MPO Transportation Improvement Program (TIP). However, the fifteen ISTEA Planning Factors for MPOs do require that MPOs consider "the programming of expenditures for transportation enhancement activities." In addition, the Regulations governing project selection state that, in areas designated TMAs, all Title 23 projects (which included enhancements) shall be selected by the MPO in consultation with the state. Further all federal-aid projects within an MPO's jurisdiction must ultimately be included on the approved MPO TIP.

⁴ California's committee includes over 40 members, but its role is limited to evaluating implementation of the TEP, advising CalTrans on the policies that govern the program, and assisting with publicity and community relations.

RTC research suggests that as established by ISTEA, state DOTs are taking the lead in making enhancement project funding awards. In the first 18 months under ISTEA, this was most commonly done at the state level, with all projects in a state competing on equal terms. Information gathered in a March 1994, RTC survey suggests that, increasingly, MPOs are reviewing enhancements proposals within their jurisdiction **prior to** submission to the state. This review process culminates in a prioritized list of projects that is forwarded to the state. It is often based on suballocation amounts or "target apportionments" provided by the state to the MPO.

However, it is still common that the MPO is given only an advisory role regarding enhancements project selection, and that MPO review takes place on a project-by-project basis. In some states, MPOs are consulted only after states have selected projects based on a statewide competition. Anecdotal information gathered in the course of RTC's research suggests that states that put the MPOs at the end of the enhancements approval process will encounter resistance and dissatisfaction from the MPOs. New York stands out as a state where MPO dissatisfaction was encountered when the state asked an MPO to approve what the state process had selected and amend the MPO TIP accordingly.

RTC has identified two primary variations to the centralized approach that is used in most states. Each of these variations is likely to achieve an effective and satisfactory level of integration for all of the parties involved:

- o California and Washington state have created well defined "bottom-up" approaches to enhancements. Selection criteria is established at the state level. The MPOs, and corresponding agencies in non-urban areas (RPOs or RTPAs) evaluate all proposed projects in their respective jurisdictions and send a prioritized list to the state. In order for the regional bodies to be able to make effective and strategic decisions, the state provides "bid-targets" or suballocated amounts of funding for each regional jurisdiction. In both of these states, the primary decision-making authority at the state level retains a degree of flexibility in adopting the priorities of the regional bodies. However, experience has shown that state level decisionmakers largely honor the recommendations that emerge from below. A small set-aside for projects of statewide significance or scope allows statewide goals and needs to be met through project funding decisions. The institutionalization of organized transportation decision-making bodies in non-urban areas, which act as counterparts to the MPOs in urban areas, is a key to making a "bottom-up" approach equitable and effective.
- o A number of states have avoided problems with MPO integration by directly suballocating enhancement funds by formula to MPOs, and RPOs if they exist. The MPOs are responsible for selecting projects within their jurisdictions and communicating their selections to the state DOT. These states include Alaska, Iowa, North Dakota and South Carolina.

Long Range Plans: The requirement for states and MPOs to develop long range transportation plans is a new mandate under ISTEA. The planning language within ISTEA, and the FHWA/FTA Planning Regulations both stipulated that Long Range Plans (LRPs) must include a bicycle and pedestrian element.

Long Range Plans, not due until the end of 1994, have been evolving over the past six to eight months, or longer. States have the option of crafting LRPs as policy documents; state LRPs are not required to be project specific. Integrating the "already-established" enhancement program into the state LRP can be done by simply describing the key enhancements program goals, policies and guidelines; general remarks referencing the state priority for, and approach to, enhancements are likely to suffice. The fact that projects are identified on an annual or biennial basis and that states cannot know which projects may be proposed ten or fifteen years in the future, will not impede the creation of the long range plan.

However, MPO level LRPs are required by the Planning Regulations to be project specific and financially constrained. These considerations may make integrating enhancement projects into the LRP more problematic. It remains unclear what MPOs are to do when enhancements projects are typically identified on an annual or biennial basis, and the MPO has no way of knowing what projects may be proposed by local sponsors ten or fifteen years into the future? Further, if enhancement funds are not suballocated MPOs may have trouble predicting how much enhancements funding will come into the region over the LRP's twenty year horizon.

The ISTEA Planning Factors: In reviewing TEP guidelines and project selection criteria for most states, RTC found that no state appeared to make a direct reference to any one, or the entire set, of Planning Factors established in ISTEA. These factors were articulated in the law as critical considerations that should be used to govern state and MPO long range transportation planning and annual project selection processes. After studying the Planning Factors more closely (there are 20 for states, and 15 for MPOs), RTC suggests that they might be very useful for guiding TEP project selection processes, especially if integrated into selection criteria.

State Transportation Commissions

In 22 states the State Transportation Commission (or Board) makes the final decisions regarding all transportation spending in the state, including transportation enhancements projects. In the June 1993 enhancements report, RTC noted that the Missouri State Transportation Commission took an action to place the enhancements program "in abeyance." Missouri was the only state where this happened. Based on the staff recommendations of the Missouri Highway & Transportation Department, and effective advocacy by local activists, MPOs, other state agencies, some state legislators, and the Governor's Office, the Commission reversed this decision in January 1994. Missouri is now moving forward with its TEP.

In a few other states RTC has received anecdotal reports about the impact of transportation commissions on enhancements programs. Colorado's Commission did not approve CDOT's proposal to establish a statewide advisory committee that would include citizens and instead opted for a suballocation approach. In Utah, the Commission and the state enhancements advisory committee have uncovered differences in their respective views of the program.

Suballocation of Enhancements Funding within States

According to their enhancements program guidelines, twelve states suballocate enhancements funds (and sometimes project selection) to a variety of regionally-based government entities based on geography or population share. In Montana, North Dakota and South Dakota, enhancements funding and administration has been suballocated to cities and counties; in Alaska, California, Iowa and Washington to MPOs and RPOs; in South Carolina, to MPOs only; in Colorado, Florida, and Oregon, to DOT districts; and in New York, to four specially created "Transportation Enhancements Advisory Committee" districts, representing New York City, Long Island, Hudson Valley, and Upstate New York.

As noted in the previous section on MPO Integration, suballocation to regional and local governments or transportation planning bodies, can add to the effectiveness of a state enhancements program. However, anecdotal reports from project sponsors and RTC's own experience suggests that the suballocation of funding to DOT districts may have a negative impact on project implementation and the level of citizen involvement in project selection. For instance, the highly specialized nature and the unique scale of enhancements projects demands a level of technical and professional expertise which most often is found in DOT statewide offices. Given their historical emphasis on highway maintenance and construction, DOT district offices may lack the experience and institutional ability to cultivate a meaningful level of citizen participation in enhancements programs.

Suballocation schemes based on population apportionment, such as in New York and Montana, may affect the equity of project distribution or the consistency of project quality statewide.

- o In New York, the Advisory Committee districts prioritize proposals and assign funding to successful projects. The population-based distribution formula may create a hardship for the widely dispersed population in upstate New York as compared to the densely populated areas such as New York City or Long Island, where limited funds do not have to be spread across such a large geographical area.
- o In Montana, where the DOT allocates enhancements funds to all 56 counties, and to incorporated municipalities with populations over 1000, many recipient communities receive annual sums too small for practical purposes.⁵

Thus, population-based distribution schemes, which on the surface seek equity, may not actually result in an equitable distribution of viable enhancements projects.

⁵ It should be noted that in a recent FHWA review of the TEP in Montana, local communities and project sponsors appeared to be happy with the suballocation system despite extremely low levels of available funding in many small towns and sparsely populated counties.

Structured Set-asides within States

Twenty states have established a policy to split enhancement funds between a local program, and a statewide program of DOT sponsored projects. Again equity issues are raised if the selection criteria and procedures for DOT-sponsored and non-DOT-sponsored projects differ, or the DOT set-aside is so large as to leave many highly qualified local projects without funding. In Tennessee, Arkansas, Arizona and Wyoming the state DOT reserves 50 percent or more for DOT-sponsored projects.

Equity for local projects has not posed much of a problem, however, in those five states that set aside a certain percentage of enhancement funds for projects of "statewide significance." In Florida, Indiana, Iowa, and Washington, statewide projects are evaluated using the same procedures and criteria as other non-DOT sponsored projects. In California, according to the state enhancements guidelines, statewide projects as well as all of the CalTrans-sponsored projects "compete on an equal footing" with those projects proposed by all local sponsors.

Minimum and Maximum Project Awards

Very few states have established a minimum or maximum limit for enhancement project awards. In some states applicants are discouraged from submitting small funding requests because the state's fixed administrative costs may not justify approving small awards. Wisconsin, for instance, has placed a \$10,000 figure as a minimum project award; the maximum project award is \$500,000. South Dakota established a \$250,000 ceiling on the amount that may be requested for an enhancement project.

Policies Governing Matching Funds

Survey results indicate that most state matching policies are using the matching ratios set forth in ISTEA -- a 20 percent state or local match to the 80 percent federal share. However, there are a number of important variations on the 80/20 theme that are important to note.

Incentives: In at least 27 states, DOTs are encouraging local project sponsors to provide a match share in excess of the minimum 20 percent. Those sponsors providing higher local match ratios are given greater priority in the project selection process. Providing this incentive allows state DOTs to distribute the limited federal dollars more widely, and leverage additional non-federal, and non-state, dollars into the state enhancements program. In Maryland, the DOT requires that project sponsors provide 50 percent of the total project cost, thereby doubling the total amount of funding spent on enhancements in the state.

DOT Provided Match: In Alaska, Maryland, Massachusetts, Rhode Island, and Vermont, the state DOT provides the required non-federal match for **all** local projects (see **Figure 8**). In Florida, FDOT will consider providing the full 20 percent match for projects on federal or state lands. In other states, such as California, Nebraska, Nevada and Idaho, the DOT only matches local projects that are on the state highway system or are highway-related

Figure 8			
STATES PROVIDING THE NON-FEDERAL MATCH SHARE FOR <u>ALL</u> ENHANCEMENT PROJECTS			
<u>State</u>	<u>Federal Share</u>	<u>State Match</u>	<u>Local Match</u>
Alaska	93%	7%	No requirement for local sponsors to make match; only a commitment to provide ongoing maintenance
Maryland	40%	10%	50% of total project cost; doubles the amount spent on enhancements in state
Massachusetts	72%	18%	10% minimum of total project cost provided with "soft match" or cash
Rhode Island	80%	20%	No match requirement
Vermont	80%	10%	10%

enhancement activities. In Delaware and North Carolina, the DOTs have adopted a flexible matching policy, whereby the DOT will consider providing the non-federal match on a case-by-case basis, especially in instances where locally-initiated projects are on the state highway system.

Federal Lands Benefit: Despite the provisions in ISTEA that allow some states containing large amounts of federal lands within their bounds to match federal funds at a rate less than the standard 20 percent, bicycle and pedestrian projects in these states have been ruled to be ineligible for less than 20 percent match. This is an unintended result of specific language in Section 1033 of ISTEA, which mandates that all bicycle pedestrian projects shall be funded according to the standard 80/20 ratio. States that have encountered this inconsistency, primarily

western states, frequently note in their TEP guidelines that bicycle and pedestrian projects must be funded at least 20 percent from state or local funds.

Restrictions on the Use of State Gas Tax Revenue: In twenty-nine states, constitutional or legislative restrictions on the use of state gas tax revenues have an impact on the DOT's ability to provide the matching funds for some or all of the ten enhancement activities. These "anti-diversionary" laws usually preclude the use of gas tax revenues for non-highway or "non-highway-related" projects. Twenty states noted in the 1993 RTC report that these restrictions might cause problems for certain enhancements activities. Several other states are currently considering whether gas tax receipts may be used to help pay for enhancements projects.

The degree to which gas tax restrictions may affect enhancements programs is further illustrated in Georgia where a statewide referendum was defeated to allow gas tax revenues to be used for non-highway transportation projects. In the wake of this vote, the state attorney general issued a narrow interpretation of the existing law which prohibits the use of motor fuel revenues for any purpose other than strictly highway and bridge projects. The result has been that state gas tax revenues cannot even be used for the administration of the state DOT's enhancement program.

Federal /Federal Match: A number of western states have encountered problems with enhancement projects located on federal lands, such as in National Forests, on BLM lands or in National Parks. Current regulations prohibit the federal land owning agency from providing the matching funds. Like the private cash and in-kind matching prohibitions, this restriction stems from the nature of the Title 23 federal programs as cost-sharing programs with states. Idaho has recently responded to an FHWA request for innovative proposals to improve federal-aid funding procedures, by proposing that non-ISTEA federal funds and "soft match" (private cash and in-kind services) be made eligible as matching funds for enhancements projects.

Key Issues Surrounding the Ten TEAs

Project Integrity and Eligibility

Identification and interpretation of "business-as-usual" project funding commitments has been particularly troublesome with regard to landscaping activities. It appears that a number of projects in South Dakota, Florida, Michigan, Tennessee and elsewhere, may represent a "business-as-usual" approach to landscaping activities. Additional analysis is needed to fully determine whether traditional right-of-way landscaping activities are being funded through the TEP.

Moreover, FHWA guidance states that eligible enhancements projects must represent "additional efforts in the activities listed" and "go beyond what is customarily provided as

environmental mitigation." At the time ISTEA was enacted, state practice varied widely as to what was customary in the provision of enhancements, and FHWA guidance directed these eligibility criteria to be applied on a case-by-case basis cooperatively by state DOTs and FHWA division offices. This approach to eligibility does not easily lead to a uniform benchmark that can be utilized nationwide.

While this general guidance, and the case-by-case approach, has largely served the program well in the first three years, it remains unclear what the terms "additional efforts" and "go beyond" will mean once states have six years of enhancements programming under their belts. It is inevitable, and even intended by Congress, that over time, provision of enhancements should become "standard operating procedure" and that traditional highway and transit projects should employ "enhancements" as normative and essential elements. It follows then, that as investment in enhancements becomes normative, some kind of further guidance will be necessary to determine what qualifies for the funding pool created by the 10 percent set-aside. Further, FHWA, as the federal oversight agency, is the only agency that can provide leadership that encourages all state DOTs and FHWA Division Offices to use the same benchmarks when determining what is normative practice and what is an "additional effort." It should also be noted that national consistency and common benchmarks should not be achieved by simply adopting, at some future date, the lowest common denominator.

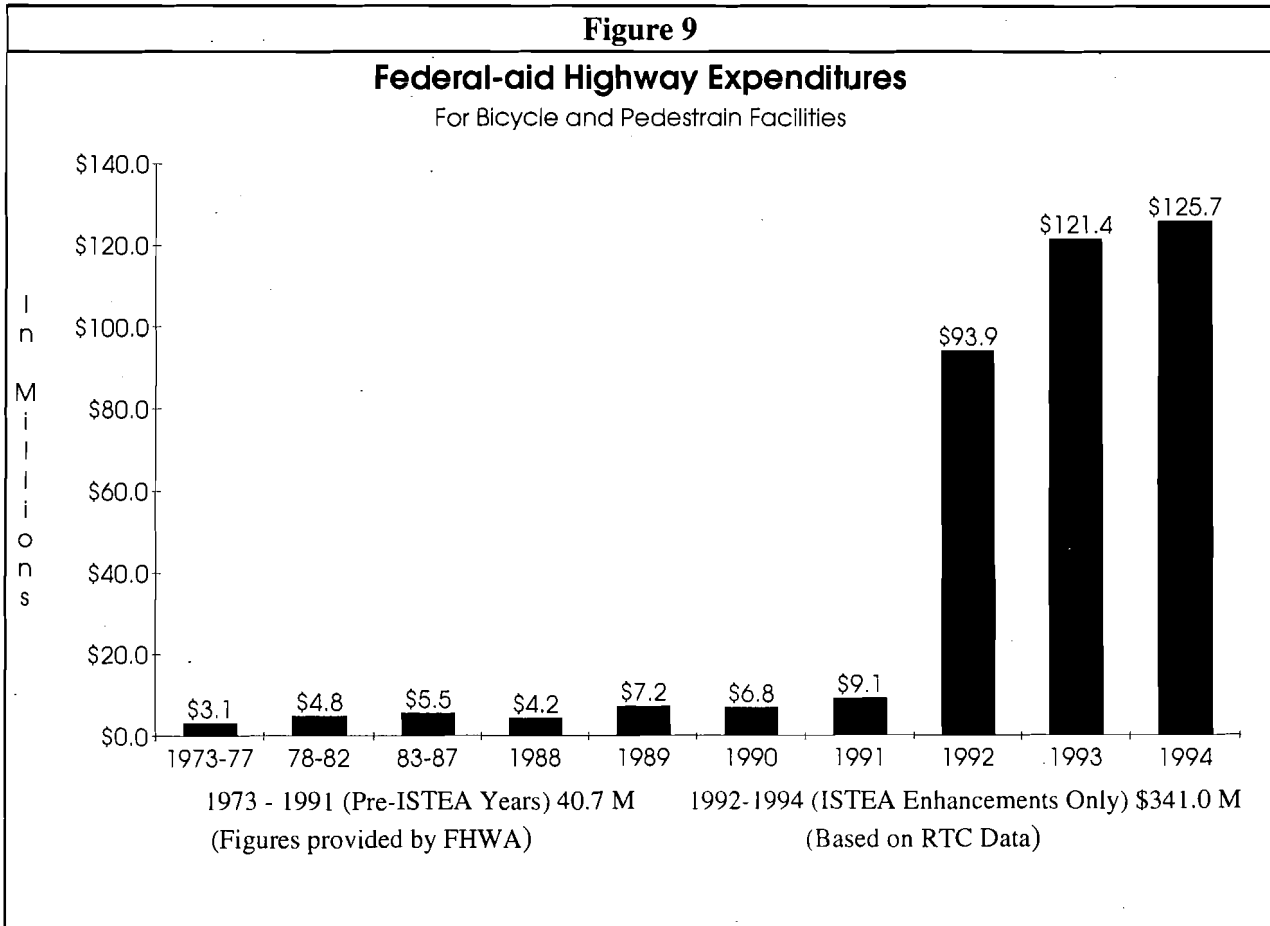
Projects that Combine the Ten TEAs

RTC has made an effort to determine which projects include elements of more than one of the ten TEA categories. In fact, many states have encouraged "combination" projects in their guidelines and selection criteria. Because RTC's familiarity with each of 2068 projects nationwide is obviously restricted, and project descriptions provided by states are brief, RTC cannot determine an absolute number of combination project. However, at least 200 combination projects have been identified and RTC expects the actual count to be more than 400. The significant number of "combination" projects proposed by local sponsors suggest that there is a strong understanding of the inherent connectivity of many of the enhancements activities. It also indicates that many DOTs are taking an integrated approach to enhancements and recognize the inherent and functional connections between many of the ten categories.

Enhancements and the Future of Non-motorized Transportation in America

Given the predominance of funding for bicycle and pedestrian facilities it seems fitting to conclude this report with a special analysis of this aspect of the program. Facilities for non-motorized modes are receiving over 52 percent of the project awards thus far. In addition, many of the projects attributed to other categories include some type of bicycle or pedestrian element.

The allocation of \$341 million of federal transportation funds for bicycling and walking facilities, over a three year period, is unprecedented in the American experience. **Figure 9** shows the level of federal funding that was directed to non-motorized facilities before ISTEA, as well as the level of ISTEA enhancements funding that is now occurring for these facilities. This graph clearly shows the dramatic upsurge in funding for non-motorized transportation since the enactment of ISTEA.⁶

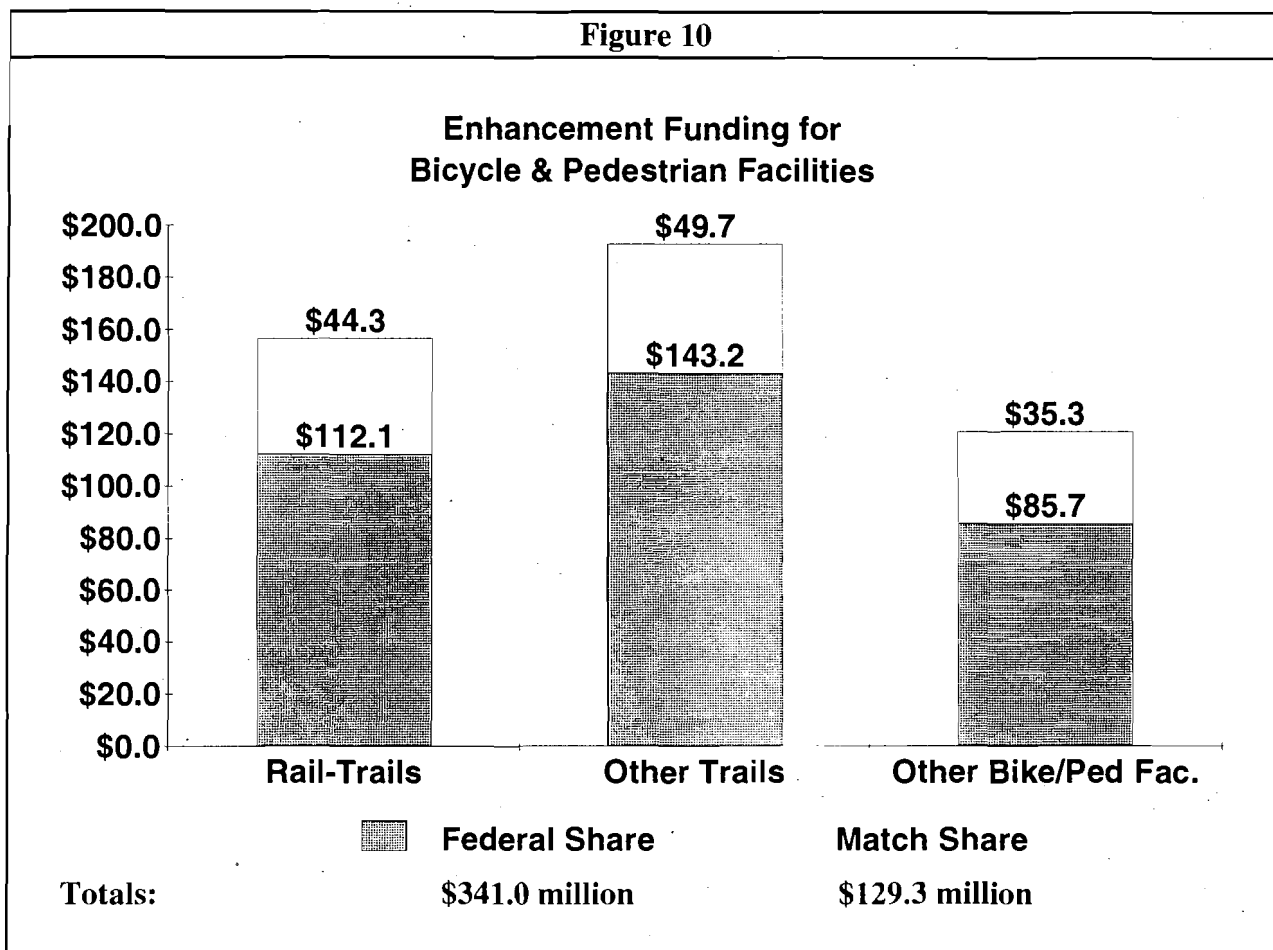


⁶ FHWA figures do not account for any pre-ISTEA federal funds used for constructing bike/ped facilities as incidental parts of larger highway projects. RTC figures do not include non-enhancements ISTEA funding for bike/ped facilities, such as that from the Congestion Mitigation and Air Quality Improvement Program (CMAQ) or "core" Surface Transportation Program.

RTC's enhancements research shows that bicycle and pedestrian projects are favored in all types of communities across the nation: including rural, suburban and urban areas alike; in both cold northern states and warm southern climates; in the older cities and townships of the eastern U.S. as well as the younger communities along the West Coast. Moreover, states are programming enhancements funds set aside for their state highway systems on bike/ped projects, and local sponsors -- be they non-profit trail groups, small towns, or large cities -- all are including these projects among their top priority requests.

A closer look at the two bicycle and pedestrian categories (# 1 and # 7) reveals that project sponsors seem to prefer trails above other types of bicycle and pedestrian facilities. **Figure 10** shows the breakdown of funds for three types of non-motorized transportation facilities:

- o Rail-trails -- including corridor acquisition, trail development, and station restorations for trail support facilities.
- o Other types of off-road pathways -- including greenway trails, sidepaths, and other separated pathways.
- o Other Bicycle and Pedestrian facilities -- including bicycle lanes and shoulders on roadways, bridge connector projects, pedestrian plazas, sidewalks, bicycle parking and bicycle access to transit projects.



With such a large amount of new money going toward creation of local bicycle and pedestrian transportation networks, it is critical that bicycling and pedestrian advocates and transportation planners and engineers be attentive to the implications of this funding for the intermodal transportation system. Two important questions need to be asked:

1) Are comprehensive, connecting and continuous non-motorized transportation facilities being developed according to a comprehensive bicycle and pedestrian plan, or are states simply funding a lot of isolated bicycle and pedestrian projects?

2) What level of sophistication is present in the design of these facilities: are they designed for multi-modal non-motorized use (bicycles, pedestrians, in-line skaters, equestrians); are they designed to serve both transportation and recreational uses?

On April 22, 1994 the U.S. Department of Transportation (including both FHWA and the National Highway Traffic Safety Administration) released the National Bicycling and Walking Study. This study states that currently 8% of all trips are made by bicycling and walking. It sets a new national goal -- to double that mode-share to 16%. At this time, it appears that ISTEA has begun the fundamental shifts necessary to accomplish this goal and that the enhancements program is currently on the leading edge in meeting the need for further development of non-motorized infrastructure. RTC suggests that the trend to fund bicycle and pedestrian facilities with enhancements funds is an encouraging and critical first step in making this goal truly attainable.

Conclusions

RTC hopes the reader will find that the research presented in this status report provides a thorough examination of state implementation of the enhancements provisions in the first two and a half years under ISTEA. Highlights of our findings follow:

Federal Guidance:

- o At the federal level, within the exclusive set of ten activities, project eligibility has been defined more broadly than narrowly; and many "non-traditional" projects are being funded.
- o Questions regarding project eligibility remain, especially with regard to landscaping and scenic beautification, but also regarding certain projects in other categories.
- o At the project level, public/private partnerships can be stymied by pre-existing laws limiting the use of private matching funds and in-kind services for federal-aid highway projects.
- o A lack of coordinated and thorough training for those involved in enhancements administration (including project sponsors, FHWA staff, state DOT staff and MPO staff) has produced three undesirable results:
 - TEPs that vary widely in their quality and sophistication,
 - eligibility issues are not resolved consistently among states,
 - projects face major delays, or withdrawal, because of a lack of experience with "non-traditional" projects and expertise in solving technical problems and complying with necessary federal regulations.
- o Inadequate reporting requirements has hindered public opportunities for effective enhancements monitoring and made nation-wide analysis and assessment difficult.

Funding Policies and Project Awards:

- o Most states are basing estimates of available enhancement dollars on authorization figures, not on figures derived from obligation ceilings, which are lower than the ISTEA authorizations.
- o Each of the ten transportation enhancement activities is receiving some funding.
- o Non-motorized transportation projects are being funded at record high levels.
- o On average, matching funds far exceed the standard 20 percent called for in ISTEA.

State TEP Development:

- o Many state DOTs are working hard to accommodate the new partners that enhancements is bringing into the transportation planning venue.
- o Less than ten states have not developed a readily identifiable enhancements program, and only nine states have obligated less than 10 percent of available funds.
- o Meaningful citizen participation in project selection is not the norm.
- o Although no state has a model program, a number of states have demonstrated model elements for many of the key aspects of enhancement programs.

Methodology for Attributing Projects to TEAs

Appendix A

Each project identified by a state was assigned to one of the ten TEA categories. While assignments generally followed the designations made by the state there were a number of situations in which the designation provided by the state did not coincide with the ten TEAs (many states classified projects using more general categories). Some projects were not designated to any category. In both cases, projects were assigned to one of the categories based on all available information about the project, consultation with state DOTs and others with knowledge about the project. In order to insure consistency the following definitions were used to assign projects to categories:

- #1 Sidewalks, special overpasses for pedestrians and bicyclists, on-street bicycle lanes, additions of shoulders on roads for biking, greenway trails and sidepaths, river walks, bicycle parking facilities, administrative costs for state bicycle and pedestrian coordinators, etc.
- #2 Acquisition of scenic easements and historic sites.
- #3 Scenic highway/byway programs, construction of scenic overlooks and turnouts, historic highway programs, placement of historic markers on highways and restoration of historic roads.
- #4 Roadside landscaping, wildflower plantings, tree planting, streetscapes, gateways, etc.
- #5 Historic bridge inventories, historic studies, general historic restoration projects, Preservation of non-transportation related buildings, planning projects for various types of transportation facilities.
- #6 Operation and rehabilitation of transportation facilities including historic bridges, train stations, ferry terminals, canals, roads, etc.
- #7 Acquisition of abandoned rail corridors, development of rail-trails and preservation of railroad buildings for use as trail support facilities.
- #8 Control and removal of billboards.
- #9 Archeological planning and research activities and acquisition of archaeological sites.
- #10 Retrofits along highways with inadequate pollution controls for highway runoff.

More than 150 projects included activities that involved more than one of the ten TEAs. These projects included a variety of activity combinations. To simplify accounting for combination projects, they were assigned to only one of the ten TEAs. To ensure that these assignments did not skew dollar totals or project counts for particular TEAs, they were divided among the ten as equally as possible.

Nationwide Enhancement Funding Summary

Prepared by Rails-to-Trails Conservancy

June 01, 1994

(in millions)

Appendix B

State	STPP Estimated	FHWA Estimated	Actual	5/1/94	% of	As Reported to and	% of
	6-Year ISTE Authorization	6-Year ISTE Authorization	FY92-94 ISTE Authorization	FHWA Obligations		Processed by RTC Project Award Totals	
AL	\$61,768,816	\$55,529,000	\$24,233,237	\$5,617,806	23.2%	\$4,520,000	18.7%
AK	\$57,253,073	\$72,056,000	\$35,432,036	\$8,907,105	25.1%	\$786,487	2.2%
AZ	\$33,046,986	\$40,784,000	\$19,049,868	\$4,236,312	22.2%	\$2,207,000	11.6%
AR	\$37,664,976	\$31,938,000	\$14,062,598	\$8,015,025	57.0%	\$7,749,363	55.1%
CA	\$300,877,936	\$217,726,000	\$99,315,279	\$3,349,687	3.4%	\$66,620,400	67.1%
CO	\$41,393,006	\$42,285,000	\$19,439,151	\$7,789,773	40.1%	\$10,081,150	51.9%
CT	\$25,151,644	\$56,160,000	\$20,578,745	\$10,852,237	52.7%	\$12,497,842	60.7%
DE	\$15,237,836	\$17,063,000	\$7,803,297	\$826,652	10.6%	\$2,811,880	36.0%
DC	\$11,980,159	\$14,055,000	\$5,840,164	\$1,411,277	24.2%	\$747,333	12.8%
FL	\$152,353,024	\$132,118,000	\$59,405,504	\$15,413,803	25.9%	\$11,860,200	20.0%
GA	\$100,425,932	\$80,358,000	\$36,193,667	\$14,135,672	39.1%	\$48,095,529	132.9%
HI	\$15,904,448	\$39,358,000	\$18,961,408	\$703,721	3.7%	\$0	0.0%
ID	\$23,113,920	\$27,394,000	\$13,408,191	\$1,689,995	12.6%	\$14,334,089	106.9%
IL	\$139,216,834	\$126,622,000	\$56,711,984	\$11,035,377	19.5%	\$81,272,367	143.3%
IN	\$76,739,467	\$66,693,000	\$29,945,615	\$4,923,413	16.4%	\$17,809,501	59.5%
IA	\$40,881,260	\$40,862,000	\$19,952,643	\$731,123	3.7%	\$0	0.0%
KS	\$34,340,885	\$35,654,000	\$16,463,406	\$7,464,352	45.3%	\$12,900,880	78.4%
KY	\$49,894,663	\$47,692,000	\$20,897,336	\$4,465,482	21.4%	\$14,930,060	71.4%
LA	\$52,735,218	\$39,500,000	\$18,517,207	\$4,213,968	22.8%	\$1,552,000	8.4%
ME	\$17,358,992	\$18,004,000	\$8,245,703	\$2,988,006	36.2%	\$5,020,000	60.9%
MD	\$45,085,866	\$35,193,000	\$16,353,133	\$10,546,116	64.5%	\$10,890,168	66.6%
MA	\$43,943,632	\$52,487,000	\$3,435,054	\$694,720	20.2%	\$1,623,360	47.3%
MI	\$91,480,653	\$63,013,000	\$27,012,856	\$13,793,939	51.1%	\$25,550,438	94.6%
MN	\$51,773,041	\$53,899,000	\$23,546,110	\$2,917,294	12.4%	\$10,335,091	43.9%
MS	\$41,553,829	\$29,534,000	\$13,808,197	\$0	0.0%	\$13,690,237	99.1%
MO	\$62,678,275	\$47,381,000	\$21,289,934	\$3,500,000	16.4%	\$6,743,740	31.7%
MT	\$27,859,649	\$33,717,000	\$16,474,346	\$1,061,283	6.4%	\$16,000	0.1%
NE	\$27,515,497	\$29,957,000	\$14,545,463	\$4,625,429	31.8%	\$4,997,671	34.4%
NV	\$22,527,338	\$24,295,000	\$11,399,721	\$1,862,380	16.3%	\$11,029,925	96.8%
NH	\$16,658,576	\$18,278,000	\$8,511,086	\$1,431,926	16.8%	\$9,656,794	113.5%
NJ	\$71,254,860	\$64,598,000	\$23,460,587	\$4,349,899	18.5%	\$17,264,500	73.6%
NM	\$27,702,285	\$39,734,000	\$19,617,899	\$4,234,317	21.6%	\$16,017,000	81.6%
NY	\$137,399,119	\$118,316,000	\$42,096,346	\$35,154,936	83.5%	\$28,387,751	67.4%
NC	\$97,147,532	\$77,193,000	\$36,116,055	\$15,324,852	42.4%	\$6,305,296	17.5%
ND	\$21,694,026	\$26,365,000	\$12,832,740	\$4,400,483	34.3%	\$693,891	5.4%
OH	\$119,661,484	\$82,828,000	\$36,053,956	\$3,785,123	10.5%	\$21,702,198	60.2%
OK	\$39,108,058	\$42,722,000	\$19,152,311	\$3,827,171	20.0%	\$11,858,208	61.9%
OR	\$38,213,121	\$27,863,000	\$13,655,507	\$2,293,909	16.8%	\$17,897,200	131.1%
PA	\$83,492,617	\$53,055,000	\$23,740,114	\$9,185,586	38.7%	\$32,196,400	135.6%
PR		\$15,151,000	\$7,468,149	\$5,610,000	75.1%	\$0	0.0%
RI	\$15,895,675	\$14,329,000	\$6,567,081	\$6,764,415	103.0%	\$8,858,207	134.9%
SC	\$53,861,646	\$41,811,000	\$18,233,812	\$3,712,752	20.4%	\$6,136,466	33.7%
SD	\$22,444,094	\$26,826,000	\$12,962,965	\$3,646,222	28.1%	\$8,509,358	65.6%
TN	\$66,271,925	\$51,747,000	\$23,170,305	\$0	0.0%	\$4,493,377	19.4%
TX	\$228,047,048	\$189,320,000	\$87,895,662	\$316,400	0.4%	\$0	0.0%
UT	\$23,620,287	\$20,860,000	\$10,526,567	\$1,484,847	14.1%	\$3,444,269	32.7%
VT	\$14,069,092	\$14,778,000	\$6,903,194	\$1,852,437	26.8%	\$8,027,957	116.3%
VA	\$64,931,833	\$47,036,000	\$20,952,579	\$13,394,580	63.9%	\$14,823,832	70.7%
WA	\$44,013,515	\$41,335,000	\$19,448,104	\$5,725,539	29.4%	\$17,604,288	90.5%
WV	\$20,709,439	\$21,410,000	\$9,602,361	\$1,645,426	17.1%	\$5,405,065	56.3%
WI	\$46,937,579	\$65,820,000	\$31,326,907	\$2,464,083	7.9%	\$5,952,240	19.0%
WY	\$21,122,073	\$22,388,000	\$10,843,469	\$168,000	1.5%	\$3,405,714	31.4%
Totals	\$2,976,012,739	\$2,695,090,000	\$1,193,459,609	\$288,544,850	24.0%	\$649,312,721	54.0%

Table of State Enhancement Advisory Committees

June 1994 Appendix C

State	Status of Committee(s)	No. of Advisory Committees	Includes Citizens	Inter-Agency Only	DOT Only	Staff Only	Executives Only
AL	Operating	1			Yes	Yes	
AK	NA	1		Yes			Yes
AZ	Operating	1	Yes				
AR	Operating	1		Yes			Yes
CA	Operating	2*	Yes				
CO	None						
CT	Operating	1			Yes		
DE	Operating	2	Yes				Yes
DC	In Development	1					
FL	None						
GA	Operating	2	Yes			Yes	
HI	NA						
ID	Operating	1		Yes			Yes
IL	Operating	2		Yes		Yes	Yes
IN	Operating	1		Yes		Yes	
IA	In Development	1	Yes				
KS	Operating	1			Yes	Yes	
KY	Operating	1		Yes		Yes	
LA	Operating	1			Yes	Yes	
ME	In Development	1	Yes			Yes	
MD	Operating	2		Yes		Yes	Yes
MA	In Development	1		Yes		Yes	
MI	Operating	2			Yes	Yes	
MN	Operating	1		Yes		Yes	
MS	Operating	1		Yes		Yes	
MO	Operating	1		Yes		Yes	
MT	None						
NE	Operating	1	Yes				
NV	Operating	1	Yes				
NH	Operating	1*	Yes				
NJ	Operating	1	Yes				
NM	None						
NY	Operating	4*	Yes				
NC	Operating	*					
ND	Operating	1		Yes		Yes	
OH	Operating	1	Yes				
OK	Operating	1*	Yes				
OR	Operating	5*	Yes				
PA	Operating	1	Yes				
PR	NA						
RI	Operating	1	Yes				
SC	Operating	1	Yes				
SD	Operating	1		Yes		Yes	
TN	Operating	1	Yes				
TX	Operating	1		Yes			Yes
UT	Operating	1	Yes				
VT	In Development	1	Yes				
VA	Operating	2	Yes				
WA	Operating	1	Yes				
WV	Operating	2		Yes		Yes	Yes
WI	Operating	2	Yes			Yes	
WY	Operating	1		Yes			Yes
Totals:	40 States w/ACs Operating		23	16	5	18	9

*New York has four regional Advisory Committees, each includes citizens.

*Oregon has Advisory Committees in each ODOT District--some w/ citizens.

*California's Advisory Committee is not involved in Project Selection.

*Oklahoma and New Hampshire have only one citizen representative on the Advisory Committee.

*North Carolina has a statewide Bicycle Advisory Committee which advises on Bike/Ped enhancement projects only.

An Explanation of the Process Governing Federal Accounting Procedures for Enhancements

Each year Congress sets obligation ceilings for each state in a transportation appropriations bill. These ceilings set limits as to how much money states may obligate in the coming fiscal year. In the second year of ISTEA (FY93), the obligation ceiling was 20 percent below the authorization levels set in ISTEA, creating a "short fall" in potential spending. Unlike other federal authorization levels, unobligated Highway Trust Fund Authorizations "roll over" for up to three years beyond the initial year of authorization. So the difference between a state's annual obligation ceiling and the ISTEA authorization level is not lost, and in time, states are likely to spend all the funds authorized by ISTEA.

Annual transportation appropriations bills set total obligation ceilings for each state. Obligation ceilings are not set for each program within ISTEA, i.e. NHS, CMAQ, STP, Enhancements, etc. Thus, states may spread their "short fall" over the various ISTEA programs as they see fit. For enhancements, this means states are free to spend fully the authorized amount, any amount under that, or nothing at all. No minimum annual spending level for enhancement activities has been established.

At the Division level (FHWA has one Division office in each state), FHWA approves enhancement projects on a project-by-project basis, or in quarterly batches as the state so chooses. When state DOTs are ready to advance a project, FHWA Division Offices will give *project authorizations* for those projects that meet basic eligibility requirements. This authorization obligates FHWA to pay its share of the project costs. Costs for projects at this stage are based on engineering estimates. Once a project has gone out to bid, FHWA and state DOTs sign a *project agreement*. At this point costs are adjusted to reflect the accepted bid. It is typical for change orders to be considered and approved over the life of a project. As FHWA reimburses billed costs these funds are considered *expended obligations*. Bills are charged to the FHWA enhancements account--Account # 33B.

In this report, the term *project award(s)* is used to indicate that the state has made a decision to fund the project. RTC researchers expect that many projects listed as *project awards* in this report have progressed to the stage of *project authorization* with FHWA. However, time did not permit survey analysts to determine how many *project awards* may have progressed to the point of becoming *project agreements*. Appendix A shows the status of STP Enhancements funds as of May 1, 1994.

ISTEA specifies that the amount of funds set-aside for enhancements shall be ten percent of the Surface Transportation Program, just one of the funding programs in the law. In addition, three other funding sources in ISTEA are added to the STP before the ten percent set-aside is calculated. These three sources include: 1) one half of the funds provided for the reimbursement of states for segments of the Interstate System constructed without federal assistance, 2) one half of the funds provided for under the "hold harmless" and the "90 percent of payment" provisions of ISTEA, and 3) the special "Wisconsin 90 percent pay" provisions of ISTEA.

Section II

State Transportation Enhancements Program Profiles



A Guide for Reading the State TEP Profiles

Project Selection Procedures and Policies

The Project Selection Process section includes descriptions relating to a number of aspects of project selection. It is organized under nine main headings: 1) **A snapshot of the selection process**, 2) **Remarks about project selection**, 3) **State level Advisory Committee(s) created**, 4) **Who has final approval**, 5) **Who makes final recommendations**, 6) **Type of selection criteria**, 7) **Project selection cycle**, 8) **Suballocation of enhancements funding**, and 9) **State set-asides**.

Following are descriptions of what these headings and their corresponding entries mean¹:

o **A Snapshot of the selection process and remarks about project selection:** These two entries include short bodies of text that elaborate on the project selection process. Comments may describe how final recommendations are developed, who makes up the advisory committee(s) and how they are involved, and other unique facets of the state's selection process.

o **State level Advisory Committee(s) created:** See Appendix C for additional details.

o **Who has final approval** describes who has the final approval on project selection.

Possible entries include:

--Governor (*Governor*);

--the State Director, Commissioner or Secretary of Transportation (*DOT CEO*);

--the State Transportation Commission (*St Comm*);

--the management staff of the Department of Transportation (*DOT*).

--Metropolitan Planning Organization (*MPO*).

o **Who makes final recommendations** describes who has the primary responsibility to develop a recommended list of projects for final approval. In a few cases, the recommending entity is actually making final decisions on project selection because final approval from a higher authority is perfunctory. The range of possible entries here include those mentioned above with the following additions:

--a Department of Transportation Advisory Committee (*DOT AC*);

--an Inter-Agency Advisory Committee (*IA AC*), meaning one that includes only staff or executives from various public agencies, possibly including local governments, MPOs, state agencies, and/or federal agencies;

¹ Throughout the state profiles "NA" means information was not available in the completed survey or the supporting documents provided by the state.

- a Mixed Advisory Committee (*Mxd AC*), meaning one that includes citizens or representatives of public interest groups along with DOT staff members and/or other state and local government officials;
- Metropolitan Planning Organization and Regional Planning Organization (*MPO/RPO*), meaning the decision-making bodies at the regional level of government. Some states refer to RPOs as RTPAs--Regional Transportation Planning Agencies.

o **Type of selection criteria** is followed by one of four ways, "*Categorical*," "*Categorical w/Points*," "*General*," or "*General w/Points*."

- "*Categorical*" means a state has developed different criteria for the various types of basic enhancement activities, i.e. scenic, historic, non-motorized transportation, runoff mitigation.
- "*Categorical w/Points*" means that a structured point system has been developed to rank or score each project in relation to categorically-based criteria.
- "*General*" means that one set of general criteria is used to judge all types of projects.
- "*General w/Points*" means that a structured point system has been developed to rank or score each project in relation to general criteria.

o **Project selection cycle** has three possible entries:

- "*Biennial*," meaning every two years.
- "*Annual*," meaning every year.
- "*Continual*," meaning quarterly or more often.

o A "*Yes*" answer to whether **funds are suballocated to MPOs, RPOs or regions** means the state has chosen to suballocate enhancement funds to regional or local public entities according to a state created formula.

o **Funds are set aside for a statewide DOT-sponsored program or for projects of "statewide significance"**: Data entries in this category indicate whether or not a portion of funds are split between a competitive local program and DOT-programmed projects or projects of "statewide significance." Percentages are provided for states where this split takes place.

Policies Governing Matching Funds

The Matching Funds section explains how state and/or local entities match federal funds in each state.

o **How federal funds are matched** can be answered in a number of ways. For many states a separate response is given for state DOT sponsored projects and locally sponsored projects. In some cases a distinction between state and local matching policy could not be determined from the information provided. Answers include the following:

- "###% State"...The state matches all projects at the percentage noted.
- "###% Local"...Project sponsors provide the percentage of match noted.
- "###% Min. Local Sponsor"...The match percentage is the minimum required by local project sponsors; a higher local match is recommended or may result in a project receiving higher priority.
- "###% State or Local Sponsor"...All project sponsors (state or local) provide ##% match.
- "40/10/50% Local"...Local sponsors match combined federal (40%) and state (10%) funds with 50% of total project cost. (Massachusetts has a 72/18/10% and Vermont an 80/10/10% variation on the above ratio utilized by Maryland.)

In some cases, combinations of these entries appear.

o **Comments on matching policy.** This entry includes descriptions of unique elements of match policies. Many comments describe what activities do or do not qualify for meeting match requirements. It should be noted that ISTEA enhancement provisions call for an 80/20 match ratio between federal and state funds. Other provisions in ISTEA provide certain western states a better match ratio because of the amount of federal lands in the state.

Authorization and Project Award(s) Summary

o The term **Project Awards** refers to those funds that states have committed to particular projects. Formal obligation agreements with FHWA may or may not exist for these projects, however states have indicated their intent to fund and carry them out.

o For a more in-depth explanation of FHWA budgeting and accounting procedures for ISTEA and enhancements, see Appendix D.



Alabama
Highway Department (AHD)

State DOT Enhancements Manager:

Dee Rowe

Enhancements Manager

1409 Coliseum Blvd.

Montgomery, AL 36130

Ph: 205-242-6078

Fax: 205-262-7658

PROGRESS REPORT ON PROGRAM DEVELOPMENT

Enhancements Program is fully established.

PROJECT SELECTION PROCEDURES AND POLICIES

A snapshot of the selection process: *The State Highway Director makes final project funding decisions based on the recommendations of the Highway Department staff advisory committee.*

Remarks about project selection:

State level Advisory Committee(s) created:

Yes

Advisory Committee(s) include citizens:

No

Who has final approval:

DOT CEO

Who makes final recommendations:

DOT AC

Type of selection criteria:

General w/Points

Project selection cycle:

Annual

Funds are suballocated to MPOs, RPOs or regions:

No

Funds are set-aside for a statewide DOT-sponsored program or for projects of "statewide significance:"

No

Description of state set-aside:

Alabama

POLICIES GOVERNING MATCHING FUNDS

How are federal funds matched:

NA

Comments on matching policy:

AUTHORIZATION AND PROJECT AWARDS SUMMARY

Estimated 6 -Year ISTE A Authorization	Actual FY92-94 ISTE A Authorization	5/1/94 FHWA Obligations	%*	As Processed by RTC Project Award Totals	%*
\$61,768,816	\$24,233,237	\$5,617,806	23.2%	Federal Match Grand Total	\$4,520,000 18.7% \$1,080,000 19.3%** \$5,600,000

* Percentage of FY92-94 Authorization ** Match as a Percentage of the Grand Total

PROJECT FUNDING AWARDS by TEA

<u>Transportation Enhancement Activity (TEA)</u>	<u>No. of Projects</u>	<u>Federal Share</u>
Bicycle/Pedestrian Facilities:	1	\$320,000
Scenic/Historic Acquisition:	0	\$0
Scenic/Historic Highways:	0	\$0
Landscaping:	0	\$0
Historic Preservation:	0	\$0
Historic Transportation Facilities:	0	\$0
Rail-Trails--Acquis. & Dev:	0	\$0
Billboard Removal:	1	\$4,200,000
Archaeological Activities:	0	\$0
Highway Runoff:	0	\$0
TOTALS:	2	\$4,520,000

Alaska

Department of Transportation & Public Facilities (ADTPF)

State DOT Enhancements Manager:

Rosemary Matt

Transportation Planner

3132 Channel Drive

Room 200

Juneau, AK 99801-7898

Ph: 907-465-6960

Fax: 907-465-2460

PROGRESS REPORT ON PROGRAM DEVELOPMENT

ADTPF has drafted an interim set of guidelines and selection criteria, but has not yet created a formal enhancements advisory committee.

PROJECT SELECTION PROCEDURES AND POLICIES

A snapshot of the selection process: *The program is split into two parts--statewide and by borough. The statewide program currently focuses on Scenic Byways and ADA requirements for transp. facilities, and involves a number of state agencies. The borough program is still under development.*

Remarks about project selection: *The Boroughs select projects for the 60% of funds that are suballocated to them. The ADTPF selects projects for the remaining 40% of funds.*

State level Advisory Committee(s) created:

In development

Advisory Committee(s) include citizens:

No

Who has final approval:

DOT CEO

Who makes final recommendations:

See explanation above.

Type of selection criteria:

General w/points

Project selection cycle:

Annual

Funds are suballocated to MPOs, RPOs or regions:

Yes

Funds are set-aside for a statewide DOT-sponsored

program or for projects of "statewide significance:" **40% State & 60% Local**

Description of state set-aside: *40% of funds will be programmed by the ADTPF for ADTPF-initiated and other projects of statewide significance. 60% of funds will be suballocated by region.*

Alaska

POLICIES GOVERNING MATCHING FUNDS

How are federal funds matched:

7% State

Comments on matching policy: *Local sponsors are not required to provide matching funds, only a commitment to provide ongoing maintenance.*

AUTHORIZATION AND PROJECT AWARDS SUMMARY

Estimated 6 - Year ISTE Authorization	Actual FY92-94 ISTE Authorization	5/1/94 FHWA Obligations	%*	As Processed by RTC Project Award Totals	%*
\$57,253,073	\$35,432,036	\$8,907,105	25.1%	Federal \$786,487	2.2%
				Match \$78,070	9.0%**
				Grand Total \$864,557	

* Percentage of FY92-94 Authorization ** Match as a Percentage of the Grand Total

PROJECT FUNDING AWARDS by TEA

<u>Transportation Enhancement Activity (TEA)</u>	<u>No. of Projects</u>	<u>Federal Share</u>
Bicycle/Pedestrian Facilities:	3	\$314,071
Scenic/Historic Acquisition:	0	\$0
Scenic/Historic Highways:	3	\$77,110
Landscaping:	0	\$0
Historic Preservation:	0	\$0
Historic Transportation Facilities:	1	\$181,940
Rail-Trails--Acquis. & Dev:	0	\$0
Billboard Removal:	2	\$213,366
Archaeological Activities:	0	\$0
Highway Runoff:	0	\$0
TOTALS:	9	\$786,487

Arizona

Department of Transportation (ADOT)

State DOT Enhancements Manager:

Tom Ford

Supervisor, State & National Policy Branch, Transp. Planning Division

206 S. 17th Ave

Room 330B

Phoenix, AZ 85007

Ph: 602-255-8243

Fax: 602-256-7563

PROGRESS REPORT ON PROGRAM DEVELOPMENT

Enhancements Program is fully established.

PROJECT SELECTION PROCEDURES AND POLICIES

A snapshot of the selection process: *Projects for remaining 50% must be submitted and endorsed by an MPO or Rural COG. The advisory committee, including reps. from the historic, arts and bicycling communities, makes recommendations; the Transportation Board makes final selections.*

Remarks about project selection: *50% of funds set aside for ADOT projects will go through existing ADOT programming process and be considered against priorities and selection criteria established for the department TEP.*

State level Advisory Committee(s) created: **Yes**

Advisory Committee(s) include citizens: **Yes**

Who has final approval: **St Comm**

Who makes final recommendations: **Mxd AC/DOT AC**

Type of selection criteria: **Categorical w/Points**

Project selection cycle: **Annual**

Funds are suballocated to MPOs, RPOs or regions: **No**

Funds are set-aside for a statewide DOT-sponsored program or for projects of "statewide significance:" **50% State & 50% Local**

Description of state set-aside: *AZ Trans Board will retain ~50% of the TEA funds received each year for activities which enhance ADOT projects. Remaining TEA funds each year will be available for projects recommended by the 3 MPOs, 4 RPOs and other state agencies.*

Arizona

POLICIES GOVERNING MATCHING FUNDS

How are federal funds matched: **6% State or 20% Local Sponsor**

Comments on matching policy: *Matching share for projects submitted by MPOs/RPOs and other agencies is 20%.*

AUTHORIZATION AND PROJECT AWARDS SUMMARY

Estimated 6 - Year ISTE Authorization	Actual FY92-94 ISTE Authorization	5/1/94 FHWA Obligations	%*	As Processed by RTC Project Award Totals	%*
\$33,046,986	\$19,049,868	\$4,236,312	22.2%	Federal \$2,207,000	11.6%
				Match \$133,000	5.7%**
				Grand Total \$2,340,000	

* Percentage of FY92-94 Authorization ** Match as a Percentage of the Grand Total

PROJECT FUNDING AWARDS by TEA

<u>Transportation Enhancement Activity (TEA)</u>	<u>No. of Projects</u>	<u>Federal Share</u>
Bicycle/Pedestrian Facilities:	0	\$0
Scenic/Historic Acquisition:	0	\$0
Scenic/Historic Highways:	0	\$0
Landscaping:	1	\$389,000
Historic Preservation:	0	\$0
Historic Transportation Facilities:	1	\$1,318,000
Rail-Trails--Acquis. & Dev:	0	\$0
Billboard Removal:	1	\$500,000
Archaeological Activities:	0	\$0
Highway Runoff:	0	\$0
TOTALS:	3	\$2,207,000

Arkansas

Highway and Transportation Department (AHTD)

State DOT Enhancements Manager:

Steve Teague

Assistant Chief Engineer for Planning

P. O. Box 2261

Little Rock, AR 72203

Ph: 501-569-2050

Fax: 501-569-2623

PROGRESS REPORT ON PROGRAM DEVELOPMENT

Enhancements Program is fully established.

PROJECT SELECTION PROCEDURES AND POLICIES

A snapshot of the selection process: *AHTD staff completes initial review of project proposals. An inter-agency executive advisory committee makes final recommendations to the State Highway Commission.*

Remarks about project selection:

State level Advisory Committee(s) created: **Yes**

Advisory Committee(s) include citizens: **Yes**

Who has final approval: **St Comm**

Who makes final recommendations: **IA AC**

Type of selection criteria: **General**

Project selection cycle: **Annual**

Funds are suballocated to MPOs, RPOs or regions: **No**

Funds are set-aside for a statewide DOT-sponsored program or for projects of "statewide significance:" **70% State & 30% Local**

Description of state set-aside: *Local and non-DOT project sponsors compete for a minimum of 30% of the enhancement funds.*

Arkansas

POLICIES GOVERNING MATCHING FUNDS

How are federal funds matched: **20% State or 20% Min. Local Sponsor**

Comments on matching policy: *Due to lengthy & complicated process necessary to meet the federal Brooks Act requirements when contracting for prof. services, costs of prelim. engineering are not eligible for reimbursement and may not be used as part of the local match requirements.*

AUTHORIZATION AND PROJECT AWARDS SUMMARY

<u>Estimated</u> 6 -Year ISTE A Authorization	<u>Actual</u> FY92-94 ISTE A Authorization	<u>5/1/94</u> FHWA Obligations	<u>%*</u>	<u>As Processed by RTC</u> Project Award Totals	<u>%*</u>
\$37,664,976	\$14,062,598	\$8,015,025	57.0%	Federal \$7,749,363	55.1%
				Match \$1,934,942	20.0%**
				Grand Total \$9,684,305	

* Percentage of FY92-94 Authorization ** Match as a Percentage of the Grand Total

PROJECT FUNDING AWARDS by TEA

<u>Transportation Enhancement Activity (TEA)</u>	<u>No. of Projects</u>	<u>Federal Share</u>
Bicycle/Pedestrian Facilities:	27	\$3,885,169
Scenic/Historic Acquisition:	2	\$460,000
Scenic/Historic Highways:	2	\$138,880
Landscaping:	8	\$258,082
Historic Preservation:	5	\$569,912
Historic Transportation Facilities:	2	\$646,328
Rail-Trails--Acquis. & Dev:	6	\$1,362,992
Billboard Removal:	1	\$320,000
Archaeological Activities:	1	\$108,000
Highway Runoff:	0	<u>\$0</u>
TOTALS:	54	\$7,749,363

California

Department of Transportation (Caltrans)

State DOT Enhancements Manager:

Marsha Mason

Chief, Transp. Facilities Enhancement Office

1120 "N" Street, Room 5306

Sacramento, CA 95814

Ph: 916-654-5275

Fax: 916-654-3770

PROGRESS REPORT ON PROGRAM DEVELOPMENT

Enhancements Program is fully established.

PROJECT SELECTION PROCEDURES AND POLICIES

A snapshot of the selection process: *The Commission provides target funding levels to all MPOs & RTPAs. CalTrans provides them with project selection criteria. MPOs & RTPAs recommend a list of projects to the Commission. The statewide advisory committee is not involved in project selection.*

Remarks about project selection: *The State Transportation Commission staff prepare a recommended list of projects based on priority recommendations from MPOs and RTPAs. They may consult with CalTrans, the state Resources Agency, and various regulatory agencies.*

State level Advisory Committee(s) created: **Yes**

Advisory Committee(s) include citizens: **Yes**

Who has final approval: **St Comm**

Who makes final recommendations: **St Comm Staff**

Type of selection criteria: **Categorical w/Points**

Project selection cycle: **Biennial**

Funds are suballocated to MPOs, RPOs or regions: **Yes**

Funds are set-aside for a statewide DOT-sponsored program or for projects of "statewide significance:" **~10% State & ~90% Local**

Description of state set-aside: *The state set-aside is for projects of statewide significance, which may be proposed by any eligible project sponsor.*

California

POLICIES GOVERNING MATCHING FUNDS

How are federal funds matched: **12% State or 12% Local Sponsor**

Comments on matching policy: *State may match projects on state highway system. Bicycle and pedestrian projects must be matched at 20% level.*

AUTHORIZATION AND PROJECT AWARDS SUMMARY

Estimated 6-Year ISTE <u>Authorization</u>	Actual FY92-94 ISTE <u>Authorization</u>	5/1/94 FHWA <u>Obligations</u>	%*	As Processed by RTC Project Award <u>Totals</u>	%*
\$300,877,936	\$99,315,279	\$3,349,687	3.4%	Federal \$66,620,400	67.1%
				Match \$39,432,800	37.2%**
				Grand Total \$106,053,200	

* Percentage of FY92-94 Authorization ** Match as a Percentage of the Grand Total

PROJECT FUNDING AWARDS by TEA

<u>Transportation Enhancement Activity (TEA)</u>	<u>No. of Projects</u>	<u>Federal Share</u>
Bicycle/Pedestrian Facilities:	47	\$18,605,000
Scenic/Historic Acquisition:	6	\$4,198,000
Scenic/Historic Highways:	3	\$708,000
Landscaping:	32	\$10,852,400
Historic Preservation:	5	\$1,882,000
Historic Transportation Facilities:	18	\$18,660,000
Rail-Trails--Acquis. & Dev:	10	\$7,010,000
Billboard Removal:	2	\$1,672,000
Archaeological Activities:	3	\$1,732,000
Highway Runoff:	4	\$1,301,000
TOTALS:	130	\$66,620,400

Colorado

Department of Transportation (CDOT)

State DOT Enhancements Manager:

Albert J. Veinberg

Enhancement Program Coordinator

Design Branch

Denver, CO 80222

Ph: 303-757-9378

4201 E. Arkansas Avenue

Fax: 303-757-9868

PROGRESS REPORT ON PROGRAM DEVELOPMENT

Enhancements Program is fully established.

PROJECT SELECTION PROCEDURES AND POLICIES

A snapshot of the selection process: *County governments, RPOs & MPOs prioritize projects and submit to CDOT Regional Transportation Directors. RTDs identify and prioritize projects within their regions and forward to the Transportation Commission for a final decision.*

Remarks about project selection: *All applications must be recommended to CDOT via County Hearing Processes or MPO TIP processes.*

State level Advisory Committee(s) created: **No**

Advisory Committee(s) include citizens: **No**

Who has final approval: **St Comm**

Who makes final recommendations: **DOT Regions**

Type of selection criteria: **Categorical**

Project selection cycle: **Annual**

Funds are suballocated to MPOs, RPOs or regions: **Yes**

Funds are set-aside for a statewide DOT-sponsored

program or for projects of "statewide significance:" **8% for State Administration**

Description of state set-aside: *CDOT sets aside 8% of available funds, annually, for enhancements project administration and oversight; the remaining 92% is suballocated to CDOT regions.*

Colorado

POLICIES GOVERNING MATCHING FUNDS

How are federal funds matched: **20% State or 20% Min. Local Sponsor**

Comments on matching policy: *CDOT is requiring all local sponsors to cover total project costs up front and will direct the federal share to locals on a reimbursement basis.*

AUTHORIZATION AND PROJECT AWARDS SUMMARY

<u>Estimated</u> 6-Year ISTE Authorization	<u>Actual</u> FY92-94 ISTE Authorization	<u>5/1/94</u> FHWA Obligations	<u>%*</u>	<u>As Processed by RTC</u> Project Award Totals	<u>%*</u>
\$41,393,006	\$19,439,151	\$7,789,773	40.1%	Federal \$10,081,150	51.9%
				Match \$2,545,200	20.2%**
				Grand Total \$12,626,350	

* Percentage of FY92-94 Authorization ** Match as a Percentage of the Grand Total

PROJECT FUNDING AWARDS by TEA

<u>Transportation Enhancement Activity (TEA)</u>	<u>No. of Projects</u>	<u>Federal Share</u>
Bicycle/Pedestrian Facilities:	15	\$5,283,800
Scenic/Historic Acquisition:	1	\$108,000
Scenic/Historic Highways:	9	\$1,058,800
Landscaping:	5	\$602,550
Historic Preservation:	1	\$24,000
Historic Transportation Facilities:	3	\$383,800
Rail-Trails--Acquis. & Dev:	1	\$79,800
Billboard Removal:	2	\$440,000
Archaeological Activities:	2	\$117,200
Highway Runoff:	2	\$1,983,200
TOTALS:	41	\$10,081,150

Connecticut

Department of Transportation (ConnDOT)

State DOT Enhancements Manager:

Maribeth Demma

Asst. Director of Intermodal Planning

2800 Berlin Tpk.

P.O. Box 317546

Newington, CT 06131-7546

Ph: 203-594-2134

Fax: 203-594-3028

PROGRESS REPORT ON PROGRAM DEVELOPMENT

Enhancements Program is fully established.

PROJECT SELECTION PROCEDURES AND POLICIES

A snapshot of the selection process: *ConnDOT selects projects nominated by MPOs and RPOs, and also sponsors its own projects. Citizen review and public participation happen at the metropolitan and regional levels.*

Remarks about project selection: *MPOs & RPOs prioritize requests for project funding prior to submitting them to DOT. The major role of DOT TE comm. is to review applications, ensure project eligibility & determine if sponsor has committed to 20% match, and future project maintenance.*

State level Advisory Committee(s) created: **Yes**

Advisory Committee(s) include citizens: **No**

Who has final approval: **DOT CEO**

Who makes final recommendations: **DOT AC**

Type of selection criteria: **General**

Project selection cycle: **Annual**

Funds are suballocated to MPOs, RPOs or regions: **No**

Funds are set-aside for a statewide DOT-sponsored program or for projects of "statewide significance:" **No**

Description of state set-aside:

Connecticut

POLICIES GOVERNING MATCHING FUNDS

How are federal funds matched: **20% State or 20% Min. Local Sponsor**

Comments on matching policy: *Project sponsors are required to provide a 20% minimum match.*

AUTHORIZATION AND PROJECT AWARDS SUMMARY

Estimated 6-Year ISTE Authorization	Actual FY92-94 ISTE Authorization	5/1/94 FHWA Obligations	%*	As Processed by RTC Project Award Totals	%*
\$25,151,644	\$20,578,745	\$10,852,237	52.7%	Federal Match \$12,497,842	60.7%
				\$3,130,092	20.0%**
				Grand Total	\$15,627,934

* Percentage of FY92-94 Authorization ** Match as a Percentage of the Grand Total

PROJECT FUNDING AWARDS by TEA

<u>Transportation Enhancement Activity (TEA)</u>	<u>No. of Projects</u>	<u>Federal Share</u>
Bicycle/Pedestrian Facilities:	11	\$2,177,055
Scenic/Historic Acquisition:	2	\$360,000
Scenic/Historic Highways:	1	\$88,000
Landscaping:	10	\$1,990,787
Historic Preservation:	0	\$0
Historic Transportation Facilities:	6	\$2,227,440
Rail-Trails--Acquis. & Dev:	12	\$4,182,560
Billboard Removal:	1	\$1,200,000
Archaeological Activities:	1	\$32,000
Highway Runoff:	4	\$240,000
TOTALS:	48	\$12,497,842

Delaware

Department of Transportation (DelDOT)

State DOT Enhancements Manager:

Joseph T. Wutka

Location Studies and Environmental Engineer

P.O. Box 778

Dover, DE 19903

Ph: 302-739-4644

Fax: 302-739-3447

PROGRESS REPORT ON PROGRAM DEVELOPMENT

Enhancements Program is fully established.

PROJECT SELECTION PROCEDURES AND POLICIES

A snapshot of the selection process: *A technical (staff) advisory committee screens all projects and submits a list of recommendations to an inter-agency, executive advisory committee. The Secy. of Transportation makes final project approvals.*

Remarks about project selection: *One citizen is included on the statewide, executive level advisory committee.*

State level Advisory Committee(s) created: **Yes**
Advisory Committee(s) include citizens: **Yes**

Who has final approval: **DOT CEO**
Who makes final recommendations: **Mxd AC**

Type of selection criteria: **General w/ points**
Project selection cycle: **Annual**
Funds are suballocated to MPOs, RPOs or regions: **No**

Funds are set-aside for a statewide DOT-sponsored program or for projects of "statewide significance:" **No**
Description of state set-aside:

Delaware

POLICIES GOVERNING MATCHING FUNDS

How are federal funds matched:

20% State, Locals Flexible

Comments on matching policy: *Local sponsors propose the level of a local match they can offer.*

AUTHORIZATION AND PROJECT AWARDS SUMMARY

Estimated 6 -Year ISTE <u>Authorization</u>	Actual FY92-94 ISTE <u>Authorization</u>	5/1/94 FHWA <u>Obligations</u>	<u>%*</u>	As Processed by RTC Project Award <u>Totals</u>	<u>%*</u>
\$15,237,836	\$7,803,297	\$826,652	10.6%	Federal \$2,811,880	36.0%
				Match \$1,084,220	27.8%**
				Grand Total \$3,896,100	

* Percentage of FY92-94 Authorization ** Match as a Percentage of the Grand Total

PROJECT FUNDING AWARDS by TEA

<u>Transportation Enhancement Activity (TEA)</u>	<u>No. of Projects</u>	<u>Federal Share</u>
Bicycle/Pedestrian Facilities:	13	\$2,279,800
Scenic/Historic Acquisition:	0	\$0
Scenic/Historic Highways:	1	\$189,600
Landscaping:	2	\$92,480
Historic Preservation:	1	\$150,000
Historic Transportation Facilities:	1	\$100,000
Rail-Trails--Acquis. & Dev:	0	\$0
Billboard Removal:	0	\$0
Archaeological Activities:	0	\$0
Highway Runoff:	0	\$0
TOTALS:	18	\$2,811,880

District of Columbia

Department of Public Works (DC DPW)

State DOT Enhancements Manager:

Jim Evans

Chief of Transportation Facilities

Reeves Center

2000 14th St., NW

Washington, DC 20009

Ph: 202-939-8010

Fax: 202-939-7185

PROGRESS REPORT ON PROGRAM DEVELOPMENT

The Department of Public Works has created a draft set of guidelines, application and selection criteria, but has yet to issue a final version.

PROJECT SELECTION PROCEDURES AND POLICIES

A snapshot of the selection process: *Projects are evaluated by a citizen advisory panel and Department of Public Works personnel. MPO has the power to select & approve projects funded under STP.*

Remarks about project selection: *Projects should not exceed one million dollars, and should fall within public right-of-way. Projects that use public funds on private land may require special City and Congressional legislation.*

State level Advisory Committee(s) created:	In development
Advisory Committee(s) include citizens:	Yes
Who has final approval:	MPO
Who makes final recommendations:	Mxd AC
Type of selection criteria:	General w/Points
Project selection cycle:	1
Funds are suballocated to MPOs, RPOs or regions:	No
Funds are set-aside for a statewide DOT-sponsored program or for projects of "statewide significance:"	NA
Description of state set-aside:	

District of Columbia

POLICIES GOVERNING MATCHING FUNDS

How are federal funds matched: **20% State, Locals Flexible**

Comments on matching policy: *DC DPW will consider using local capital as match. DC budget authorization must be secured.*

AUTHORIZATION AND PROJECT AWARDS SUMMARY

Estimated 6 -Year ISTE A Authorization	Actual FY92-94 ISTE A Authorization	5/1/94 FHWA Obligations	%*	As Processed by RTC Project Award Totals	%*
\$11,980,159	\$5,840,164	\$1,411,277	24.2%	Federal Match Grand Total	\$747,333 12.8% \$186,833 20.0%** \$934,166

* Percentage of FY92-94 Authorization ** Match as a Percentage of the Grand Total

PROJECT FUNDING AWARDS by TEA

<u>Transportation Enhancement Activity (TEA)</u>	<u>No. of Projects</u>	<u>Federal Share</u>
Bicycle/Pedestrian Facilities:	0	\$0
Scenic/Historic Acquisition:	0	\$0
Scenic/Historic Highways:	0	\$0
Landscaping:	0	\$0
Historic Preservation:	0	\$0
Historic Transportation Facilities:	0	\$0
Rail-Trails--Acquis. & Dev:	1	\$747,333
Billboard Removal:	0	\$0
Archaeological Activities:	0	\$0
Highway Runoff:	0	\$0
TOTALS:	1	\$747,333

Florida

Department of Transportation (FDOT)

State DOT Enhancements Manager:

Bob Crim

Office of Environmental Management

605 Suwannee Street, M.S. 37

Tallahassee, FL 32399-0450

Ph: 904-487-3985

Fax: 904-488-3567

PROGRESS REPORT ON PROGRAM DEVELOPMENT

Enhancements Program is fully established.

PROJECT SELECTION PROCEDURES AND POLICIES

A snapshot of the selection process: *FDOT District Engineers make final project selections for locally sponsored projects. FDOT central office staff make final selections for statewide & DOT sponsored projects.*

Remarks about project selection: *For district projects, the respective FDOT district office will request the MPOs and county commissions to solicit district project proposals, and prioritize projects to be funded with suballocated funds.*

State level Advisory Committee(s) created: **No**

Advisory Committee(s) include citizens: **No**

Who has final approval: **DOT**

Who makes final recommendations: **MPO/RPO**

Type of selection criteria: **Specific**

Project selection cycle: **Annual**

Funds are suballocated to MPOs, RPOs or regions: **Yes**

Funds are set-aside for a statewide DOT-sponsored program or for projects of "statewide significance:" **Yes, % undetermined**

Description of state set-aside: *A small percent of funds are set-aside for projects of a statewide significance or scope. Non-DOT sponsors may compete for these funds.*

Florida

POLICIES GOVERNING MATCHING FUNDS

How are federal funds matched: **20% State or 20% Min. Local Sponsor**

Comments on matching policy: *FDOT will provide full 20% match for projects on federal or state lands. FDOT will consider matching up to half of non-federal share for other projects. The majority of funds are suballocated to FDOT Districts.*

AUTHORIZATION AND PROJECT AWARDS SUMMARY

Estimated 6 -Year ISTE Authorization	Actual FY92-94 ISTE Authorization	5/1/94 FHWA Obligations	%*	As Processed by RTC Project Award Totals	%*
\$152,353,024	\$59,405,504	\$15,413,803	25.9%	Federal	\$11,860,200
				Match	\$2,342,629
				Grand Total	\$14,202,829

* Percentage of FY92-94 Authorization ** Match as a Percentage of the Grand Total

PROJECT FUNDING AWARDS by TEA

<u>Transportation Enhancement Activity (TEA)</u>	<u>No. of Projects</u>	<u>Federal Share</u>
Bicycle/Pedestrian Facilities:	3	\$310,000
Scenic/Historic Acquisition:	0	\$0
Scenic/Historic Highways:	0	\$0
Landscaping:	7	\$6,032,600
Historic Preservation:	0	\$0
Historic Transportation Facilities:	0	\$0
Rail-Trails--Acquis. & Dev:	4	\$1,850,740
Billboard Removal:	6	\$3,115,000
Archaeological Activities:	0	\$0
Highway Runoff:	1	\$551,860
TOTALS:	21	\$11,860,200

Georgia

Department of Transportation (GDOT)

State DOT Enhancements Manager:

George Boulineau

Director of Planning and Programming

#2 Capitol Square

Atlanta, GA 30334

Ph: 404-656-0610

Fax: 404-656-0584

PROGRESS REPORT ON PROGRAM DEVELOPMENT

Enhancements Program is fully established.

PROJECT SELECTION PROCEDURES AND POLICIES

A snapshot of the selection process: *After technical review of project applications by DOT staff, an inter-agency staff reviews & scores all projects. The advisory committee then ranks projects and makes recommendations. The DOT & State Transp. Commission authorizes final approvals.*

Remarks about project selection: *The advisory committee includes both citizens and representatives from various state and local agencies.*

State level Advisory Committee(s) created: **Yes**

Advisory Committee(s) include citizens: **Yes**

Who has final approval: **St Comm**

Who makes final recommendations: **Mxd AC**

Type of selection criteria: **Categorical**

Project selection cycle: **Annual**

Funds are suballocated to MPOs, RPOs or regions: **No**

Funds are set-aside for a statewide DOT-sponsored program or for projects of "statewide significance:" **No**

Description of state set-aside:

Georgia

POLICIES GOVERNING MATCHING FUNDS

How are federal funds matched: **20% State or 20% Min. Local Sponsor**

Comments on matching policy: *Local sponsors are required to provide the match if the project is not eligible for use of state fuel tax revenues.*

AUTHORIZATION AND PROJECT AWARDS SUMMARY

Estimated 6-Year ISTE Authorization	Actual FY92-94 ISTE Authorization	5/1/94 FHWA Obligations	%*	As Processed by RTC Project Award Totals	%*
\$100,425,932	\$36,193,667	\$14,135,672	39.1%	Federal \$48,095,529	132.9%
				Match \$13,506,383	21.9%**
				Grand Total \$61,601,912	

* Percentage of FY92-94 Authorization ** Match as a Percentage of the Grand Total

PROJECT FUNDING AWARDS by TEA

<u>Transportation Enhancement Activity (TEA)</u>	<u>No. of Projects</u>	<u>Federal Share</u>
Bicycle/Pedestrian Facilities:	18	\$21,077,811
Scenic/Historic Acquisition:	3	\$2,145,000
Scenic/Historic Highways:	0	\$0
Landscaping:	20	\$15,041,718
Historic Preservation:	2	\$1,450,000
Historic Transportation Facilities:	16	\$1,422,000
Rail-Trails--Acquis. & Dev:	4	\$6,959,000
Billboard Removal:	0	\$0
Archaeological Activities:	0	\$0
Highway Runoff:	0	\$0
TOTALS:	63	\$48,095,529

Hawaii

Department of Transportation (HDOT)

State DOT Enhancements Manager:

Ronald F. Tsuzuki

Head Planning Engineer

600 Kapiolani Blvd.

Honolulu, HI 96813

Ph: 808-587-1830

Fax: 808-587-2362

PROGRESS REPORT ON PROGRAM DEVELOPMENT

HDOT has failed to report fully to RTC on the progress of its program development.

PROJECT SELECTION PROCEDURES AND POLICIES

A snapshot of the selection process: *Projects must first be approved by either the Oahu MPO or the County-wide Transportation Policy Committee before they can be considered for funding.*

Remarks about project selection: *The State Highways Division Chief has final approval over project selection.*

State level Advisory Committee(s) created: NA

Advisory Committee(s) include citizens: NA

Who has final approval: DOT CEO

Who makes final recommendations: DOT AC

Type of selection criteria: NA

Project selection cycle: Annual

Funds are suballocated to MPOs, RPOs or regions: No

Funds are set-aside for a statewide DOT-sponsored program or for projects of "statewide significance:" NA

Description of state set-aside:

Hawaii

POLICIES GOVERNING MATCHING FUNDS

How are federal funds matched:

NA

Comments on matching policy:

AUTHORIZATION AND PROJECT AWARDS SUMMARY

Estimated 6 -Year ISTE Authorization	Actual FY92-94 ISTE Authorization	5/1/94 FHWA Obligations	%*	As Processed by RTC Project Award Totals	%*
\$15,904,448	\$18,961,408	\$703,721	3.7%	Federal	\$0 0.0%
				Match	\$0 0.0%**
				Grand Total	\$0

* Percentage of FY92-94 Authorization ** Match as a Percentage of the Grand Total

PROJECT FUNDING AWARDS by TEA

<u>Transportation Enhancement Activity (TEA)</u>	<u>No. of Projects</u>	<u>Federal Share</u>
Bicycle/Pedestrian Facilities:	0	\$0
Scenic/Historic Acquisition:	0	\$0
Scenic/Historic Highways:	0	\$0
Landscaping:	0	\$0
Historic Preservation:	0	\$0
Historic Transportation Facilities:	0	\$0
Rail-Trails--Acquis. & Dev:	0	\$0
Billboard Removal:	0	\$0
Archaeological Activities:	0	\$0
Highway Runoff:	0	\$0
TOTALS:	0	\$0

Idaho

Transportation Department (ITD)

State DOT Enhancements Manager:

Dave Amick

Program Control Manager

3311 West State Street

Boise, ID 83704

Ph: 208-334-8264

Fax: 208-334-3858

PROGRESS REPORT ON PROGRAM DEVELOPMENT

Enhancements Program is fully established.

PROJECT SELECTION PROCEDURES AND POLICIES

A snapshot of the selection process: *ITD will insure that the "draft" program as prepared by the advisory committee is within available funding, coordinate selection of projects with MPOs, and submit a list of projects to the State Transportation Commission for final approval.*

Remarks about project selection: *The advisory committee includes various representatives from local governments, state agencies and federal agencies.*

State level Advisory Committee(s) created: **Yes**

Advisory Committee(s) include citizens: **No**

Who has final approval: **St Comm**

Who makes final recommendations: **IA AC**

Type of selection criteria: **General w/ points**

Project selection cycle: **Annual**

Funds are suballocated to MPOs, RPOs or regions: **No**

Funds are set-aside for a statewide DOT-sponsored program or for projects of "statewide significance:" **No**

Description of state set-aside:

Idaho

POLICIES GOVERNING MATCHING FUNDS

How are federal funds matched: **20% State or 20% Min. Local Sponsor**

Comments on matching policy: *20% matching funds will be required by state or local sponsors for projects located within or contiguous to the public highway ROW; all other projects require 50% matching funds.*

AUTHORIZATION AND PROJECT AWARDS SUMMARY

<u>Estimated 6 -Year ISTE Authorization</u>	<u>Actual FY92-94 ISTE Authorization</u>	<u>5/1/94 FHWA Obligations</u>	<u>%*</u>	<u>As Processed by RTC Project Award Totals</u>	<u>%*</u>
\$23,113,920	\$13,408,191	\$1,689,995	12.6%	Federal Match Grand Total	\$14,334,089 \$5,518,312 \$19,852,401
					106.9% 27.8%**

* Percentage of FY92-94 Authorization ** Match as a Percentage of the Grand Total

PROJECT FUNDING AWARDS by TEA

<u>Transportation Enhancement Activity (TEA)</u>	<u>No. of Projects</u>	<u>Federal Share</u>
Bicycle/Pedestrian Facilities:	35	\$9,270,218
Scenic/Historic Acquisition:	3	\$214,128
Scenic/Historic Highways:	4	\$936,904
Landscaping:	6	\$1,943,600
Historic Preservation:	0	\$0
Historic Transportation Facilities:	0	\$0
Rail-Trails--Acquis. & Dev:	5	\$1,969,239
Billboard Removal:	0	\$0
Archaeological Activities:	0	\$0
Highway Runoff:	0	\$0
TOTALS:	53	\$14,334,089

Illinois

Department of Transportation (IDOT)

State DOT Enhancements Manager:

Bill Bennett

Enhancements Programming

2300 S. Dirksen Parkway

Springfield, IL 62764

Ph: 217-785-2908

Room 307, Transp. Adm. Bldg.

Fax: 217-785-0468

PROGRESS REPORT ON PROGRAM DEVELOPMENT

Enhancements Program is fully established.

PROJECT SELECTION PROCEDURES AND POLICIES

A snapshot of the selection process: *A lengthy review process includes MPO approvals, respective reviews by Depts. of Conservation, Historic Preservation and Transportation, before an IDOC/IDOT/THPA advisory committee prepares final recommendations for Secy. of Transp. and the Governor.*

Remarks about project selection: *The IDOT Secretary & inter-agency advisory committee share responsibility to select projects for recommendation to the Governor.*

State level Advisory Committee(s) created: **Yes**
Advisory Committee(s) include citizens: **No**

Who has final approval: **Governor**
Who makes final recommendations: **DOT CEO/IA AC**

Type of selection criteria: **General**
Project selection cycle: **Annual**
Funds are suballocated to MPOs, RPOs or regions: **No**

Funds are set-aside for a statewide DOT-sponsored program or for projects of "statewide significance:" **No**
Description of state set-aside:

Illinois

POLICIES GOVERNING MATCHING FUNDS

How are federal funds matched: **20% State or 20% Min. Local Sponsor**

Comments on matching policy: *Local sponsors are required to furnish at a minimum the 20% match.*

AUTHORIZATION AND PROJECT AWARDS SUMMARY

<u>Estimated 6 -Year ISTE Authorization</u>	<u>Actual FY92-94 ISTE Authorization</u>	<u>5/1/94 FHWA Obligations</u>	<u>%*</u>	<u>As Processed by RTC Project Award Totals</u>	<u>%*</u>
\$139,216,834	\$56,711,984	\$11,035,377	19.5%	Federal \$81,272,367	143.3%
				Match \$20,319,092	20.0%**
				Grand Total \$101,591,459	

* Percentage of FY92-94 Authorization ** Match as a Percentage of the Grand Total

PROJECT FUNDING AWARDS by TEA

<u>Transportation Enhancement Activity (TEA)</u>	<u>No. of Projects</u>	<u>Federal Share</u>
Bicycle/Pedestrian Facilities:	97	\$41,573,524
Scenic/Historic Acquisition:	1	\$240,000
Scenic/Historic Highways:	2	\$80,000
Landscaping:	37	\$5,993,487
Historic Preservation:	13	\$4,982,072
Historic Transportation Facilities:	26	\$11,724,309
Rail-Trails--Acquis. & Dev:	49	\$16,218,974
Billboard Removal:	2	\$400,000
Archaeological Activities:	1	\$60,000
Highway Runoff:	0	\$0
TOTALS:	228	\$81,272,367

Indiana

Department of Transportation (InDOT)

State DOT Enhancements Manager:

Rich Emery

Enhancements Manager

N808, Indiana Government Center North

100 North Senate Ave.

Indianapolis, IN 46204

Ph: 317-232-5229

Fax: 317-232-5478

PROGRESS REPORT ON PROGRAM DEVELOPMENT

Enhancements Program is fully established.

PROJECT SELECTION PROCEDURES AND POLICIES

A snapshot of the selection process: *The DOT programs projects based on how they score in a criteria-based rating system. MPOs and RPOs rate projects from their areas. The DOT will review and revise ratings, consult with other state agencies and fund highest ranking projects.*

Remarks about project selection: *An inter-agency advisory committee includes representatives from the Dept. of Natural Resources, Dept. of Commerce and council of MPOs.*

State level Advisory Committee(s) created: **Yes**

Advisory Committee(s) include citizens: **No**

Who has final approval: **DOT CEO**

Who makes final recommendations: **IA AC**

Type of selection criteria: **General w/Points**

Project selection cycle: **Annual**

Funds are suballocated to MPOs, RPOs or regions: **No**

Funds are set-aside for a statewide DOT-sponsored program or for projects of "statewide significance:" **35% State & 65% Local**

Description of state set-aside: *35% of enhancement funds are used for projects sponsored by state agencies, including the DNR and INDOT.*

Indiana

POLICIES GOVERNING MATCHING FUNDS

How are federal funds matched:

20% State or Local Sponsor

Comments on matching policy:

AUTHORIZATION AND PROJECT AWARDS SUMMARY

Estimated 6 - Year ISTE Authorization	Actual FY92-94 ISTE Authorization	5/1/94 FHWA Obligations	%*	As Processed by RTC Project Award Totals	%*
\$76,739,467	\$29,945,615	\$4,923,413	16.4%	Federal Match \$17,809,501	59.5%
				\$5,338,903	23.1%**
				Grand Total \$23,148,404	

* Percentage of FY92-94 Authorization ** Match as a Percentage of the Grand Total

PROJECT FUNDING AWARDS by TEA

<u>Transportation Enhancement Activity (TEA)</u>	<u>No. of Projects</u>	<u>Federal Share</u>
Bicycle/Pedestrian Facilities:	26	\$7,305,574
Scenic/Historic Acquisition:	1	\$143,800
Scenic/Historic Highways:	0	\$0
Landscaping:	8	\$1,087,683
Historic Preservation:	3	\$179,826
Historic Transportation Facilities:	18	\$3,952,267
Rail-Trails--Acquis. & Dev:	7	\$4,913,600
Billboard Removal:	0	\$0
Archaeological Activities:	2	\$226,751
Highway Runoff:	0	\$0
TOTALS:	65	\$17,809,501

Iowa

Department of Transportation (IDOT)

State DOT Enhancements Manager:

Harry Budd

Director, Office of Program Planning

800 Lincoln Way

Ames, IA 50010

Ph: 515-239-1391

Fax: 515-239-1639

PROGRESS REPORT ON PROGRAM DEVELOPMENT

IDOT has established a detailed list of criteria for project selection, but has not issued a formal set of guidelines for its statewide program.

PROJECT SELECTION PROCEDURES AND POLICIES

A snapshot of the selection process: *The DOT and Advisory Committees will recommend projects of a statewide nature, and MPOs and RPAs will make project recommendations for the local programs. Funds are split 50/50 between the statewide and local programs.*

Remarks about project selection: *Three advisory committees, organized around project sub-groupings (trails/bikeways, scenic/environmental & historic/archeological), assist IDOT in screening and selecting statewide projects.*

State level Advisory Committee(s) created: **In development**

Advisory Committee(s) include citizens: **Yes**

Who has final approval: **St Comm**

Who makes final recommendations: **DOT/Mxd AC**

Type of selection criteria: **General w/ points**

Project selection cycle:

Funds are suballocated to MPOs, RPOs or regions: **Yes**

Funds are set-aside for a statewide DOT-sponsored program or for projects of "statewide significance:" **50% State & 50% Local**

Description of state set-aside: *50% of funds are for projects of statewide significance. 50% are suballocated for programing by the MPOs and RPOs.*

Iowa

POLICIES GOVERNING MATCHING FUNDS

How are federal funds matched: **20% State or 20% Min. Local Sponsor**

Comments on matching policy:

AUTHORIZATION AND PROJECT AWARDS SUMMARY

<u>Estimated</u> 6 -Year ISTE A Authorization	<u>Actual</u> FY92-94 ISTE A Authorization	<u>5/1/94</u> FHWA Obligations	<u>%*</u>	<u>As Processed by RTC</u> Project Award Totals	<u>%*</u>
\$40,881,260	\$19,952,643	\$731,123	3.7%	Federal	\$0 0.0%
				Match	\$0 0.0%**
				Grand Total	\$0

* Percentage of FY92-94 Authorization ** Match as a Percentage of the Grand Total

PROJECT FUNDING AWARDS by TEA

<u>Transportation Enhancement Activity (TEA)</u>	<u>No. of Projects</u>	<u>Federal Share</u>
Bicycle/Pedestrian Facilities:	0	\$0
Scenic/Historic Acquisition:	0	\$0
Scenic/Historic Highways:	0	\$0
Landscaping:	0	\$0
Historic Preservation:	0	\$0
Historic Transportation Facilities:	0	\$0
Rail-Trails--Acquis. & Dev:	0	\$0
Billboard Removal:	0	\$0
Archaeological Activities:	0	\$0
Highway Runoff:	0	\$0
TOTALS:	0	\$0

Kansas

Department of Transportation (KDOT)

State DOT Enhancements Manager:

G. David Comstock, P.E.

Chief of Program Management

709 N. Docking Building

Topeka, KS 66612

Ph: 913-296-3526

Fax: 913-296-1095

PROGRESS REPORT ON PROGRAM DEVELOPMENT

Enhancements Program is fully established.

PROJECT SELECTION PROCEDURES AND POLICIES

A snapshot of the selection process: *The state Historical Society leads the committee reviewing historic projects. KDOT staff lead both the scenic/environmental and bicycle/pedestrian committees.*

Remarks about project selection: *Three review committees, organized around project categories, screen and score projects. A KDOT staff advisory committee makes final project selection decisions.*

State level Advisory Committee(s) created: **Yes**

Advisory Committee(s) include citizens: **No**

Who has final approval: **DOT CEO**

Who makes final recommendations: **DOT AC**

Type of selection criteria: **Categorical w/Points**

Project selection cycle: **Annual**

Funds are suballocated to MPOs, RPOs or regions: **No**

Funds are set-aside for a statewide DOT-sponsored program or for projects of "statewide significance:" **Yes, \$250,000 State (annually)**

Description of state set-aside: *KDOT programs \$250,000, annually, for Department sponsored projects.*

Kansas

POLICIES GOVERNING MATCHING FUNDS

How are federal funds matched: **20% Min. Local Sponsor**

Comments on matching policy: *Local matching funds are due 30 days after putting projects out to bid.*

AUTHORIZATION AND PROJECT AWARDS SUMMARY

Estimated 6 - Year ISTE Authorization	Actual FY92-94 ISTE Authorization	5/1/94 FHWA Obligations	%*	As Processed by RTC Project Award Totals	%*
\$34,340,885	\$16,463,406	\$7,464,352	45.3%	Federal Match \$12,900,880	78.4%
				\$3,532,120	21.5%**
				Grand Total \$16,433,000	

* Percentage of FY92-94 Authorization ** Match as a Percentage of the Grand Total

PROJECT FUNDING AWARDS by TEA

<u>Transportation Enhancement Activity (TEA)</u>	<u>No. of Projects</u>	<u>Federal Share</u>
Bicycle/Pedestrian Facilities:	19	\$5,917,570
Scenic/Historic Acquisition:	0	\$0
Scenic/Historic Highways:	1	\$20,800
Landscaping:	11	\$2,631,620
Historic Preservation:	5	\$770,410
Historic Transportation Facilities:	8	\$2,159,200
Rail-Trails--Acquis. & Dev:	3	\$1,353,280
Billboard Removal:	0	\$0
Archaeological Activities:	2	\$48,000
Highway Runoff:	0	\$0
TOTALS:	49	\$12,900,880

Kentucky
Transportation Cabinet (KTC)

State DOT Enhancements Manager:

David E. Smith

Asst. Engineer for Planning

501 High Street

Frankfort, KY 40622

Ph: 502-564-3730

Fax: 502-546-4809

PROGRESS REPORT ON PROGRAM DEVELOPMENT

Enhancements Program is fully established.

PROJECT SELECTION PROCEDURES AND POLICIES

A snapshot of the selection process: *State Agency Advisory Committee screens and reviews prospective projects for DOT Secretary. Secretary makes final decision based on AC's recommendations, and sends to Governor for signature.*

Remarks about project selection: *The State Agency Advisory Committee includes representatives from the KY Education and Humanities cabinet, the Tourism cabinet, the Dept. of Local Governments, and the KYTC.*

State level Advisory Committee(s) created:	Yes
Advisory Committee(s) include citizens:	No

Who has final approval:	DOT CEO
Who makes final recommendations:	IA AC

Type of selection criteria:	General
Project selection cycle:	Annual
Funds are suballocated to MPOs, RPOs or regions:	No

Funds are set-aside for a statewide DOT-sponsored program or for projects of "statewide significance:"	No
Description of state set-aside:	

Kentucky

POLICIES GOVERNING MATCHING FUNDS

How are federal funds matched: **20% State or Local Sponsor**

Comments on matching policy: *Non-highway projects cannot use State DOT funds for matching the federal share.*

AUTHORIZATION AND PROJECT AWARDS SUMMARY

<u>Estimated</u> 6 -Year ISTE Authorization	<u>Actual</u> FY92-94 ISTE Authorization	<u>5/1/94</u> FHWA Obligations	<u>%*</u>	<u>As Processed by RTC</u> Project Award Totals	<u>%*</u>
\$49,894,663	\$20,897,336	\$4,465,482	21.4%	Federal \$14,930,060	71.4%
				Match \$3,732,013	<u>20.0%**</u>
				Grand Total \$18,662,073	

* Percentage of FY92-94 Authorization ** Match as a Percentage of the Grand Total

PROJECT FUNDING AWARDS by TEA

<u>Transportation Enhancement Activity (TEA)</u>	<u>No. of Projects</u>	<u>Federal Share</u>
Bicycle/Pedestrian Facilities:	17	\$3,532,077
Scenic/Historic Acquisition:	4	\$3,987,000
Scenic/Historic Highways:	1	\$400,000
Landscaping:	8	\$627,224
Historic Preservation:	11	\$4,291,955
Historic Transportation Facilities:	8	\$1,980,840
Rail-Trails--Acquis. & Dev:	0	\$0
Billboard Removal:	0	\$0
Archaeological Activities:	2	\$110,964
Highway Runoff:	0	\$0
TOTALS:	51	\$14,930,060

Louisiana

Department of Transportation & Development (DOT&D)

State DOT Enhancements Manager:

Tom Richardson

Engineer, Planning Division

P.O. Box 94245 Capitol Station

Baton Rouge, LA 70804-9245

Ph: 504-358-9131

Fax: 504-379-1851

PROGRESS REPORT ON PROGRAM DEVELOPMENT

Enhancements Program is fully established.

PROJECT SELECTION PROCEDURES AND POLICIES

A snapshot of the selection process: *A DOT&D project advisory committee screens prospective projects and recommends priority projects to the Secretary of Transportation.*

Remarks about project selection:

State level Advisory Committee(s) created:

Yes

Advisory Committee(s) include citizens:

No

Who has final approval:

DOT CEO

Who makes final recommendations:

DOT AC

Type of selection criteria:

General

Project selection cycle:

Annual

Funds are suballocated to MPOs, RPOs or regions:

No

Funds are set-aside for a statewide DOT-sponsored program or for projects of "statewide significance:"

No

Description of state set-aside:

Louisiana

POLICIES GOVERNING MATCHING FUNDS

How are federal funds matched: **20% State or Local Sponsor**

Comments on matching policy:

AUTHORIZATION AND PROJECT AWARDS SUMMARY

Estimated 6 -Year ISTE <u>Authorization</u>	Actual FY92-94 ISTE <u>Authorization</u>	5/1/94 FHWA <u>Obligations</u>	%*	As Processed by RTC Project Award <u>Totals</u>	%*
\$52,735,218	\$18,517,207	\$4,213,968	22.8%	Federal Match Grand Total	\$1,552,000 \$318,000 \$1,870,000
					8.4% 17.0%**

* Percentage of FY92-94 Authorization ** Match as a Percentage of the Grand Total

PROJECT FUNDING AWARDS by TEA

<u>Transportation Enhancement Activity (TEA)</u>	<u>No. of Projects</u>	<u>Federal Share</u>
Bicycle/Pedestrian Facilities:	0	\$0
Scenic/Historic Acquisition:	0	\$0
Scenic/Historic Highways:	0	\$0
Landscaping:	0	\$0
Historic Preservation:	0	\$0
Historic Transportation Facilities:	0	\$0
Rail-Trails--Acquis. & Dev:	2	\$1,552,000
Billboard Removal:	0	\$0
Archaeological Activities:	0	\$0
Highway Runoff:	0	\$0
TOTALS:	2	\$1,552,000

Maine

Department of Transportation (MDOT)

State DOT Enhancements Manager:

Albert Belz, Jr.

Program Management Engineer

Transportation Building

Augusta, ME 04333-0016

Ph: 207-287-3131

State House Station 16

Fax: 207-287-2896

PROGRESS REPORT ON PROGRAM DEVELOPMENT

Enhancements Program is fully established.

PROJECT SELECTION PROCEDURES AND POLICIES

A snapshot of the selection process: *MPOs approve all urban projects within their jurisdiction. All projects outside MPO areas are selected and prioritized by MDOT and approved by the local municipality.*

Remarks about project selection: *In the future, Regional Transportation Advisory Committees will prioritize and approve all projects on a regional basis. Current projects have been selected as described above.*

State level Advisory Committee(s) created:

In development

Advisory Committee(s) include citizens:

Yes

Who has final approval:

DOT/MPOs

Who makes final recommendations:

DOT & MPO/RPO

Type of selection criteria:

Categorical

Project selection cycle:

Biennial

Funds are suballocated to MPOs, RPOs or regions:

No

Funds are set-aside for a statewide DOT-sponsored program or for projects of "statewide significance:"

No

Description of state set-aside:

Maine

POLICIES GOVERNING MATCHING FUNDS

How are federal funds matched:

20% Min. Local Sponsor

Comments on matching policy: *Local funds can be raised by either the town approving the project or the organization proposing the project.*

AUTHORIZATION AND PROJECT AWARDS SUMMARY

Estimated 6-Year ISTE Authorization	Actual FY92-94 ISTE Authorization	5/1/94 FHWA Obligations	%*	As Processed by RTC Project Award Totals	%*
\$17,358,992	\$8,245,703	\$2,988,006	36.2%	Federal Match Grand Total	\$5,020,000 \$1,255,000 \$6,275,000
					60.9% 20.0%**

* Percentage of FY92-94 Authorization ** Match as a Percentage of the Grand Total

PROJECT FUNDING AWARDS by TEA

<u>Transportation Enhancement Activity (TEA)</u>	<u>No. of Projects</u>	<u>Federal Share</u>
Bicycle/Pedestrian Facilities:	8	\$1,052,000
Scenic/Historic Acquisition:	3	\$640,000
Scenic/Historic Highways:	2	\$340,000
Landscaping:	0	\$0
Historic Preservation:	1	\$40,000
Historic Transportation Facilities:	2	\$204,000
Rail-Trails--Acquis. & Dev:	5	\$2,068,000
Billboard Removal:	0	\$0
Archaeological Activities:	0	\$0
Highway Runoff:	3	\$676,000
TOTALS:	24	\$5,020,000

Maryland

Department of Transportation (MDOT)

State DOT Enhancements Manager:

Lucy Garliauskas

Asst. Div. Chief, Regional & Intermodal Planning

707 N. Calvert, Room 213

Baltimore, MD 21202

Ph: 410-333-1145

Fax: 410-333-1045

PROGRESS REPORT ON PROGRAM DEVELOPMENT

Enhancements Program is fully established.

PROJECT SELECTION PROCEDURES AND POLICIES

A snapshot of the selection process: *A technical (staff) advisory committee screens all projects and submits a list of recommendations to an inter-agency, executive advisory committee. The Secy. of Transportation makes final project approvals.*

Remarks about project selection: *The inter-agency, executive advisory committee includes the top executive from the DOT, DNR, and State Historic Preservation Office, as well as the State Highway Administrator and State Mass Transit Administrator.*

State level Advisory Committee(s) created: **Yes**
Advisory Committee(s) include citizens: **No**

Who has final approval: **DOT CEO**
Who makes final recommendations: **IA AC**

Type of selection criteria: **General**
Project selection cycle: **Continual**
Funds are suballocated to MPOs, RPOs or regions: **No**

Funds are set-aside for a statewide DOT-sponsored program or for projects of "statewide significance:" **No**
Description of state set-aside:

Maryland

POLICIES GOVERNING MATCHING FUNDS

How are federal funds matched: **20% State, 40/10/50% Local**

Comments on matching policy: *Local project sponsors match the combined federal (40%) and state (10%) shares with 50% of total project cost. 50% local sponsor match allows the state to maximize the distribution of the limited federal funds.*

AUTHORIZATION AND PROJECT AWARDS SUMMARY

Estimated 6-Year ISTE Authorization	Actual FY92-94 ISTE Authorization	5/1/94 FHWA Obligations	%*	As Processed by RTC Project Award Totals	%*
\$45,085,866	\$16,353,133	\$10,546,116	64.5%	Federal \$10,890,168	66.6%
				Match \$28,375,837	72.3%**
				Grand Total \$39,266,005	

* Percentage of FY92-94 Authorization ** Match as a Percentage of the Grand Total

PROJECT FUNDING AWARDS by TEA

<u>Transportation Enhancement Activity (TEA)</u>	<u>No. of Projects</u>	<u>Federal Share</u>
Bicycle/Pedestrian Facilities:	5	\$3,195,120
Scenic/Historic Acquisition:	9	\$4,877,760
Scenic/Historic Highways:	0	\$0
Landscaping:	2	\$204,000
Historic Preservation:	1	\$44,000
Historic Transportation Facilities:	5	\$1,410,800
Rail-Trails--Acquis. & Dev:	2	\$792,320
Billboard Removal:	0	\$0
Archaeological Activities:	3	\$270,800
Highway Runoff:	1	\$95,368
TOTALS:	28	\$10,890,168

Massachusetts
Highway Department (MassHwys)

State DOT Enhancements Manager:

Patrice Todisco

Transportation Enhancements Planner

Massachusetts Highway Department 10 Park Plaza, Rm. 4150

Boston, MA 02116

Ph: 617-973-7317

Fax: 617-973-8035

PROGRESS REPORT ON PROGRAM DEVELOPMENT

Enhancements Program is fully established.

PROJECT SELECTION PROCEDURES AND POLICIES

A snapshot of the selection process: *Regional Planning Agencies review proposals within their regions and present ranked projects to Enhancements Steering Committee. The ESC then prioritizes projects statewide, and submits to Transportation Commission Secretary for final approval.*

Remarks about project selection: *RPA's use criteria established by the DOT. The Steering Committee consists of the CEOs from the Executive Office of Transportation and Construction, the Executive Office of Environmental Affairs and two reps. from MARPA.*

State level Advisory Committee(s) created: **In development**

Advisory Committee(s) include citizens: **No**

Who has final approval: **DOT CEO**

Who makes final recommendations: **IA AC**

Type of selection criteria: **General w/Points**

Project selection cycle: **Annual**

Funds are suballocated to MPOs, RPOs or regions: **No**

Funds are set-aside for a statewide DOT-sponsored program or for projects of "statewide significance:" **3% State & 97% Local**

Description of state set-aside: *The Executive Office of Transportation & Construction submits project proposals of statewide interest directly to the Selection Commission.*

Massachusetts

POLICIES GOVERNING MATCHING FUNDS

How are federal funds matched: **20% State, 72/18/10% Min. Local Sponsor**

Comments on matching policy: *Local project sponsors match the combined federal (72%) and state (18%) shares with a minimum of 10% additional match, which may include design and other "in-kind" services, e.g., volunteer services, land donation.*

AUTHORIZATION AND PROJECT AWARDS SUMMARY

Estimated 6-Year ISTE Authorization	Actual FY92-94 ISTE Authorization	5/1/94 FHWA Obligations	%*	As Processed by RTC Project Award Totals	%*
\$43,943,632	\$3,435,054	\$694,720	20.2%	Federal Match Grand Total	\$1,623,360 \$405,840 \$2,029,200
					47.3% 20.0%**

* Percentage of FY92-94 Authorization ** Match as a Percentage of the Grand Total

PROJECT FUNDING AWARDS by TEA

<u>Transportation Enhancement Activity (TEA)</u>	<u>No. of Projects</u>	<u>Federal Share</u>
Bicycle/Pedestrian Facilities:	1	\$618,240
Scenic/Historic Acquisition:	0	\$0
Scenic/Historic Highways:	0	\$0
Landscaping:	0	\$0
Historic Preservation:	0	\$0
Historic Transportation Facilities:	2	\$1,005,120
Rail-Trails--Acquis. & Dev:	0	\$0
Billboard Removal:	0	\$0
Archaeological Activities:	0	\$0
Highway Runoff:	0	\$0
TOTALS:	3	\$1,623,360

Michigan

Department of Transportation (MDOT)

State DOT Enhancements Manager:

Paul McAllister

Enhancements Chairperson

State Transportation Building

Lansing, MI 48909

Ph: 517-335-2622

425 W. Ottawa St., PO Box 30050

Fax: 517-373-0167

PROGRESS REPORT ON PROGRAM DEVELOPMENT

Enhancements Program is fully established.

PROJECT SELECTION PROCEDURES AND POLICIES

A snapshot of the selection process: *MDOT has two staff working groups involved in the TEP--a Recommendation Task Force and a multi-divisional committee. In addition, coordinators are selected for each of four activity categories--Historic Preser., Non-motorized, Scenic & Runoff Mitigation.*

Remarks about project selection:

State level Advisory Committee(s) created:

Yes

Advisory Committee(s) include citizens:

No

Who has final approval:

DOT CEO

Who makes final recommendations:

DOT AC

Type of selection criteria:

Categorical

Project selection cycle:

Annual

Funds are suballocated to MPOs, RPOs or regions:

No

Funds are set-aside for a statewide DOT-sponsored program or for projects of "statewide significance:"

No

Description of state set-aside:

Michigan

POLICIES GOVERNING MATCHING FUNDS

How are federal funds matched: **20% State or 20% Min. Local Sponsor**

Comments on matching policy: *Preliminary engineering and design costs are not eligible to meet the local match requirements.*

AUTHORIZATION AND PROJECT AWARDS SUMMARY

Estimated 6-Year ISTE <u>Authorization</u>	Actual FY92-94 ISTE <u>Authorization</u>	5/1/94 FHWA <u>Obligations</u>	%*	As Processed by RTC Project Award	
				<u>Totals</u>	<u>%*</u>
\$91,480,653	\$27,012,856	\$13,793,939	51.1%	Federal Match Grand Total	\$25,550,438 \$11,413,789 \$36,964,227
					94.6% 30.9%**

* Percentage of FY92-94 Authorization ** Match as a Percentage of the Grand Total

PROJECT FUNDING AWARDS by TEA

<u>Transportation Enhancement Activity (TEA)</u>	<u>No. of Projects</u>	<u>Federal Share</u>
Bicycle/Pedestrian Facilities:	68	\$8,011,599
Scenic/Historic Acquisition:	1	\$120,000
Scenic/Historic Highways:	4	\$330,201
Landscaping:	69	\$11,065,026
Historic Preservation:	10	\$1,128,866
Historic Transportation Facilities:	10	\$1,817,212
Rail-Trails--Acquis. & Dev:	10	\$2,360,176
Billboard Removal:	0	\$0
Archaeological Activities:	3	\$397,800
Highway Runoff:	5	\$319,558
TOTALS:	180	\$25,550,438

Minnesota

Department of Transportation (MnDOT)

State DOT Enhancements Manager:

Dennis Adams

Unit Chief, Env. Studies

Office of Env. Services

Oakdale, MN 55128

Ph: 612-779-5074

3485 Hadley Ave. N.

Fax: 612-779-5629

PROGRESS REPORT ON PROGRAM DEVELOPMENT

Enhancements Program is fully established.

PROJECT SELECTION PROCEDURES AND POLICIES

A snapshot of the selection process: *A Special Task Force selected projects in 1st funding round; in new round, project solicitation and evaluation is expected to occur through MnDOT districts & Area-wide Trans. Partnerships, to which MnDOT will delegate as much responsibility as possible.*

Remarks about project selection: *Enhancements Task Force, comprised of reps. from MPOs, state agencies, govt. boards and commissions, was established to recommend solicitation and prioritization. ATPs include reps. from MnDOT, MPOs & reg. development commissions.*

State level Advisory Committee(s) created: **Yes**

Advisory Committee(s) include citizens: **No**

Who has final approval: **DOT CEO**

Who makes final recommendations: **IA AC**

Type of selection criteria: **Categorical w/Points**

Project selection cycle: **Annual**

Funds are suballocated to MPOs, RPOs or regions: **No**

Funds are set-aside for a statewide DOT-sponsored program or for projects of "statewide significance:" **No**

Description of state set-aside:

Minnesota

POLICIES GOVERNING MATCHING FUNDS

How are federal funds matched: **20% State or 20% Min. Local Sponsor**

Comments on matching policy:

AUTHORIZATION AND PROJECT AWARDS SUMMARY

<u>Estimated 6 -Year ISTE Authorization</u>	<u>Actual FY92-94 ISTE Authorization</u>	<u>5/1/94 FHWA Obligations</u>	<u>%*</u>	<u>As Processed by RTC Project Award Totals</u>	<u>%*</u>
\$51,773,041	\$23,546,110	\$2,917,294	12.4%	Federal Match Grand Total	43.9%
				\$10,335,091	
				\$4,411,631	29.9%**
				\$14,746,722	

* Percentage of FY92-94 Authorization ** Match as a Percentage of the Grand Total

PROJECT FUNDING AWARDS by TEA

<u>Transportation Enhancement Activity (TEA)</u>	<u>No. of Projects</u>	<u>Federal Share</u>
Bicycle/Pedestrian Facilities:	16	\$3,451,987
Scenic/Historic Acquisition:	0	\$0
Scenic/Historic Highways:	1	\$75,000
Landscaping:	2	\$430,000
Historic Preservation:	1	\$257,334
Historic Transportation Facilities:	0	\$0
Rail-Trails--Acquis. & Dev:	14	\$6,120,770
Billboard Removal:	0	\$0
Archaeological Activities:	0	\$0
Highway Runoff:	0	\$0
TOTALS:	34	\$10,335,091

Mississippi
Department of Transportation (MDOT)

State DOT Enhancements Manager:

Lowell T. Livingston

Director, Office Intermodal Tran. Plan. & Dev.

412 E. Woodrow Wilson

Post Office Box 1850

Jackson, MS 39215-1850

Ph: 601-944-9142

Fax: 601-944-9150

PROGRESS REPORT ON PROGRAM DEVELOPMENT

Enhancements Program is fully established.

PROJECT SELECTION PROCEDURES AND POLICIES

A snapshot of the selection process: *The State Transportation Commission announces the final list of projects selected by the advisory committee. Projects within the bounds of an MPO must be approved by the MPO and submitted to MDOT by the MPO.*

Remarks about project selection: *The inter-agency, staff advisory committee is composed of local government representatives, the state historic agency, FHWA and a number of MDOT staff.*

State level Advisory Committee(s) created: **Yes**

Advisory Committee(s) include citizens: **No**

Who has final approval: **St Comm**

Who makes final recommendations: **IA AC**

Type of selection criteria: **General**

Project selection cycle: **Annual**

Funds are suballocated to MPOs, RPOs or regions: **No**

Funds are set-aside for a statewide DOT-sponsored program or for projects of "statewide significance:" **No**

Description of state set-aside:

Mississippi

POLICIES GOVERNING MATCHING FUNDS

How are federal funds matched: **20% State or 20% Min. Local Sponsor**

Comments on matching policy: *The local match must be fully 20% of construction costs. Local governments must furnish preliminary engineering, ROW acquisition, and utility relocation.*

AUTHORIZATION AND PROJECT AWARDS SUMMARY

Estimated 6 - Year ISTE <u>Authorization</u>	Actual FY92-94 ISTE <u>Authorization</u>	5/1/94 FHWA <u>Obligations</u>	%*	As Processed by RTC Project Award	
				<u>Totals</u>	<u>%*</u>
\$41,553,829	\$13,808,197	\$0	0.0%	Federal Match Grand Total	\$13,690,237 99.1% \$8,015,026 36.9%** \$21,705,263

* Percentage of FY92-94 Authorization ** Match as a Percentage of the Grand Total

PROJECT FUNDING AWARDS by TEA

<u>Transportation Enhancement Activity (TEA)</u>	<u>No. of Projects</u>	<u>Federal Share</u>
Bicycle/Pedestrian Facilities:	6	\$5,698,186
Scenic/Historic Acquisition:	0	\$0
Scenic/Historic Highways:	2	\$3,564,220
Landscaping:	1	\$119,901
Historic Preservation:	0	\$0
Historic Transportation Facilities:	5	\$4,307,930
Rail-Trails--Acquis. & Dev:	0	\$0
Billboard Removal:	0	\$0
Archaeological Activities:	0	\$0
Highway Runoff:	0	\$0
TOTALS:	14	\$13,690,237

Missouri

Highway and Transportation Department (MHTD)

State DOT Enhancements Manager:

Don Mayhew

Planning Engineer

P.O. Box 270

Jefferson City, MO 65102

Ph: 314-751-7413

Fax: 314-526-2819

PROGRESS REPORT ON PROGRAM DEVELOPMENT

Enhancements Program is fully established.

PROJECT SELECTION PROCEDURES AND POLICIES

A snapshot of the selection process: *Projects within metro area are prioritized by MPOs. Projects are then rated by a multi-agency selection committee, and recommended by MHTD staff for funding. They are forwarded to the MHTD for final approval.*

Remarks about project selection: *Selection Committee includes state DOT reps, 3 MPOs on rotating basis, FHWA, DNR, MO Municipal League and MO Assoc. of Counties.*

State level Advisory Committee(s) created: **Yes**
Advisory Committee(s) include citizens: **No**

Who has final approval: **St. Comm.**
Who makes final recommendations: **IA AC**

Type of selection criteria: **General w/points**
Project selection cycle: **Annual**
Funds are suballocated to MPOs, RPOs or regions: **No**

Funds are set-aside for a statewide DOT-sponsored program or for projects of "statewide significance." **Min. 25% not for TEA #4**
Description of state set-aside: *Up to 75% of Enhancement funds can be spent for landscaping urban freeways. A minimum of 25% must be spent on the nine other TEAs.*

Missouri

POLICIES GOVERNING MATCHING FUNDS

How are federal funds matched: **20% State or 20% Min. Local Sponsor**

Comments on matching policy:

AUTHORIZATION AND PROJECT AWARDS SUMMARY

<u>Estimated</u> 6 - Year ISTE A Authorization	<u>Actual</u> FY92-94 ISTE A Authorization	<u>5/1/94</u> FHWA Obligations	<u>%*</u>	<u>As Processed by RTC</u> Project Award Totals	<u>%*</u>
\$62,678,275	\$21,289,934	\$3,500,000	16.4%	Federal \$6,743,740	31.7%
				Match \$2,559,287	27.5%**
				Grand Total \$9,303,027	

* Percentage of FY92-94 Authorization ** Match as a Percentage of the Grand Total

PROJECT FUNDING AWARDS by TEA

<u>Transportation Enhancement Activity (TEA)</u>	<u>No. of Projects</u>	<u>Federal Share</u>
Bicycle/Pedestrian Facilities:	14	\$1,989,066
Scenic/Historic Acquisition:	0	\$0
Scenic/Historic Highways:	0	\$0
Landscaping:	16	\$3,932,289
Historic Preservation:	0	\$0
Historic Transportation Facilities:	3	\$170,492
Rail-Trails--Acquis. & Dev:	4	\$651,893
Billboard Removal:	0	\$0
Archaeological Activities:	0	\$0
Highway Runoff:	0	\$0
TOTALS:	37	\$6,743,740

Montana

Department of Transportation (MDT)

State DOT Enhancements Manager:

Mike Davis

CTEP Coordinator

2701 Prospect Avenue

Helena, MT 59620-1001

Ph: 406-444-4383

P.O. Box 201001

Fax: 406-444-7671

PROGRESS REPORT ON PROGRAM DEVELOPMENT

Enhancements Program is fully established.

PROJECT SELECTION PROCEDURES AND POLICIES

A snapshot of the selection process: *Local Governments (cities, counties and MPOs) nominate projects based on their suballocated share of funds. MDOT reserves a small portion of funds for MDOT sponsored projects.*

Remarks about project selection: *Local governments nominate projects. MDOT staff review applications for completeness and eligibility before submitting to the State Highway Commission for funding approval.*

State level Advisory Committee(s) created: **No**

Advisory Committee(s) include citizens: **No**

Who has final approval: **St Comm**

Who makes final recommendations: **DOT/Local Gvts**

Type of selection criteria: **General**

Project selection cycle: **Annual**

Funds are suballocated to MPOs, RPOs or regions: **Yes**

Funds are set-aside for a statewide DOT-sponsored program or for projects of "statewide significance:" **15% State & 85% Local**

Description of state set-aside: *MDOT will program up to 15% annually for enhancement projects initiated by the Dept. Remaining funds are suballocated by population to cities and counties.*

Montana

POLICIES GOVERNING MATCHING FUNDS

How are federal funds matched: **13% State or Local Sponsor**

Comments on matching policy: *Eligible cities and counties submitting projects are required to provide local match of approximately 13%.*

AUTHORIZATION AND PROJECT AWARDS SUMMARY

Estimated 6-Year ISTE Authorization	Actual FY92-94 ISTE Authorization	5/1/94 FHWA Obligations	%*	As Processed by RTC Project Award Totals	%*
\$27,859,649	\$16,474,346	\$1,061,283	6.4%	Federal \$16,000	0.1%
				Match \$2,480	13.4%**
				Grand Total \$18,480	

* Percentage of FY92-94 Authorization ** Match as a Percentage of the Grand Total

PROJECT FUNDING AWARDS by TEA

<u>Transportation Enhancement Activity (TEA)</u>	<u>No. of Projects</u>	<u>Federal Share</u>
Bicycle/Pedestrian Facilities:	1	\$16,000
Scenic/Historic Acquisition:	0	\$0
Scenic/Historic Highways:	0	\$0
Landscaping:	0	\$0
Historic Preservation:	0	\$0
Historic Transportation Facilities:	0	\$0
Rail-Trails--Acquis. & Dev:	0	\$0
Billboard Removal:	0	\$0
Archaeological Activities:	0	\$0
Highway Runoff:	0	\$0
TOTALS:	1	\$16,000

Nebraska

Department of Roads (NDR)

State DOT Enhancements Manager:

Jim Pearson

Enhancements Coordinator

P.O. Box 94759

Lincoln, NE 68509-4759

Ph: 402-479-4881

Fax: 402-479-4325

PROGRESS REPORT ON PROGRAM DEVELOPMENT

Enhancements Program is fully established.

PROJECT SELECTION PROCEDURES AND POLICIES

A snapshot of the selection process: *The Select Committee on Transportation Enhancement is responsible for program prioritization and final project selection.*

Remarks about project selection: *The 12-member Governor-appointed advisory committee includes citizens and representatives from various state and federal agencies.*

State level Advisory Committee(s) created: **Yes**
Advisory Committee(s) include citizens: **Yes**

Who has final approval: **DOT CEO**
Who makes final recommendations: **Mxd AC**

Type of selection criteria:
Project selection cycle: **Annual**
Funds are suballocated to MPOs, RPOs or regions: **No**

Funds are set-aside for a statewide DOT-sponsored program or for projects of "statewide significance:" **33% State & 67% Local**
Description of state set-aside: *The NE Dept. of Roads programs one-third of funds on enhancement projects on the highway system.*

Nebraska

POLICIES GOVERNING MATCHING FUNDS

How are federal funds matched: **20% State or Local Sponsor**

Comments on matching policy: *State will match only highway-related enhancement activities that are eligible under the state law.*

AUTHORIZATION AND PROJECT AWARDS SUMMARY

Estimated 6 -Year ISTE <u>Authorization</u>	Actual FY92-94 ISTE <u>Authorization</u>	5/1/94 FHWA <u>Obligations</u>	%*	As Processed by RTC Project Award <u>Totals</u>	%*
\$27,515,497	\$14,545,463	\$4,625,429	31.8%	Federal \$4,997,671	34.4%
				Match \$3,030,903	37.8%**
				Grand Total \$8,028,574	

* Percentage of FY92-94 Authorization ** Match as a Percentage of the Grand Total

PROJECT FUNDING AWARDS by TEA

<u>Transportation Enhancement Activity (TEA)</u>	<u>No. of Projects</u>	<u>Federal Share</u>
Bicycle/Pedestrian Facilities:	16	\$3,132,637
Scenic/Historic Acquisition:	0	\$0
Scenic/Historic Highways:	2	\$432,000
Landscaping:	16	\$451,284
Historic Preservation:	0	\$0
Historic Transportation Facilities:	4	\$355,450
Rail-Trails--Acquis. & Dev:	4	\$382,080
Billboard Removal:	2	\$120,000
Archaeological Activities:	3	\$124,220
Highway Runoff:	0	\$0
TOTALS:	47	\$4,997,671

Nevada

Department of Transportation (NDOT)

State DOT Enhancements Manager:

D. Keith Maki

Assistant Director Planning

1263 South Stewart Street

Carson City, NV 89712

Ph: 702-687-3691

Fax: 702-687-6781

PROGRESS REPORT ON PROGRAM DEVELOPMENT

Enhancements Program is fully established.

PROJECT SELECTION PROCEDURES AND POLICIES

A snapshot of the selection process: *The inter-agency advisory committee includes representatives from the DOT, local governments, state agencies, federal agencies, and a few citizens.*

Remarks about project selection:

State level Advisory Committee(s) created:

Yes

Advisory Committee(s) include citizens:

Yes

Who has final approval:

DOT CEO

Who makes final recommendations:

Mxd AC

Type of selection criteria:

General

Project selection cycle:

Annual

Funds are suballocated to MPOs, RPOs or regions:

No

Funds are set-aside for a statewide DOT-sponsored program or for projects of "statewide significance:"

No

Description of state set-aside:

Nevada

POLICIES GOVERNING MATCHING FUNDS

How are federal funds matched:

5% State or Local Sponsor

Comments on matching policy: *Bicycle and Pedestrian projects must have a 20% state or local match. Further match requirements are determined by project type and state gas-tax use limitations.*

AUTHORIZATION AND PROJECT AWARDS SUMMARY

Estimated 6 -Year ISTE A Authorization	Actual FY92-94 ISTE A Authorization	5/1/94 FHWA Obligations	%*	As Processed by RTC Project Award Totals	%*
\$22,527,338	\$11,399,721	\$1,862,380	16.3%	Federal Match \$11,029,925 \$2,894,403	96.8% 20.8%**
				Grand Total \$13,924,328	

* Percentage of FY92-94 Authorization ** Match as a Percentage of the Grand Total

PROJECT FUNDING AWARDS by TEA

<u>Transportation Enhancement Activity (TEA)</u>	<u>No. of Projects</u>	<u>Federal Share</u>
Bicycle/Pedestrian Facilities:	16	\$4,793,475
Scenic/Historic Acquisition:	0	\$0
Scenic/Historic Highways:	0	\$0
Landscaping:	6	\$3,365,750
Historic Preservation:	1	\$547,200
Historic Transportation Facilities:	3	\$720,000
Rail-Trails--Acquis. & Dev:	1	\$1,000,000
Billboard Removal:	0	\$0
Archaeological Activities:	0	\$0
Highway Runoff:	2	\$603,500
TOTALS:	29	\$11,029,925

New Hampshire
Department of Transportation (NHDOT)

State DOT Enhancements Manager:

Robert W. Greer

Project Development Director

J.O. Morton Building

Hazen Drive

Concord, NH 03301

Ph: 603-271-3735

Fax: 603-271-3914

PROGRESS REPORT ON PROGRAM DEVELOPMENT

Enhancements Program is fully established.

PROJECT SELECTION PROCEDURES AND POLICIES

A snapshot of the selection process: *MPOs & RPOs prioritize projects in their regions. The inter-agency, executive adv. comm. (including one citizen rep.) screens and recommends projects to the NHDOT Commissioner, who submits them to the Governor's Adv. Comm. on Highways for final approval.*

Remarks about project selection: *The NHDOT Commissioner reserves the right to change project selection recommendations.*

State level Advisory Committee(s) created: **Yes**

Advisory Committee(s) include citizens: **No**

Who has final approval: **St Comm**

Who makes final recommendations: **IA AC & DOT CEO**

Type of selection criteria: **NA**

Project selection cycle: **Biennial**

Funds are suballocated to MPOs, RPOs or regions: **No**

Funds are set-aside for a statewide DOT-sponsored program or for projects of "statewide significance:" **No**

Description of state set-aside:

New Hampshire

POLICIES GOVERNING MATCHING FUNDS

How are federal funds matched: **20% State or Local Sponsor**

Comments on matching policy: *All project sponsors are required to provide the 20% match of federal funds.*

AUTHORIZATION AND PROJECT AWARDS SUMMARY

Estimated 6-Year ISTE Authorization	Actual FY92-94 ISTE Authorization	5/1/94 FHWA Obligations	%*	As Processed by RTC Project Award	
				Totals	%*
\$16,658,576	\$8,511,086	\$1,431,926	16.8%	Federal	\$9,656,794 113.5%
				Match	\$2,388,009 19.8%**
				Grand Total	\$12,044,803

* Percentage of FY92-94 Authorization ** Match as a Percentage of the Grand Total

PROJECT FUNDING AWARDS by TEA

<u>Transportation Enhancement Activity (TEA)</u>	<u>No. of Projects</u>	<u>Federal Share</u>
Bicycle/Pedestrian Facilities:	17	\$2,411,662
Scenic/Historic Acquisition:	1	\$680,000
Scenic/Historic Highways:	0	\$0
Landscaping:	0	\$0
Historic Preservation:	2	\$232,000
Historic Transportation Facilities:	4	\$160,486
Rail-Trails--Acquis. & Dev:	8	\$5,570,400
Billboard Removal:	0	\$0
Archaeological Activities:	1	\$2,246
Highway Runoff:	1	\$600,000
TOTALS:	34	\$9,656,794

New Jersey
Department of Transportation (NJDOT)

State DOT Enhancements Manager:

Kathy Aufschneider

Manager, Bureau of Local Planning

New Jersey DOT

Trenton, NJ 08625

Ph: 609-530-2860

1035 Parkway Ave., CN-600

Fax:

PROGRESS REPORT ON PROGRAM DEVELOPMENT

Enhancements Program is fully established.

PROJECT SELECTION PROCEDURES AND POLICIES

A snapshot of the selection process: *The Transportation Enhancement Advisory Committee (including a mix of citizens and state agency reps.) evaluates all projects and recommends a short-list to the Commissioner of Transportation for funding.*

Remarks about project selection: *Applications are divided into 4 categories (bike/ped, historic, scenic, & environmental) within which they are scored on a common set of criteria. Priority projects are then placed on a short-list & applicants may be interviewed by the Adv. Committee.*

State level Advisory Committee(s) created:

Yes

Advisory Committee(s) include citizens:

Yes

Who has final approval:

DOT CEO

Who makes final recommendations:

Mxd AC

Type of selection criteria:

General w/Points

Project selection cycle:

Annual

Funds are suballocated to MPOs, RPOs or regions:

No

Funds are set-aside for a statewide DOT-sponsored program or for projects of "statewide significance:"

No

Description of state set-aside:

New Jersey

POLICIES GOVERNING MATCHING FUNDS

How are federal funds matched:

No match required

Comments on matching policy: *Because no match is required, the program is open to all government agencies and citizen groups, equally.*

AUTHORIZATION AND PROJECT AWARDS SUMMARY

Estimated 6-Year ISTE Authorization	Actual FY92-94 ISTE Authorization	5/1/94 FHWA Obligations	%*	As Processed by RTC Project Award Totals	%*
\$71,254,860	\$23,460,587	\$4,349,899	18.5%	Federal \$17,264,500	73.6%
				Match \$0	0.0%**
				Grand Total \$17,264,500	

* Percentage of FY92-94 Authorization ** Match as a Percentage of the Grand Total

PROJECT FUNDING AWARDS by TEA

<u>Transportation Enhancement Activity (TEA)</u>	<u>No. of Projects</u>	<u>Federal Share</u>
Bicycle/Pedestrian Facilities:	7	\$2,168,000
Scenic/Historic Acquisition:	1	\$500,000
Scenic/Historic Highways:	0	\$0
Landscaping:	3	\$2,755,000
Historic Preservation:	2	\$69,000
Historic Transportation Facilities:	6	\$7,204,000
Rail-Trails--Acquis. & Dev:	9	\$3,568,500
Billboard Removal:	1	\$1,000,000
Archaeological Activities:	0	\$0
Highway Runoff:	0	\$0
TOTALS:	29	\$17,264,500

New Mexico

Highway & Transportation Department (NMSHTD)

State DOT Enhancements Manager:

Tomas Inman

Transportation Planner

P.O. Box 1149

Santa Fe, NM 87504-1149

Ph: 505-827-5549

Fax: 505-989-4983

PROGRESS REPORT ON PROGRAM DEVELOPMENT

Enhancements Program is fully established.

PROJECT SELECTION PROCEDURES AND POLICIES

A snapshot of the selection process: *Projects are prioritized and nominated by MPOs and RPOs and NMSHTD Regional Planning Sections.*

Remarks about project selection: *NMSHTD staff screen and consolidate recommendations from MPOs and RPOs, then forward to the State Transportation Commission for final approval.*

State level Advisory Committee(s) created: **No**
Advisory Committee(s) include citizens: **No**

Who has final approval: **St Comm**
Who makes final recommendations: **DOT & MPO/RPO**

Type of selection criteria: **General**
Project selection cycle: **Annual**
Funds are suballocated to MPOs, RPOs or regions: **No**

Funds are set-aside for a statewide DOT-sponsored program or for projects of "statewide significance:" **No**
Description of state set-aside:

New Mexico

POLICIES GOVERNING MATCHING FUNDS

How are federal funds matched: **25% State or Local Sponsor**

Comments on matching policy: *25% local match required for all projects.*

AUTHORIZATION AND PROJECT AWARDS SUMMARY

Estimated 6 -Year ISTE Authorization	Actual FY92-94 ISTE Authorization	5/1/94 FHWA Obligations	%*	As Processed by RTC Project Award Totals	%*
\$27,702,285	\$19,617,899	\$4,234,317	21.6%	Federal Match \$16,017,000	81.6%
				\$5,247,000	24.7%**
				Grand Total \$21,264,000	

* Percentage of FY92-94 Authorization ** Match as a Percentage of the Grand Total

PROJECT FUNDING AWARDS by TEA

<u>Transportation Enhancement Activity (TEA)</u>	<u>No. of Projects</u>	<u>Federal Share</u>
Bicycle/Pedestrian Facilities:	22	\$5,693,000
Scenic/Historic Acquisition:	1	\$188,000
Scenic/Historic Highways:	4	\$438,000
Landscaping:	17	\$6,284,000
Historic Preservation:	6	\$962,000
Historic Transportation Facilities:	2	\$795,000
Rail-Trails--Acquis. & Dev:	1	\$513,000
Billboard Removal:	1	\$200,000
Archaeological Activities:	3	\$944,000
Highway Runoff:	0	\$0
TOTALS:	57	\$16,017,000

New York

Department of Transportation (NYDOT)

State DOT Enhancements Manager:

David L. Colchamiro

Associate Transportation Analyst

1220 Washington Avenue

Albany, NY 12232

Ph: 518-457-3275

NYSDOT Bldg. 4, Rm 111

Fax: 518-457-4944

PROGRESS REPORT ON PROGRAM DEVELOPMENT

Enhancements Program is fully established.

PROJECT SELECTION PROCEDURES AND POLICIES

A snapshot of the selection process: *Regional advisory committees include citizens & representatives of state agencies, and are chaired by NYDOT district staff. MPOs must add projects within their regions to the MPO TIP.*

Remarks about project selection: *Four special enhancement advisory committees representing Upstate NY, New York City, Hudson Valley, and Long Island screen & prioritize a list of projects, from which MPOs select for programming. 75% of TE funds are suballocated to four special regions.*

State level Advisory Committee(s) created: **Yes**

Advisory Committee(s) include citizens: **Yes**

Who has final approval: **DOT**

Who makes final recommendations: **Mxd AC**

Type of selection criteria: **General w/Points**

Project selection cycle: **Annual**

Funds are suballocated to MPOs, RPOs or regions: **Yes**

Funds are set-aside for a statewide DOT-sponsored program or for projects of "statewide significance:" **25% State & 75% Local**

Description of state set-aside: *The 25% state set-aside is used for operating expenses for the New York State Canal System.*

New York

POLICIES GOVERNING MATCHING FUNDS

How are federal funds matched: **20% State or 20% Min. Local Sponsor**

Comments on matching policy:

AUTHORIZATION AND PROJECT AWARDS SUMMARY

<u>Estimated</u> 6 -Year ISTE A Authorization	<u>Actual</u> FY92-94 ISTE A Authorization	<u>5/1/94</u> FHWA Obligations	<u>%*</u>	<u>As Processed by RTC</u> Project Award Totals	<u>%*</u>
\$137,399,119	\$42,096,346	\$35,154,936	83.5%	Federal \$28,387,751	67.4%
				Match \$8,081,273	22.2%**
				Grand Total \$36,469,024	

* Percentage of FY92-94 Authorization ** Match as a Percentage of the Grand Total

PROJECT FUNDING AWARDS by TEA

<u>Transportation Enhancement Activity (TEA)</u>	<u>No. of Projects</u>	<u>Federal Share</u>
Bicycle/Pedestrian Facilities:	14	\$4,563,131
Scenic/Historic Acquisition:	0	\$0
Scenic/Historic Highways:	0	\$0
Landscaping:	3	\$1,710,458
Historic Preservation:	0	\$0
Historic Transportation Facilities:	14	\$17,512,134
Rail-Trails--Acquis. & Dev:	5	\$4,322,028
Billboard Removal:	0	\$0
Archaeological Activities:	0	\$0
Highway Runoff:	1	\$280,000
TOTALS:	37	\$28,387,751

North Carolina

Department of Transportation (NCDOT)

State DOT Enhancements Manager:

Witt Webb

Enhancements Manager

P.O. Box 25201

Raleigh, NC 27611

Ph: 919-733-2039

Fax: 919-733-9428

PROGRESS REPORT ON PROGRAM DEVELOPMENT

Enhancements Program is fully established.

PROJECT SELECTION PROCEDURES AND POLICIES

A snapshot of the selection process: *Candidate project packages are submitted to 24-person Trans. Board (14 hwy. regions & at-large) for distribution. Board members summarize requests and identify projects in TIP, and with high-level DOT staff schedule/budget projects and draft into TIP.*

Remarks about project selection: *Applicants may fill out candidate project forms and send to Secr. DOT or submit letters/testimony for specific requests at TIP public hearings. NC has a statewide Bicycle Advisory Committee which advises on bike/ped enhancement projects only.*

State level Advisory Committee(s) created: **Yes**

Advisory Committee(s) include citizens: **No**

Who has final approval: **DOT CEO**

Who makes final recommendations: **St Comm**

Type of selection criteria: **General**

Project selection cycle: **Annual**

Funds are suballocated to MPOs, RPOs or regions: **No**

Funds are set-aside for a statewide DOT-sponsored program or for projects of "statewide significance:" **Yes, % undetermined**

Description of state set-aside: *A certain percentage of enhancements funds are set-aside for roadside beautification for each highway region.*

North Carolina

POLICIES GOVERNING MATCHING FUNDS

How are federal funds matched:

20% State, Locals Flexible

Comments on matching policy: *Local match not required, though encouraged; state will provide 20% match.*

AUTHORIZATION AND PROJECT AWARDS SUMMARY

Estimated 6 -Year ISTE Authorization	Actual FY92-94 ISTE Authorization	5/1/94 FHWA Obligations	%*	As Processed by RTC Project Award Totals	%*
\$97,147,532	\$36,116,055	\$15,324,852	42.4%	Federal \$6,305,296	17.5%
				Match \$1,310,024	17.2%**
				Grand Total \$7,615,320	

* Percentage of FY92-94 Authorization ** Match as a Percentage of the Grand Total

PROJECT FUNDING AWARDS by TEA

<u>Transportation Enhancement Activity (TEA)</u>	<u>No. of Projects</u>	<u>Federal Share</u>
Bicycle/Pedestrian Facilities:	6	\$300,096
Scenic/Historic Acquisition:	0	\$0
Scenic/Historic Highways:	0	\$0
Landscaping:	2	\$64,000
Historic Preservation:	0	\$0
Historic Transportation Facilities:	14	\$5,941,200
Rail-Trails--Acquis. & Dev:	0	\$0
Billboard Removal:	0	\$0
Archaeological Activities:	0	\$0
Highway Runoff:	0	\$0
TOTALS:	22	\$6,305,296

North Dakota

Department of Transportation (NDDOT)

State DOT Enhancements Manager:

Bennett R. Kubischta

Transportation Enhancement Coordinator

608 East Blvd.

Bismark, ND 58505-0700

Ph: 701-224-3555

Fax: 701-224-4545

PROGRESS REPORT ON PROGRAM DEVELOPMENT

Enhancements Program is fully established.

PROJECT SELECTION PROCEDURES AND POLICIES

A snapshot of the selection process: *NDDOT selects projects for State Hwy System; Hist. Soc. and Parks & Rec. select projects for Tourism Plan; cities identify urban Projects; ctys. identify secondary roads projects; Task Force identifies projects for any public or non-profit entity*

Remarks about project selection: *The Director's Task Force includes reps. from State Hist. Society; Parks & Tourism; and NDDOT Exec. Dir.; ND Assoc. Counties; Minot City Engineer; and Exec. Dir. ND Indian Affairs Commission.*

State level Advisory Committee(s) created: **Yes**
Advisory Committee(s) include citizens: **No**

Who has final approval: **DOT CEO**
Who makes final recommendations: **IA AC**

Type of selection criteria: **General**
Project selection cycle: **Annual**
Funds are suballocated to MPOs, RPOs or regions: **NA**

Funds are set-aside for a statewide DOT-sponsored program or for projects of "statewide significance:" **64% State & 33% Local**
Description of state set-aside: *NDDOT initiated projects get 48%; state tourism plan projects get 16%; local urban projects get 24%, county projects get 12%.*

North Dakota

POLICIES GOVERNING MATCHING FUNDS

How are federal funds matched: **20% State or 20% Min. Local Sponsor**

Comments on matching policy: *20% of actual project construction cost required from local sponsors.*

AUTHORIZATION AND PROJECT AWARDS SUMMARY

Estimated 6 - Year ISTE <u>Authorization</u>	Actual FY92-94 ISTE <u>Authorization</u>	5/1/94 FHWA <u>Obligations</u>	<u>%*</u>	As Processed by RTC Project Award <u>Totals</u>	<u>%*</u>
\$21,694,026	\$12,832,740	\$4,400,483	34.3%	Federal Match Grand Total	5.4%
				\$693,891	
				\$173,474	20.0%**
				\$867,365	

* Percentage of FY92-94 Authorization ** Match as a Percentage of the Grand Total

PROJECT FUNDING AWARDS by TEA

<u>Transportation Enhancement Activity (TEA)</u>	<u>No. of Projects</u>	<u>Federal Share</u>
Bicycle/Pedestrian Facilities:	3	\$364,663
Scenic/Historic Acquisition:	0	\$0
Scenic/Historic Highways:	0	\$0
Landscaping:	3	\$249,228
Historic Preservation:	0	\$0
Historic Transportation Facilities:	0	\$0
Rail-Trails--Acquis. & Dev:	0	\$0
Billboard Removal:	1	\$80,000
Archaeological Activities:	0	\$0
Highway Runoff:	0	\$0
TOTALS:	7	\$693,891

Ohio

Department of Transportation (ODOT)

State DOT Enhancements Manager:

Howard Wood

Grants Administrator

Bureau of Environmental Services 25 South Front Street

Columbus, OH 43215

Ph: 614-466-8981

Fax: 614-466-1768

PROGRESS REPORT ON PROGRAM DEVELOPMENT

Enhancements Program is fully established.

PROJECT SELECTION PROCEDURES AND POLICIES

A snapshot of the selection process: *TEA Coordinator reviews applications to verify accuracy/completeness; proposals are forwarded to appropriate Tech. Review Comm. for tech/historic/aesthetic evaluation. Coordinator then forwards recomms. to ODOT ISTEAPolicy Committee for selection.*

Remarks about project selection: *A Tech. Review Comm. screens applications for hist. preservation, scenic/env., & bike/ped; review committee consists of ODOT staff, FHWA reps. & other group reps. MPOs review/evaluate projects in urban areas; ODOT Districts rank/evaluate in rural areas.*

State level Advisory Committee(s) created: **Yes**

Advisory Committee(s) include citizens: **Yes**

Who has final approval: **DOT**

Who makes final recommendations: **IA AC**

Type of selection criteria: **General**

Project selection cycle: **Biennial**

Funds are suballocated to MPOs, RPOs or regions: **No**

Funds are set-aside for a statewide DOT-sponsored program or for projects of "statewide significance:" **No**

Description of state set-aside:

Ohio

POLICIES GOVERNING MATCHING FUNDS

How are federal funds matched: **20% State or 20% Min. Local Sponsor**

Comments on matching policy: *Project sponsors are required to provide at least 20% of the construction/implementation costs, in addition to preliminary engineering and design, environmental assessment, environmental remediation, and all ROW costs.*

AUTHORIZATION AND PROJECT AWARDS SUMMARY

Estimated 6-Year ISTE Authorization	Actual FY92-94 ISTE Authorization	5/1/94 FHWA Obligations	%*	As Processed by RTC Project Award Totals	%*
\$119,661,484	\$36,053,956	\$3,785,123	10.5%	Federal \$21,702,198	60.2%
				Match \$5,235,548	19.4%**
				Grand Total \$26,937,746	

* Percentage of FY92-94 Authorization ** Match as a Percentage of the Grand Total

PROJECT FUNDING AWARDS by TEA

<u>Transportation Enhancement Activity (TEA)</u>	<u>No. of Projects</u>	<u>Federal Share</u>
Bicycle/Pedestrian Facilities:	12	\$5,811,446
Scenic/Historic Acquisition:	0	\$0
Scenic/Historic Highways:	1	\$15,392
Landscaping:	16	\$5,825,241
Historic Preservation:	2	\$101,547
Historic Transportation Facilities:	12	\$8,253,759
Rail-Trails--Acquis. & Dev:	5	\$1,694,813
Billboard Removal:	0	\$0
Archaeological Activities:	0	\$0
Highway Runoff:	0	\$0
TOTALS:	48	\$21,702,198

Oklahoma

Department of Transportation (ODOT)

State DOT Enhancements Manager:

Tim Gatz

Enhancements Coordinator

200 NE 21st Street

Oklahoma City, OK 73105-3204

Ph: 405-521-2454

Fax: 405-521-6528

PROGRESS REPORT ON PROGRAM DEVELOPMENT

Enhancements Program is fully established.

PROJECT SELECTION PROCEDURES AND POLICIES

A snapshot of the selection process: *The staff advisory committee includes representatives from MPOs, two state agencies, FHWA & the Highway Users Federation (the only non-governmental representative).*

Remarks about project selection: *An inter-agency staff advisory committee recommends projects to the DOT CEO, who makes recommendations to the Governor, who forwards final recommends to the StateTransportation Commission.*

State level Advisory Committee(s) created: **Yes**

Advisory Committee(s) include citizens: **Yes**

Who has final approval: **St Comm**

Who makes final recommendations: **Gov & DOT CEO**

Type of selection criteria: **General w/ points**

Project selection cycle: **Annual**

Funds are suballocated to MPOs, RPOs or regions: **No**

Funds are set-aside for a statewide DOT-sponsored program or for projects of "statewide significance:" **No**

Description of state set-aside:

Oklahoma

POLICIES GOVERNING MATCHING FUNDS

How are federal funds matched: **20% State or 20% Min. Local Sponsor**

Comments on matching policy:

AUTHORIZATION AND PROJECT AWARDS SUMMARY

Estimated 6 - Year ISTE Authorization	Actual FY92-94 ISTE Authorization	5/1/94 FHWA Obligations	%*	As Processed by RTC Project Award Totals	%*
\$39,108,058	\$19,152,311	\$3,827,171	20.0%	Federal Match \$11,858,208	61.9%
				\$3,753,433	24.0%**
			Grand Total	\$15,611,641	

* Percentage of FY92-94 Authorization ** Match as a Percentage of the Grand Total

PROJECT FUNDING AWARDS by TEA

<u>Transportation Enhancement Activity (TEA)</u>	<u>No. of Projects</u>	<u>Federal Share</u>
Bicycle/Pedestrian Facilities:	16	\$4,804,864
Scenic/Historic Acquisition:	0	\$0
Scenic/Historic Highways:	4	\$738,430
Landscaping:	2	\$196,168
Historic Preservation:	1	\$616,187
Historic Transportation Facilities:	4	\$2,334,389
Rail-Trails--Acquis. & Dev:	2	\$1,168,170
Billboard Removal:	1	\$2,000,000
Archaeological Activities:	0	\$0
Highway Runoff:	0	\$0
TOTALS:	30	\$11,858,208

Oregon

Department of Transportation (ODOT)

State DOT Enhancements Manager:

Cam Gilmour

Manager, Program Section
307 Transportation Building
Salem, OR 97310

Ph: 503-378-6563

Fax: 503-373-7376

PROGRESS REPORT ON PROGRAM DEVELOPMENT

Enhancements Program is fully established.

PROJECT SELECTION PROCEDURES AND POLICIES

A snapshot of the selection process: *Projects are submitted to DOT regional offices, and are then ranked by regional committees using criteria developed by statewide ad hoc enhancements committee. Final approval is made by the Oregon Transportation Commission.*

Remarks about project selection: *Projects within metropolitan areas will not be funded unless formally approved by the MPO. Participation on the regional advisory committees is determined by the ODOT regional offices. ACs exist in each ODOT district - some with citizens.*

State level Advisory Committee(s) created: **Yes**

Advisory Committee(s) include citizens: **?**

Who has final approval: **St Comm**

Who makes final recommendations: **DOT Region Com.**

Type of selection criteria: **General w/Points**

Project selection cycle: **Biennial**

Funds are suballocated to MPOs, RPOs or regions: **Yes**

Funds are set-aside for a statewide DOT-sponsored program or for projects of "statewide significance:" **No**

Description of state set-aside:

Oregon

POLICIES GOVERNING MATCHING FUNDS

How are federal funds matched:

10% Local Sponsor

Comments on matching policy: *Funds are suballocated by highway region at same rate as other transportation program funds. Minimum 20% local match required for bicycle and pedestrian projects.*

AUTHORIZATION AND PROJECT AWARDS SUMMARY

Estimated 6 - Year ISTE Authorization	Actual FY92-94 ISTE Authorization	5/1/94 FHWA Obligations	%*	As Processed by RTC Project Award Totals	%*
\$38,213,121	\$13,655,507	\$2,293,909	16.8%	Federal Match Grand Total	\$17,897,200 131.1% \$6,265,050 25.9%** \$24,162,250

* Percentage of FY92-94 Authorization ** Match as a Percentage of the Grand Total

PROJECT FUNDING AWARDS by TEA

<u>Transportation Enhancement Activity (TEA)</u>	<u>No. of Projects</u>	<u>Federal Share</u>
Bicycle/Pedestrian Facilities:	28	\$9,229,000
Scenic/Historic Acquisition:	2	\$332,000
Scenic/Historic Highways:	6	\$409,000
Landscaping:	3	\$586,000
Historic Preservation:	0	\$0
Historic Transportation Facilities:	9	\$3,000,000
Rail-Trails--Acquis. & Dev:	8	\$4,201,200
Billboard Removal:	0	\$0
Archaeological Activities:	0	\$0
Highway Runoff:	1	\$140,000
TOTALS:	57	\$17,897,200

Pennsylvania

Department of Transportation (PennDOT)

State DOT Enhancements Manager:

Louis C. Schultz, Jr.

Chief, Highway Division

Transportation & Safety Bldg. Room 917

Harrisburg, PA 17120

Ph: 717-787-5246

Fax: 717-783-8217

PROGRESS REPORT ON PROGRAM DEVELOPMENT

Enhancements Program is fully established.

PROJECT SELECTION PROCEDURES AND POLICIES

A snapshot of the selection process: *MPOs review & prioritize all projects in their region. TEAC reviews and selects recommended projects, and they are presented to State Transportation Commission for approval and inclusion on Commonwealth's Transportation Program.*

Remarks about project selection: *The advisory committee includes members of PennDOT staff, other state agencies, and many reps. of public interest groups. To evaluate projects, four subcommittees formed around areas of interest -- commuter, recreation, historic, scenic.*

State level Advisory Committee(s) created: **Yes**

Advisory Committee(s) include citizens: **Yes**

Who has final approval: **St Comm**

Who makes final recommendations: **Mxd AC**

Type of selection criteria: **General w/Points**

Project selection cycle: **Biennial**

Funds are suballocated to MPOs, RPOs or regions: **No**

Funds are set-aside for a statewide DOT-sponsored program or for projects of "statewide significance": **No**

Description of state set-aside:

Pennsylvania

POLICIES GOVERNING MATCHING FUNDS

How are federal funds matched: **20% State or 20% Min. Local Sponsor**

Comments on matching policy: *There are limits regarding what type of projects can use state funds for 20% match.*

AUTHORIZATION AND PROJECT AWARDS SUMMARY

Estimated 6 -Year ISTE Authorization	Actual FY92-94 ISTE Authorization	5/1/94 FHWA Obligations	%*	As Processed by RTC Project Award	
				Totals	%*
\$83,492,617	\$23,740,114	\$9,185,586	38.7%	Federal	\$32,196,400 135.6%
				Match	\$15,088,600 31.9%**
				Grand Total	\$47,285,000

* Percentage of FY92-94 Authorization ** Match as a Percentage of the Grand Total

PROJECT FUNDING AWARDS by TEA

<u>Transportation Enhancement Activity (TEA)</u>	<u>No. of Projects</u>	<u>Federal Share</u>
Bicycle/Pedestrian Facilities:	16	\$4,701,800
Scenic/Historic Acquisition:	0	\$0
Scenic/Historic Highways:	3	\$637,000
Landscaping:	8	\$1,423,400
Historic Preservation:	4	\$213,000
Historic Transportation Facilities:	16	\$11,209,000
Rail-Trails--Acquis. & Dev:	28	\$13,582,000
Billboard Removal:	1	\$375,000
Archaeological Activities:	0	\$0
Highway Runoff:	1	\$55,200
TOTALS:	77	\$32,196,400

Puerto Rico

Department of Transportation and Public Works

State DOT Enhancements Manager:

Gabrial Rodriguez

Office of the Secretary

P.O. Box 41269

Minillas Station

San Juan, PR 00940

Ph: 809-721-8787

Fax: 809-728-8963

PROGRESS REPORT ON PROGRAM DEVELOPMENT

The DTPW has failed to report fully to RTC on the progress of its program development.

PROJECT SELECTION PROCEDURES AND POLICIES

A snapshot of the selection process:	NA
Remarks about project selection:	NA
State level Advisory Committee(s) created:	NA
Advisory Committee(s) include citizens:	NA
Who has final approval:	NA
Who makes final recommendations:	NA
Type of selection criteria:	NA
Project selection cycle:	NA
Funds are suballocated to MPOs, RPOs or regions:	NA
Funds are set-aside for a statewide DOT-sponsored program or for projects of "statewide significance:"	NA
Description of state set-aside:	

Puerto Rico

POLICIES GOVERNING MATCHING FUNDS

How are federal funds matched:

NA

Comments on matching policy: *NA*

AUTHORIZATION AND PROJECT AWARDS SUMMARY

Estimated 6-Year ISTE Authorization	Actual FY92-94 ISTE Authorization	5/1/94 FHWA Obligations	%*	As Processed by RTC Project Award	
				Totals	%*
\$7,468,149	\$5,610,000	75.1%	Federal	\$0	0.0%
			Match	\$0	0.0%**
			Grand Total	\$0	

* Percentage of FY92-94 Authorization ** Match as a Percentage of the Grand Total

PROJECT FUNDING AWARDS by TEA

<u>Transportation Enhancement Activity (TEA)</u>	<u>No. of Projects</u>	<u>Federal Share</u>
Bicycle/Pedestrian Facilities:	0	\$0
Scenic/Historic Acquisition:	0	\$0
Scenic/Historic Highways:	0	\$0
Landscaping:	0	\$0
Historic Preservation:	0	\$0
Historic Transportation Facilities:	0	\$0
Rail-Trails--Acquis. & Dev:	0	\$0
Billboard Removal:	0	\$0
Archaeological Activities:	0	\$0
Highway Runoff:	0	\$0
TOTALS:	0	\$0

Rhode Island

Department of Transportation (RIDOT)

State DOT Enhancements Manager:

Janise Loiselle

Enhancements Manager

RIDOT Planning Division

Providence, RI 02903

Ph: 401-277-2581

Two Capitol Hill, Room 372

Fax: 401-277-6038

PROGRESS REPORT ON PROGRAM DEVELOPMENT

Enhancements Program is fully established.

PROJECT SELECTION PROCEDURES AND POLICIES

A snapshot of the selection process: *The advisory committee includes a number of citizens and representatives from various state agencies.*

Remarks about project selection: *The DOT CEO shares responsibility for making final project recommendations with an advisory committee. Final approval rests with the State Planning Council (Statewide MPO).*

State level Advisory Committee(s) created: **Yes**

Advisory Committee(s) include citizens: **Yes**

Who has final approval: **St Comm**

Who makes final recommendations: **DOT CEO & Mxd AC**

Type of selection criteria: **General w/Points**

Project selection cycle: **One (divided into yrs. 1-3 and 4-6.)**

Funds are suballocated to MPOs, RPOs or regions: **No**

Funds are set-aside for a statewide DOT-sponsored program or for projects of "statewide significance:" **No**

Description of state set-aside:

Rhode Island

POLICIES GOVERNING MATCHING FUNDS

How are federal funds matched: **20% State**

Comments on matching policy: *The state provides all of the non-federal match share.*

AUTHORIZATION AND PROJECT AWARDS SUMMARY

Estimated 6 -Year ISTE Authorization	Actual FY92-94 ISTE Authorization	5/1/94 FHWA Obligations	%*	As Processed by RTC Project Award Totals	%*
\$15,895,675	\$6,567,081	\$6,764,415	103.0%	Federal Match \$8,858,207	134.9%
				\$3,335,426	27.4%**
				Grand Total	\$12,193,633

* Percentage of FY92-94 Authorization ** Match as a Percentage of the Grand Total

PROJECT FUNDING AWARDS by TEA

<u>Transportation Enhancement Activity (TEA)</u>	<u>No. of Projects</u>	<u>Federal Share</u>
Bicycle/Pedestrian Facilities:	7	\$2,548,900
Scenic/Historic Acquisition:	3	\$1,717,600
Scenic/Historic Highways:	4	\$285,600
Landscaping:	3	\$156,800
Historic Preservation:	3	\$716,800
Historic Transportation Facilities:	4	\$1,603,454
Rail-Trails--Acquis. & Dev:	3	\$1,067,453
Billboard Removal:	1	\$120,000
Archaeological Activities:	1	\$35,200
Highway Runoff:	4	\$606,400
TOTALS:	33	\$8,858,207

South Carolina

Department of Highways and Public Transportation

State DOT Enhancements Manager:

Robert A. Addy

Chief, Statewide Planning

P.O. Box 191

Columbia, SC 29202

Ph: 803-737-1444

Fax: 803-737-6385

PROGRESS REPORT ON PROGRAM DEVELOPMENT

Enhancements Program is fully established.

PROJECT SELECTION PROCEDURES AND POLICIES

A snapshot of the selection process: *MPOs evaluate and prioritize projects in urbanized areas. Funds are suballocated to 10 MPOs based on population. A Mixed Advisory Committee evaluates and prioritizes projects in rural areas, which compete statewide for the balance.*

Remarks about project selection: *Urbanized and non-urbanized areas receive 62.5% of funding; the remaining 37.5% is used for SCDOT projects.*

State level Advisory Committee(s) created: **Yes**

Advisory Committee(s) include citizens: **Yes**

Who has final approval: **St. Comm**

Who makes final recommendations: **MPO/Mxd AC**

Type of selection criteria: **Categorical w/ points**

Project selection cycle: **Annual**

Funds are suballocated to MPOs, RPOs or regions: **Yes**

Funds are set-aside for a statewide DOT-sponsored program or for projects of "statewide significance:" **37.5% State & 62.5% Local**

Description of state set-aside: *37.5% of the funds is programmed by SCDOT. A portion of the 62.5% is suballocated to urban areas by population; rural areas compete for the remainder.*

South Carolina

POLICIES GOVERNING MATCHING FUNDS

How are federal funds matched: **20% State or 20% Min. Local Sponsor**

Comments on matching policy:

AUTHORIZATION AND PROJECT AWARDS SUMMARY

Estimated 6-Year ISTEA Authorization	Actual FY92-94 ISTEA Authorization	5/1/94 FHWA Obligations	%*	As Processed by RTC Project Award Totals	%*
\$53,861,646	\$18,233,812	\$3,712,752	20.4%	Federal Match Grand Total	\$6,136,466 \$1,660,028 \$7,796,494
					33.7% 21.3%**

* Percentage of FY92-94 Authorization ** Match as a Percentage of the Grand Total

PROJECT FUNDING AWARDS by TEA

<u>Transportation Enhancement Activity (TEA)</u>	<u>No. of Projects</u>	<u>Federal Share</u>
Bicycle/Pedestrian Facilities:	18	\$2,643,166
Scenic/Historic Acquisition:	1	\$79,900
Scenic/Historic Highways:	0	\$0
Landscaping:	11	\$952,020
Historic Preservation:	4	\$699,040
Historic Transportation Facilities:	3	\$187,580
Rail-Trails--Acquis. & Dev:	4	\$667,010
Billboard Removal:	1	\$907,750
Archaeological Activities:	0	\$0
Highway Runoff:	0	\$0
TOTALS:	42	\$6,136,466

South Dakota

Department of Transportation (SDDOT)

State DOT Enhancements Manager:

Dean Schofield

Deputy Secretary

700 Broadway Ave. East

Pierre, SD 57501

Ph: 605-773-3265

Fax: 605-773-3921

PROGRESS REPORT ON PROGRAM DEVELOPMENT

Enhancements Program is fully established.

PROJECT SELECTION PROCEDURES AND POLICIES

A snapshot of the selection process: *The inter-agency, staff advisory committee includes representatives from nine state agencies ranging from Indian affairs, to natural resources, to rural and economic development.*

Remarks about project selection: *Enhancements funds are suballocated to counties and urban areas with populations over 5,000.*

State level Advisory Committee(s) created: **Yes**

Advisory Committee(s) include citizens: **No**

Who has final approval: **St Comm**

Who makes final recommendations: **IA AC**

Type of selection criteria: **General w/Points**

Project selection cycle: **Annual**

Funds are suballocated to MPOs, RPOs or regions: **Yes**

Funds are set-aside for a statewide DOT-sponsored program or for projects of "statewide significance": **No**

Description of state set-aside:

South Dakota

POLICIES GOVERNING MATCHING FUNDS

How are federal funds matched: **20% State or 20% Min. Local Sponsor**

Comments on matching policy:

AUTHORIZATION AND PROJECT AWARDS SUMMARY

Estimated 6 - Year ISTE Authorization	Actual FY92-94 ISTE Authorization	5/1/94 FHWA Obligations	%*	As Processed by RTC Project Award Totals	%*
\$22,444,094	\$12,962,965	\$3,646,222	28.1%	Federal \$8,509,358	65.6%
				Match \$4,905,854	36.6%**
				Grand Total \$13,415,212	

* Percentage of FY92-94 Authorization ** Match as a Percentage of the Grand Total

PROJECT FUNDING AWARDS by TEA

<u>Transportation Enhancement Activity (TEA)</u>	<u>No. of Projects</u>	<u>Federal Share</u>
Bicycle/Pedestrian Facilities:	21	\$2,595,658
Scenic/Historic Acquisition:	1	\$195,040
Scenic/Historic Highways:	2	\$193,100
Landscaping:	17	\$2,067,777
Historic Preservation:	4	\$699,567
Historic Transportation Facilities:	4	\$553,783
Rail-Trails--Acquis. & Dev:	7	\$1,437,479
Billboard Removal:	1	\$81,950
Archaeological Activities:	2	\$65,000
Highway Runoff:	4	\$620,004
TOTALS:	63	\$8,509,358

Tennessee

Department of Transportation (TDOT)

State DOT Enhancements Manager:

Denise Belcher

Assistant to the Commissioner

Suite 700

Nashville, TN 37243-0349

Ph: 615-741-2848

James K. Polk Building

Fax: 615-741-2508

PROGRESS REPORT ON PROGRAM DEVELOPMENT

Enhancements Program is fully established.

PROJECT SELECTION PROCEDURES AND POLICIES

A snapshot of the selection process: *DOT Review Committee (staff of 6) prioritizes and reviews projects, and then makes recommendations to DOT Commissioner and Governor for final decision.*

Remarks about project selection: *MPOs must approve projects in their jurisdiction. TDOT is creating a mixed AC. A majority of funds will go to TDOT-sponsored projects.*

State level Advisory Committee(s) created: **Yes**

Advisory Committee(s) include citizens: **No**

Who has final approval: **Gov/DOT CEO**

Who makes final recommendations: **DOT AC**

Type of selection criteria: **General**

Project selection cycle: **Annual**

Funds are suballocated to MPOs, RPOs or regions: **No**

Funds are set-aside for a statewide DOT-sponsored program or for projects of "statewide significance:" **60% State & 40% Local**

Description of state set-aside: *TDOT programs the 60% state set-aside on projects including Interstate Gateway Landscaping, Bicycle Touring Route Signage, Historic Markers and the Bicentennial Mall.*

Tennessee

POLICIES GOVERNING MATCHING FUNDS

How are federal funds matched: **20% State or 20% Min. Local Sponsor**

Comments on matching policy:

AUTHORIZATION AND PROJECT AWARDS SUMMARY

Estimated 6 -Year ISTE Authorization	Actual FY92-94 ISTE Authorization	5/1/94 FHWA Obligations	%*	As Processed by RTC Project Award Totals	%*
\$66,271,925	\$23,170,305	\$0	0.0%	Federal \$4,493,377	19.4%
				Match \$1,123,344	20.0%**
				Grand Total \$5,616,721	

* Percentage of FY92-94 Authorization ** Match as a Percentage of the Grand Total

PROJECT FUNDING AWARDS by TEA

<u>Transportation Enhancement Activity (TEA)</u>	<u>No. of Projects</u>	<u>Federal Share</u>
Bicycle/Pedestrian Facilities:	17	\$3,503,877
Scenic/Historic Acquisition:	0	\$0
Scenic/Historic Highways:	0	\$0
Landscaping:	2	\$618,500
Historic Preservation:	1	\$200,000
Historic Transportation Facilities:	1	\$75,000
Rail-Trails--Acquis. & Dev:	2	\$96,000
Billboard Removal:	0	\$0
Archaeological Activities:	0	\$0
Highway Runoff:	0	\$0
TOTALS:	23	\$4,493,377

Texas

Department of Transportation (TxDOT)

State DOT Enhancements Manager:

Shawn McMahon

Environmental Affairs, Enhancement Prog.

125 E. 11th Street

Austin, TX 78701

Ph: 512-416-2749

Fax: 512-416-2643

PROGRESS REPORT ON PROGRAM DEVELOPMENT

Enhancements Program is fully established.

PROJECT SELECTION PROCEDURES AND POLICIES

A snapshot of the selection process: *The three advisory committees (Historic, Scenic & Environmental and Bicycle & Pedestrian) are made up of citizens and representatives from state agencies. MPOs must review and approve projects within their region.*

Remarks about project selection: *Three advisory committees recommend locally sponsored projects to the TxDOT staff advisory committee, which in turn prepares a proposed program for the State Transportation Commission. TxDOT staff recommend statewide projects.*

State level Advisory Committee(s) created: **Yes**

Advisory Committee(s) include citizens: **Yes**

Who has final approval: **St Comm**

Who makes final recommendations: **DOT/Mxd AC**

Type of selection criteria: **General w/Points**

Project selection cycle: **Annual**

Funds are suballocated to MPOs, RPOs or regions: **No**

Funds are set-aside for a statewide DOT-sponsored program or for projects of "statewide significance": **Undetermined**

Description of state set-aside:

Texas

POLICIES GOVERNING MATCHING FUNDS

How are federal funds matched: **20% State or 20% Min. Local Sponsor**

Comments on matching policy: *A higher local match gives the project a higher priority in the project selection process.*

AUTHORIZATION AND PROJECT AWARDS SUMMARY

Estimated 6 -Year ISTE <u>Authorization</u>	Actual FY92-94 ISTE <u>Authorization</u>	5/1/94 FHWA <u>Obligations</u>	<u>%*</u>	As Processed by RTC Project Award <u>Totals</u>	<u>%*</u>
\$228,047,048	\$87,895,662	\$316,400	0.4%	Federal	\$0 0.0%
				Match	\$0 0.0%**
				Grand Total	\$0

* Percentage of FY92-94 Authorization ** Match as a Percentage of the Grand Total

PROJECT FUNDING AWARDS by TEA

<u>Transportation Enhancement Activity (TEA)</u>	<u>No. of Projects</u>	<u>Federal Share</u>
Bicycle/Pedestrian Facilities:	0	\$0
Scenic/Historic Acquisition:	0	\$0
Scenic/Historic Highways:	0	\$0
Landscaping:	0	\$0
Historic Preservation:	0	\$0
Historic Transportation Facilities:	0	\$0
Rail-Trails--Acquis. & Dev:	0	\$0
Billboard Removal:	0	\$0
Archaeological Activities:	0	\$0
Highway Runoff:	0	\$0
 TOTALS:	 0	 \$0

Utah

Department of Transportation (UDOT)

State DOT Enhancements Manager:

John Quick

Statewide Planning Engineer

4501 South 2700 West

Salt Lake City, UT 84119

Ph: 801-965-4808

Fax: 801-965-4551

PROGRESS REPORT ON PROGRAM DEVELOPMENT

Enhancements Program is fully established.

PROJECT SELECTION PROCEDURES AND POLICIES

A snapshot of the selection process: *The Enhancements Advisory Committee reviews, prioritizes, & recommends a multi-year program to Utah Transportation Committee. The Commission reviews the Committee's recommended program and makes a final decision on which projects to include in STIP.*

Remarks about project selection: *The advisory committee includes a number of citizens, representatives from various state agencies and local governments, and UDOT staff.*

State level Advisory Committee(s) created: **Yes**

Advisory Committee(s) include citizens: **Yes**

Who has final approval: **St Comm**

Who makes final recommendations: **Mxd AC**

Type of selection criteria: **Specific w/ points**

Project selection cycle: **Annual**

Funds are suballocated to MPOs, RPOs or regions: **No**

Funds are set-aside for a statewide DOT-sponsored program or for projects of "statewide significance:" **No**

Description of state set-aside:

Utah

POLICIES GOVERNING MATCHING FUNDS

How are federal funds matched: **20% State or 20% Min. Local Sponsor**

Comments on matching policy: *A minimum 20% of matching funds is required. Planning and design costs incurred prior to advertising bids for construction are not eligible for funding.*

AUTHORIZATION AND PROJECT AWARDS SUMMARY

Estimated 6 -Year ISTE A Authorization	Actual FY92-94 ISTE A Authorization	5/1/94 FHWA Obligations	%*	As Processed by RTC Project Award Totals	%*
\$23,620,287	\$10,526,567	\$1,484,847	14.1%	Federal \$3,444,269	32.7%
				Match \$1,056,866	23.5%**
				Grand Total \$4,501,135	

* Percentage of FY92-94 Authorization ** Match as a Percentage of the Grand Total

PROJECT FUNDING AWARDS by TEA

<u>Transportation Enhancement Activity (TEA)</u>	<u>No. of Projects</u>	<u>Federal Share</u>
Bicycle/Pedestrian Facilities:	6	\$922,653
Scenic/Historic Acquisition:	2	\$840,000
Scenic/Historic Highways:	2	\$115,000
Landscaping:	1	\$355,644
Historic Preservation:	1	\$25,000
Historic Transportation Facilities:	3	\$667,972
Rail-Trails--Acquis. & Dev:	2	\$518,000
Billboard Removal:	0	\$0
Archaeological Activities:	0	\$0
Highway Runoff:	0	\$0
TOTALS:	17	\$3,444,269

Vermont

Agency of Transportation (VAT)

State DOT Enhancements Manager:

Tony Redington

Enhancements Manager

Planning Division

Montpelier, VT 05633

Ph: 802-828-2679

133 State Street

Fax:

PROGRESS REPORT ON PROGRAM DEVELOPMENT

VAT recently issued a draft version of its enhancements guidelines. The implementation of the overall enhancements process throughout 1992-94 has been satisfied by the Agency's preexisting Bicycle and Pedestrian Path Program.

PROJECT SELECTION PROCEDURES AND POLICIES

A snapshot of the selection process:

NA

Remarks about project selection: *Under the existing Bike/Ped Path Program, the Path Project Review Committee (citizens only) prioritizes projects and recommends to AOT Secretary for final approval.*

State level Advisory Committee(s) created:

In development

Advisory Committee(s) include citizens:

Yes

Who has final approval:

NA

Who makes final recommendations:

NA

Type of selection criteria:

NA

Project selection cycle:

Undecided

Funds are suballocated to MPOs, RPOs or regions:

No

Funds are set-aside for a statewide DOT-sponsored program or for projects of "statewide significance:"

No

Description of state set-aside:

Vermont

POLICIES GOVERNING MATCHING FUNDS

How are federal funds matched: **20% State, 80/10/10% Local Sponsor**

Comments on matching policy:

AUTHORIZATION AND PROJECT AWARDS SUMMARY

Estimated 6 - Year ISTE Authorization	Actual FY92-94 ISTE Authorization	5/1/94 FHWA Obligations	%*	As Processed by RTC Project Award Totals	%*
\$14,069,092	\$6,903,194	\$1,852,437	26.8%	Federal Match Grand Total	\$8,027,957 \$1,933,639 \$9,961,596
					116.3% 19.4%**

* Percentage of FY92-94 Authorization ** Match as a Percentage of the Grand Total

PROJECT FUNDING AWARDS by TEA

<u>Transportation Enhancement Activity (TEA)</u>	<u>No. of Projects</u>	<u>Federal Share</u>
Bicycle/Pedestrian Facilities:	22	\$6,953,877
Scenic/Historic Acquisition:	0	\$0
Scenic/Historic Highways:	0	\$0
Landscaping:	0	\$0
Historic Preservation:	0	\$0
Historic Transportation Facilities:	4	\$293,400
Rail-Trails--Acquis. & Dev:	2	\$780,680
Billboard Removal:	0	\$0
Archaeological Activities:	0	\$0
Highway Runoff:	0	\$0
TOTALS:	28	\$8,027,957

Virginia

Department of Transportation (VDOT)

State DOT Enhancements Manager:

Bob Cassada

Programming and Scheduling Division

1221 E. Broad St.

Richmond, VA 23219

Ph: 804-786-2919

Fax: 804-371-8719

PROGRESS REPORT ON PROGRAM DEVELOPMENT

Enhancements Program is fully established.

PROJECT SELECTION PROCEDURES AND POLICIES

A snapshot of the selection process: *An advisory committee that includes citizens and representatives of various state agencies and local governments works with the State Transportation Board's Environmental Committee in recommending projects to the Board.*

Remarks about project selection:

State level Advisory Committee(s) created: **Yes**
Advisory Committee(s) include citizens: **Yes**

Who has final approval: **St Comm**
Who makes final recommendations: **Mxd AC & St Comm**

Type of selection criteria: **General**
Project selection cycle: **Annual**
Funds are suballocated to MPOs, RPOs or regions: **No**

Funds are set-aside for a statewide DOT-sponsored program or for projects of "statewide significance:" **No**
Description of state set-aside:

Virginia

POLICIES GOVERNING MATCHING FUNDS

How are federal funds matched: **20% State or 20% Min. Local Sponsor**

Comments on matching policy:

AUTHORIZATION AND PROJECT AWARDS SUMMARY

<u>Estimated</u> 6 -Year ISTE Authorization	<u>Actual</u> FY92-94 ISTE Authorization	<u>5/1/94</u> FHWA Obligations	<u>%*</u>	<u>As Processed by RTC</u> Project Award Totals	<u>%*</u>
\$64,931,833	\$20,952,579	\$13,394,580	63.9%	Federal \$14,823,832	70.7%
				Match \$22,693,602	60.5%**
				Grand Total \$37,517,434	

* Percentage of FY92-94 Authorization ** Match as a Percentage of the Grand Total

PROJECT FUNDING AWARDS by TEA

<u>Transportation Enhancement Activity (TEA)</u>	<u>No. of Projects</u>	<u>Federal Share</u>
Bicycle/Pedestrian Facilities:	9	\$1,907,723
Scenic/Historic Acquisition:	1	\$359,500
Scenic/Historic Highways:	3	\$1,740,800
Landscaping:	7	\$1,895,249
Historic Preservation:	1	\$480,000
Historic Transportation Facilities:	9	\$5,387,800
Rail-Trails--Acquis. & Dev:	7	\$3,052,760
Billboard Removal:	0	\$0
Archaeological Activities:	0	\$0
Highway Runoff:	0	\$0
TOTALS:	37	\$14,823,832

Washington

Department of Transportation (WSDOT)

State DOT Enhancements Manager:

Kathleen Davis

Enhancement Program Manager

Department of Transportation

P.O. Box 47390

Olympia, WA 98504-7390

Ph: 206-705-7377

Fax: 206-705-6808

PROGRESS REPORT ON PROGRAM DEVELOPMENT

Enhancements Program is fully established.

PROJECT SELECTION PROCEDURES AND POLICIES

A snapshot of the selection process: *Projects from local jurisdictions are prioritized & recommended by the MPOs and RTPOs to the statewide advisory committee.*

Remarks about project selection: *The advisory committee includes citizens and representatives of local governments, including Indian Nations.*

State level Advisory Committee(s) created:

Yes

Advisory Committee(s) include citizens:

Yes

Who has final approval:

DOT CEO

Who makes final recommendations:

Mxd AC

Type of selection criteria:

General

Project selection cycle:

Annual

Funds are suballocated to MPOs, RPOs or regions:

Yes

Funds are set-aside for a statewide DOT-sponsored program or for projects of "statewide significance:"

25% State & 75% Local

Description of state set-aside: *The 25% state set-aside is programmed at the discretion of the state advisory committee; the other 75% of funds are suballocated to regions.*

Washington

POLICIES GOVERNING MATCHING FUNDS

How are federal funds matched: **13.5% State or Local Sponsor**

Comments on matching policy: *Bicycle and pedestrian projects must be matched at the 20% level. Local match must be secured prior to starting the project, not during the application process.*

AUTHORIZATION AND PROJECT AWARDS SUMMARY

<u>Estimated</u> 6 -Year ISTE Authorization	<u>Actual</u> FY92-94 ISTE Authorization	<u>5/1/94</u> FHWA Obligations	<u>%*</u>	<u>As Processed by RTC</u> Project Award Totals	<u>%*</u>
\$44,013,515	\$19,448,104	\$5,725,539	29.4%	Federal \$17,604,288	90.5%
				Match \$1,504,600	47.1%**
				Grand Total \$19,108,888	

* Percentage of FY92-94 Authorization ** Match as a Percentage of the Grand Total

PROJECT FUNDING AWARDS by TEA

<u>Transportation Enhancement Activity (TEA)</u>	<u>No. of Projects</u>	<u>Federal Share</u>
Bicycle/Pedestrian Facilities:	50	\$9,979,240
Scenic/Historic Acquisition:	1	\$600,000
Scenic/Historic Highways:	2	\$400,000
Landscaping:	2	\$144,915
Historic Preservation:	1	\$36,930
Historic Transportation Facilities:	3	\$538,100
Rail-Trails--Acquis. & Dev:	13	\$5,905,103
Billboard Removal:	0	\$0
Archaeological Activities:	0	\$0
Highway Runoff:	0	\$0
TOTALS:	72	\$17,604,288

West Virginia

Department of Transportation (WVDOT)

State DOT Enhancements Manager:

Paul F. Wilkinson

Director of Planning and Research

1900 Kanawha Blvd., East

Charleston, WV 25305

Ph: 304-558-3113

Fax:

PROGRESS REPORT ON PROGRAM DEVELOPMENT

Enhancements Program is fully established.

PROJECT SELECTION PROCEDURES AND POLICIES

A snapshot of the selection process: *MPOs & RPOs review local projects and forward them to an inter-agency, technical (staff) AC, which screens projects for the Executive Comm. The Executive Commission makes its recommendations to the DOT Secretary for incorporation into STIP.*

Remarks about project selection: *The Executive Committee is composed of the Commissioners of Highways, of Culture and History and of Tourism & Parks.*

State level Advisory Committee(s) created: **Yes**

Advisory Committee(s) include citizens: **No**

Who has final approval: **DOT CEO**

Who makes final recommendations: **IA AC**

Type of selection criteria: **General**

Project selection cycle: **Annual**

Funds are suballocated to MPOs, RPOs or regions: **No**

Funds are set-aside for a statewide DOT-sponsored program or for projects of "statewide significance:" **No**

Description of state set-aside:

West Virginia

POLICIES GOVERNING MATCHING FUNDS

How are federal funds matched: **20% State or 20% Min. Local Sponsor**

Comments on matching policy:

AUTHORIZATION AND PROJECT AWARDS SUMMARY

Estimated 6 -Year ISTE A Authorization	Actual FY92-94 ISTE A Authorization	5/1/94 FHWA Obligations	%*	As Processed by RTC Project Award Totals	%*
\$20,709,439	\$9,602,361	\$1,645,426	17.1%	Federal Match \$5,405,065	56.3%
				\$1,504,600	21.8%**
				Grand Total \$6,909,665	

* Percentage of FY92-94 Authorization ** Match as a Percentage of the Grand Total

PROJECT FUNDING AWARDS by TEA

<u>Transportation Enhancement Activity (TEA)</u>	<u>No. of Projects</u>	<u>Federal Share</u>
Bicycle/Pedestrian Facilities:	2	\$232,000
Scenic/Historic Acquisition:	4	\$1,117,000
Scenic/Historic Highways:	1	\$29,000
Landscaping:	5	\$886,000
Historic Preservation:	8	\$1,041,265
Historic Transportation Facilities:	4	\$398,000
Rail-Trails--Acquis. & Dev:	9	\$1,666,800
Billboard Removal:	0	\$0
Archaeological Activities:	1	\$35,000
Highway Runoff:	0	\$0
TOTALS:	34	\$5,405,065

Wisconsin

Department of Transportation (WisDOT)

State DOT Enhancements Manager:

Rae Casale

Enhancements Manager

Bureau of Program Mgmt./Division of Hwys. 4802 Sheboygan Ave., Room 951/P.O.
Box 7916

Madison, WI 53705

Ph: 608-264-8723

Fax: 608-266-7818

PROGRESS REPORT ON PROGRAM DEVELOPMENT

Enhancements Program is fully established.

PROJECT SELECTION PROCEDURES AND POLICIES

A snapshot of the selection process: *Project proposals are first prioritized by local, state & Federal sponsors. Projects in MPO areas are prioritized by the MPO. The TERC evaluates all projects, as prioritized by MPOs & public sponsors and makes final recommendations to the DOT Secretary.*

Remarks about project selection: *Transportation Enhancements Review Comm. (TERC) consists of reps. from DNR, Dept. of Development, State Hist. Society, WisDOT and three citizens appointed by the DOT Secretary. The minimum project award is \$10,000 and the maximum award is \$500,000.*

State level Advisory Committee(s) created: **Yes**

Advisory Committee(s) include citizens: **Yes**

Who has final approval: **DOT CEO**

Who makes final recommendations: **Mxd AC**

Type of selection criteria: **General w/points**

Project selection cycle: **Annual**

Funds are suballocated to MPOs, RPOs or regions: **No**

Funds are set-aside for a statewide DOT-sponsored program or for projects of "statewide significance:" **No**

Description of state set-aside:

Wisconsin

POLICIES GOVERNING MATCHING FUNDS

How are federal funds matched: **20% State or 20% Min. Local Sponsor**

Comments on matching policy:

AUTHORIZATION AND PROJECT AWARDS SUMMARY

<u>Estimated</u> 6 -Year ISTE A Authorization	<u>Actual</u> FY92-94 ISTE A Authorization	<u>5/1/94</u> FHWA Obligations	<u>%*</u>	<u>As Processed by RTC</u> Project Award Totals	<u>%*</u>
\$46,937,579	\$31,326,907	\$2,464,083	7.9%	Federal \$5,952,240	19.0%
				Match \$2,215,862	27.1%**
				Grand Total \$8,168,102	

* Percentage of FY92-94 Authorization ** Match as a Percentage of the Grand Total

PROJECT FUNDING AWARDS by TEA

<u>Transportation Enhancement Activity (TEA)</u>	<u>No. of Projects</u>	<u>Federal Share</u>
Bicycle/Pedestrian Facilities:	27	\$1,846,346
Scenic/Historic Acquisition:	0	\$0
Scenic/Historic Highways:	2	\$80,000
Landscaping:	12	\$1,538,868
Historic Preservation:	7	\$601,204
Historic Transportation Facilities:	11	\$1,017,568
Rail-Trails--Acquis. & Dev:	2	\$396,604
Billboard Removal:	2	\$332,000
Archaeological Activities:	2	\$139,650
Highway Runoff:	0	\$0
TOTALS:	65	\$5,952,240

Wyoming
Transportation Department (WTD)

State DOT Enhancements Manager:

James Vandell

State Programming Engineer

P.O. Box 1708

Cheyenne, WY 82003-1708

Ph: 307-777-4177

Fax: 307-777-4759

PROGRESS REPORT ON PROGRAM DEVELOPMENT

Enhancements Program is fully established.

PROJECT SELECTION PROCEDURES AND POLICIES

A snapshot of the selection process: *The advisory committee includes representatives of local government, other state agencies, and FHWA.*

Remarks about project selection: *Locally sponsored projects are reviewed and recommended by an inter-agency advisory committee. Projects on the state highway system are reviewed and recommended by WTD staff.*

State level Advisory Committee(s) created: **Yes**

Advisory Committee(s) include citizens: **No**

Who has final approval: **St Comm**

Who makes final recommendations: **DOT/IA AC**

Type of selection criteria: **General w/ points**

Project selection cycle: **Annual**

Funds are suballocated to MPOs, RPOs or regions: **No**

Funds are set-aside for a statewide DOT-sponsored program or for projects of "statewide significance:" **57% State & 43% Local**

Description of state set-aside: *WTD programs the 57% set-aside on projects located on the state highway system.*

Wyoming

POLICIES GOVERNING MATCHING FUNDS

How are federal funds matched: **10% State or 20% Min. Local Sponsor**

Comments on matching policy:

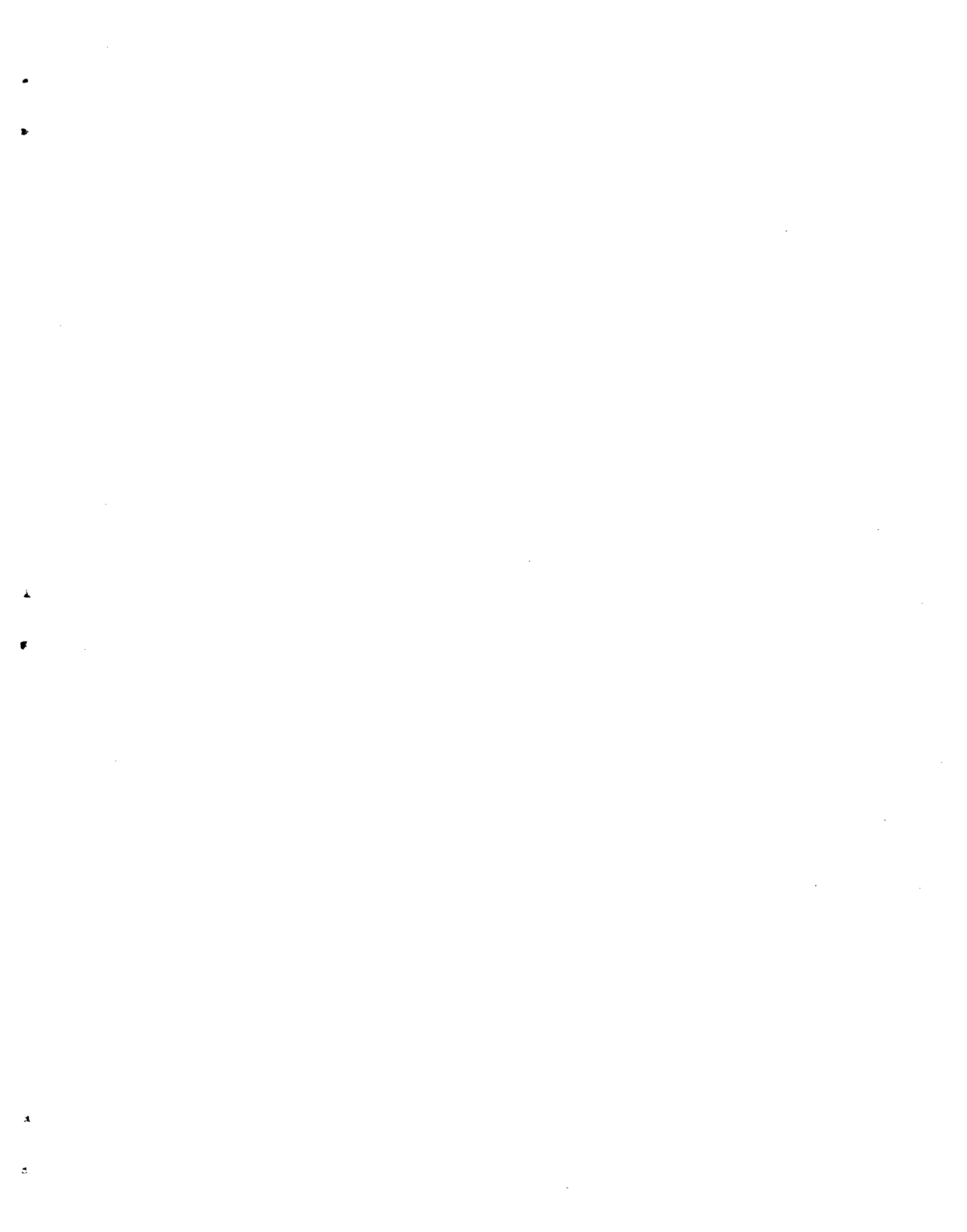
AUTHORIZATION AND PROJECT AWARDS SUMMARY

Estimated 6-Year ISTE Authorization	Actual FY92-94 ISTE Authorization	5/1/94 FHWA Obligations	%*	As Processed by RTC Project Award Totals	%*
\$21,122,073	\$10,843,469	\$168,000	1.5%	\$3,405,714	31.4%
				\$790,787	18.8%**
			Federal Match	\$4,196,501	
			Grand Total		

* Percentage of FY92-94 Authorization ** Match as a Percentage of the Grand Total

PROJECT FUNDING AWARDS by TEA

<u>Transportation Enhancement Activity (TEA)</u>	<u>No. of Projects</u>	<u>Federal Share</u>
Bicycle/Pedestrian Facilities:	8	\$1,958,475
Scenic/Historic Acquisition:	0	\$0
Scenic/Historic Highways:	0	\$0
Landscaping:	7	\$479,834
Historic Preservation:	3	\$537,279
Historic Transportation Facilities:	0	\$0
Rail-Trails--Acquis. & Dev:	2	\$345,626
Billboard Removal:	0	\$0
Archaeological Activities:	1	\$84,500
Highway Runoff:	0	\$0
TOTALS:	21	\$3,405,714





RAILS
- to -
TRAILS

CONSERVANCY

The mission of the Rails-to-Trails Conservancy is to enhance America's communities and countrysides by converting thousands of miles of abandoned rail corridors, and connecting open space, into a nationwide network of public trails.

1400 Sixteenth Street, N.W., Suite 300
Washington, DC 20036
(202) 797-5400
Fax: (202) 797-5411

With Chapter Offices in Florida, Illinois, Michigan, Ohio and Pennsylvania