

CONNECTIONS

THE NATIONAL TRANSPORTATION ENHANCEMENTS CLEARINGHOUSE NEWSLETTER
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National TE Obligation Rate Continues to Climb

The National Transportation Clearinghouse (NTEC) has released its annual spending report, **Transportation Enhancements: Summary of Nationwide Spending as of FY 2001**. This report provides information on how states have spent their allotted Transportation Enhancement (TE) funds from the inception of the TE program and includes cumulative data from fiscal year 1992 (FY92) through FY01.

This year's report shows that during FY01, state Departments of Transportation (DOTs) obligated \$586 million in TE funds, the highest amount ever obligated in a single year. This brings the cumulative (FY92–FY01) national obligation rate up to 69.8 percent from the FY00 obligation rate of 67.9 percent. While the obligation rate has continued to rise during the 10 years of the TE program, it still falls short of the Federal Highway Administration's (FHWA's) stated goal of 75 percent.

Spending Benchmarks

NTEC reports on four distinct spending benchmarks for TE funds: Available, Programmed, Obligated, and Reimbursed. Available funds are those apportioned to each state DOT for the TE program (less transferred amounts). Programmed amounts are those awarded by states at project selection. Obligated funds are those that the Federal government has committed to spend at the time the project is ready to proceed. Reimbursed funds are those that have been paid to the sponsor at the completion of a project. NTEC also reports on funds transferred from the TE program to other Federal-aid program accounts. All of these figures are cumulative from FY92 through FY01.

NTEC calculates Available, Obligated, Reimbursed, and Transferred fund amounts from data derived from FHWA's Fiscal Management Information System (FMIS). NTEC relies on state DOTs to provide Programming figures. Forty-three states were able to provide updated data to NTEC for FY01, and as a result NTEC's database of programmed projects now has 14,909 projects dated through 2001 and an additional 1,775 projects programmed for future years. The report analyzes only programmed projects dated FY92 through FY01.

During the ten years of the TE program, \$5.24 billion in Federal funds have been made available to the states for TE projects. State DOTs have reportedly programmed at least 94 percent of available funds (it is likely that not all programmed amounts have been reported to NTEC). State DOTs have cumulatively obligated 69.8 percent of available funds. The cumulative amount reimbursed was \$2.52 billion or 48.2 percent of the total available. This figure has increased by 3.8 percent from the FY00 figure. Transfers of TE funds to other Federal-aid highway programs totaled \$15.45 million. These figures are summarized in Table 1.

(continued on page 2)



DURING THE TEN YEARS OF THE TE PROGRAM, \$5.24 BILLION IN FEDERAL FUNDS HAVE BEEN MADE AVAILABLE TO THE STATES FOR TE PROJECTS.

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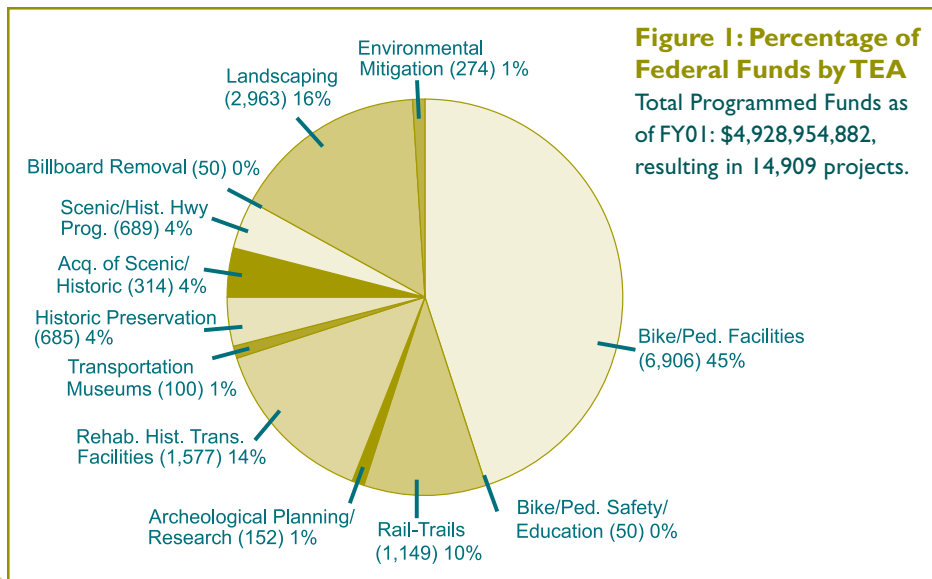
Table 1: Transportation Enhancements Financial Summary

Cumulative Available, Programming, Obligations, Reimbursements & Transfers (as of September 30, 2001)	Amount	% of Available
Available in ISTEA and TEA-21:	\$5.24 Billion	100%
Programmed in ISTEA and TEA-21:	\$4.93 Billion	94.1%
Obligated in ISTEA and TEA-21:	\$3.66 Billion	69.8%
Reimbursed in ISTEA and TEA-21:	\$2.52 Billion	48.2%
Transfers from TE to other highway programs under TEA-21:	\$15.45 Million	0.3%

Obligation rates are used to evaluate the spending status of TE funds. State obligation rates vary widely from a high of 100 percent to 38.6 percent as illustrated in Table 2. These differences result from the varying TE programs in each state. They testify to the differences in approaches, problems, priorities, and solutions to utilizing TE funds. Obligation rates merely provide one perspective on the effectiveness of the system that each state has in place to move projects from vision to reality. Readers are encouraged to contact their state DOTs directly to discuss the status of TE spending in their state.

Distribution of TE Funds

The spending report also analyzes the distribution of Federal funds across the 12 eligible TE categories. The general trends established in previous years hold steady through 2001 as illustrated in Figure 1. More than half



(55 percent) of the Federal programmed funds are for bicycle and pedestrian facilities, combined with rail-trails. Historic preservation and preservation of historic transportation facilities have received 18

percent of TE funds. Landscaping and scenic beautification received the third largest share, 16 percent.

Conclusions

There are many fine examples of TE projects being realized in all states across the nation. There are many more projects still in the planning phases. Lower than optimal obligation rates indicate a need for state DOTs, FHWA divisions, and project sponsors to continue to work toward facilitating the implementation of these projects so that our communities can realize the many benefits that enhancements have to offer.

The full spending report is available on-line at www.enhancements.org or by calling 888-388-NTEC or emailing ntec@transact.org. Contact information for state FHWA and DOT TE staff is also available from any of these sources.

Study Focuses on TE Implementation

FHWA HAS RELEASED THE RESULTS of a study focusing on the implementation of the TE program, **The Transportation Enhancements Program: Status and Recommendations for Improvement.** The study, prepared by Rizzo Associates, Inc., a consultant to FHWA, uses state obligation rates as an indicator of opportunities and concerns with project implementation. The report recognizes that while “the TE program is moving in a generally positive direction” and has been popular at the state and local levels, the cumulative (FY92–FY01) TE obligation rate suggests that there is room for significant improvement. The report acknowledges that there are obstacles to implementing the TE program.

The report concludes that states with higher TE obligation rates tended to also have higher rates of project completion and smaller apportionments of TE funds. It suggests that DOTs in states with smaller apportionments are better equipped to fund smaller TE projects and that individual TE projects have more significance in smaller states. Problems in the project development process are cited as causes of lower obligations including inexperienced and unprepared project sponsors. Delays related to right-of-way issues and environmental compliance are also cited. Many states have recognized these obstacles and have taken the initiative to offer training programs for project sponsors and have added more TE program staff and consultants to assist sponsors.

The findings of the report are based primarily on discussions with state TE coordinators. Based on the findings of the report, the following four recommendations were offered.

- 1) Provide technical guidance on TE program requirements and

(continued on page 8)

Table 2: State TE Program Benchmarks for FY1992–2001

State	AVAILABLE	PROGRAMMED		OBLIGATED			REIMBURSED		
	FY92-01	Total FY92-01	Rate	FY92-01	Rate	Rank	FY92-01	Rate	Rank
Alabama	\$106,129,120	\$94,329,716	88.9%	\$79,278,316	74.7%	26	\$49,238,773	46.4%	31
Alaska	\$94,867,560	\$61,054,647	64.4%	\$94,867,559	100.0%	2	\$81,584,986	86.0%	1
Arizona	\$85,509,467	\$96,586,329	113.0%	\$47,663,892	55.7%	43	\$35,435,106	41.4%	42
Arkansas	\$69,348,322	\$59,376,189	85.6%	\$50,572,668	72.9%	27	\$32,791,900	47.3%	30
California	\$447,288,234	\$717,872,000	160.5%	\$321,868,779	72.0%	29	\$176,760,615	39.5%	43
Colorado	\$73,933,640	\$60,054,805	81.2%	\$55,918,358	75.6%	25	\$43,958,224	59.5%	15
Connecticut	\$90,039,788	\$98,528,330	109.4%	\$78,883,841	87.6%	8	\$63,096,344	70.1%	6
Delaware	\$29,149,738	\$27,296,607	93.6%	\$19,837,461	68.1%	33	\$17,346,869	59.5%	14
Dist. of Columbia	\$23,402,174	\$24,012,566	102.6%	\$21,069,373	90.0%	5	\$15,220,727	65.0%	11
Florida	\$267,388,309	\$234,792,216	87.8%	\$239,223,542	89.5%	6	\$195,314,892	73.0%	5
Georgia	\$181,882,254	\$184,488,216	101.4%	\$138,556,081	76.2%	23	\$77,378,777	42.5%	41
Hawaii	\$51,159,578	\$35,186,841	68.8%	\$38,903,336	76.0%	24	\$28,011,214	54.8%	22
Idaho	\$43,971,007	\$26,065,431	59.3%	\$27,317,854	62.1%	37	\$19,193,970	43.7%	23
Illinois	\$210,051,341	\$240,119,452	114.3%	\$143,399,234	68.3%	32	\$116,565,269	55.5%	19
Indiana	\$136,436,188	\$132,907,158	97.4%	\$104,620,654	76.7%	21	\$79,345,783	58.2%	17
Iowa	\$73,289,152	\$66,763,543	91.1%	\$43,296,612	59.1%	40	\$31,552,835	43.1%	38
Kansas	\$68,322,485	\$53,943,478	79.0%	\$55,190,547	80.8%	16	\$38,491,451	56.3%	18
Kentucky	\$90,374,058	\$81,632,285	90.3%	\$76,589,094	84.7%	9	\$41,811,344	46.3%	32
Louisiana	\$77,711,438	\$62,281,319	80.1%	\$34,130,195	43.9%	51	\$23,543,270	30.3%	48
Maine	\$30,541,905	\$32,023,944	104.9%	\$20,503,168	67.1%	35	\$16,561,931	54.2%	24
Maryland	\$78,212,967	\$91,357,842	116.8%	\$59,812,201	76.5%	22	\$33,488,981	42.8%	39
Massachusetts	\$97,502,103	\$76,602,816	78.6%	\$37,643,478	38.6%	52	\$18,670,999	19.1%	52
Michigan	\$158,212,064	\$138,459,072	87.5%	\$98,031,926	62.0%	38	\$59,381,225	37.5%	45
Minnesota*	\$100,065,052	\$63,949,453	63.9%	\$100,061,775	100.0%	3	\$78,285,517	78.2%	3
Mississippi	\$66,014,753	\$69,436,187	105.2%	\$43,182,120	65.4%	36	\$30,187,184	45.7%	33
Missouri	\$104,903,804	\$109,886,266	104.7%	\$54,920,067	52.4%	47	\$35,985,042	34.3%	46
Montana	\$51,693,083	\$43,848,989	84.8%	\$41,820,489	80.9%	15	\$28,479,663	55.1%	20
Nebraska	\$52,097,098	\$40,090,399	77.0%	\$36,848,998	70.7%	30	\$22,581,847	43.3%	37
Nevada	\$42,172,674	\$39,949,891	94.7%	\$26,117,056	61.9%	39	\$23,131,501	54.8%	21
New Hampshire	\$30,472,786	\$28,218,255	92.6%	\$24,244,217	79.6%	17	\$17,819,697	58.5%	16
New Jersey	\$109,480,945	\$99,015,422	90.4%	\$86,201,723	78.7%	18	\$59,894,693	54.7%	23
New Mexico	\$61,423,249	\$74,017,800	120.5%	\$51,404,339	83.7%	11	\$40,683,125	66.2%	10
New York	\$216,130,795	\$180,455,702	83.5%	\$180,143,628	83.3%	13	\$98,149,577	45.4%	34
North Carolina	\$152,132,223	\$137,026,983	90.1%	\$116,948,672	76.9%	20	\$77,640,921	51.0%	27
North Dakota	\$41,371,917	\$27,358,953	66.1%	\$32,290,367	78.0%	19	\$28,412,679	68.7%	7
Ohio	\$175,745,938	\$113,448,173	64.6%	\$120,554,937	68.6%	31	\$104,922,472	59.7%	13
Oklahoma	\$88,138,181	\$70,294,839	79.8%	\$72,108,307	81.8%	14	\$42,494,650	48.2%	29
Oregon	\$62,141,804	\$32,130,915	51.7%	\$36,206,722	58.3%	41	\$30,866,300	49.7%	28
Pennsylvania	\$138,376,639	\$151,918,234	109.8%	\$73,356,212	53.0%	46	\$38,420,861	27.8%	50
Puerto Rico	\$15,520,839	\$15,507,118	99.9%	\$15,520,839	100.0%	1	\$11,951,937	77.0%	4
Rhode Island	\$27,133,782	\$16,819,475	62.0%	\$15,610,436	57.5%	42	\$11,614,765	42.8%	40
South Carolina	\$88,563,318	\$37,107,199	41.9%	\$59,492,547	67.2%	34	\$34,178,272	38.6%	44
South Dakota	\$43,761,169	\$27,033,107	61.8%	\$23,524,196	53.8%	45	\$22,997,938	52.6%	25
Tennessee	\$110,236,686	\$91,642,391	83.1%	\$59,941,563	54.4%	44	\$48,148,782	43.7%	25
Texas	\$409,240,274	\$330,983,958	80.9%	\$197,537,071	48.3%	49	\$123,869,414	30.3%	49
Utah	\$40,027,767	\$28,861,554	72.1%	\$29,030,889	72.5%	28	\$25,386,242	63.4%	12
Vermont	\$26,732,559	\$34,401,913	128.7%	\$23,863,911	89.3%	7	\$17,891,328	66.9%	9
Virginia	\$114,797,048	\$115,949,665	101.0%	\$55,613,699	48.4%	48	\$37,125,541	32.3%	47
Washington*	\$82,851,135	\$87,199,338	102.0%	\$69,257,180	83.6%	12	\$55,495,664	67.0%	8
West Virginia	\$41,772,826	\$41,713,729	99.9%	\$35,212,973	84.3%	10	\$21,375,348	51.2%	26
Wisconsin	\$126,353,711	\$91,018,739	72.0%	\$55,755,947	44.1%	50	\$32,298,717	25.6%	51
Wyoming	\$34,065,731	\$33,935,433	99.6%	\$34,008,807	99.8%	4	\$29,133,800	85.5%	2
Totals:	\$5,238,140,678	\$4,928,954,882	94.1%	\$3,657,957,858	69.8%		\$2,524,168,962	48.2%	

* Minnesota and Washington figures have been adjusted for STP pilot. All figures represent cumulative totals FY 1992-FY 2001.

New TE Questions & Answers

FHWA recently added four Q & A's to their *Frequently Asked Questions & Answers for Transportation Enhancements Activities* page to their TE Web site, www.fhwa.dot.gov/environment/te_qa.htm.

Q. Can TE funds be used for reconstruction, refurbishing, or rehabilitating existing transportation museums that are dedicated solely for a transportation purpose?

A. Establishment of transportation museums is interpreted to mean funding of capital improvements. Capital improvements include the reconstruction, refurbishing, or rehabilitation of an existing museum that is clearly for a transportation purpose and meets all the criteria of a transportation museum. (See page 16-17 “Establishment of the Transportation Museums” of the Federal Transportation Enhancement Guidance.) Rehabilitation of an existing transportation museum would include upgrading the structure to meet state and/or local codes (i.e., fire sprinkler system or ADA ramps).

Establishment of a transportation museum is also interpreted to apply to the re-establishment of a closed transportation museum, where it no longer exists. Such a museum must also meet the minimum criteria, which defines a transportation museum as noted in the Federal TE Guidance. (For example, where a transportation museum has gone out of business, but the structure still exist.)

TE funds are not to be used for operations or maintenance of the facility. Where there is an uncertainty regarding whether or not a proposed action is considered an operation and/or maintenance activity, the determination should be cooperatively addressed by the State DOT and FHWA Division Offices.

Q. In order to meet the definition of a transportation museum, is it required that the whole museum or a certain percentage of space in the museum be dedicated solely to transportation?

A. Transportation museums may be defined as a complete structure or entity unto itself, or a wing attached to another facility that is dedicated to transportation. If the application for TE funds is for a wing dedicated to transportation, TE funds can be for establishing a portion of the facility as a transportation museum.

The explanation on page 16 of the federal TE guidance identifies 7 characteristics of a transportation museum. These are also characteristics that represent any museum. As long as a segment is added solely for transportation purposes, and meets the minimum requirements for a museum it can be considered a transportation museum under the

TE definition in the guidance. There is no restriction in the federal TE guidance or legislation that requires transportation artifacts or designated areas to occupy greater than 50% of the total area of the museum (or any stated percentage) in order for it to be determined to be a transportation museum. Should a State decide to add such a restriction, it must be made clear that this restriction is not a federal requirement.

Artifacts scattered about a facility, that are not concentrated in a given area of the facility, and where such a facility is dedicated to a non-transportation purpose, then TE funds should not be used to support such artifacts because no transportation museum has been established.

Q. Can TE funds be used for reconstruction, refurbishing, or rehabilitating existing facilities for pedestrians and bicycles (category 1) that are dedicated solely for a transportation purpose?

A. TE funds can be used to reconstruct, refurbish, or rehabilitate an existing pedestrian/bicycle facility. This would include upgrading the structure to meet Federal, State and/or local responsibilities for compliance with ADA requirements (such as ramps, and/or other necessary design features.) This does not include maintenance and operation activities.

TE funds are not to be used for operations or maintenance of the facility. Where there is an uncertainty regarding whether or not a proposed action is considered an operation and/or maintenance activity, the determination should be cooperatively addressed by the State DOT and FHWA Division Office.

Q. Can States sub-allocate their Surface Transportation Program (STP) transportation enhancement (TE) funds to the MPOs? Is this action contrary to the prohibition of sub-allocation in the planning regulations?

A. STP TE funds may be sub-allocated to MPOs. Neither the TE Guidance nor the planning regulations prohibit the sub-allocation of transportation enhancement funds by the State. What is prohibited is the further sub-allocation of STP funds allocated to urbanized areas of 200,000 or more population (23 CFR 450.324(1)).

FOR MORE INFORMATION ON THESE Q & A'S please visit NTEC at www.enhancements.org, your FHWA Division Office TE contact, or the FHWA Washington Office Program Manager. Your State TE Coordinator can provide you with state specific information; their contact information can be found on the NTEC Web site or by contacting NTEC at ntec@transact.org or 1-888-388-NTEC.

TE IN THE NEWS

NTEC recently added an on-line *TE in the News* feature to our Web site www.enhancements.org. This site contains active links to Transportation Enhancements news articles from across the country. If you have a project that has received TE funding, send us the news clipping via email at ntec@transact.org or fax it to 202-466-3742. We look forward to reading about your TE project in the news!

Little Rock, Arkansas

A \$300,000 TE award recently financed the straightening and widening of a bicycle and pedestrian path between the Rebsamen Golf Course and Murray Lock and Dam. The enhanced trail allows bicyclists and joggers to travel without crossing several intersections. This project is part of the Millennium Trail project that will one day connect 14-miles of trails along the Arkansas River in Little Rock and North Little Rock. [The Arkansas Democrat-Gazette, 1/3/02]

Rockmart, Georgia

A dedication and grand opening celebration was held for the 38-mile Rockmart Riverwalk, a segment of the Silver Comet Rail Trail. TE funds were used to refurbish an existing pedestrian bridge and construct a new 80-foot breakaway bridge near the Rockmart Library. Phase II of the 57-mile trail also received TE funding; it will go to construction later this year. [The Rockmart Journal, 4/24/02]

Cranberry, Pennsylvania

Five traffic islands along Route 228 were planted with day lilies, St. John's wort, flowering crabapples, callery pear, and hawthorns. TE funds totaling \$170,000 purchased the gold, pink, orange, and yellow flowering plants specially selected for their ability to withstand drought and the wintertime salting of roadways. The Gateway Beautification Project helps to maintain an ecological balance between the natural and built environments. [Pittsburgh Post-Gazette, 9/12/01]

Bigfork, Montana

TE funds are being used to construct a 1.5-mile bicycle and pedestrian trail along Swan River Road linking a school with a residential area; children will use the path in the absence of a school bus system. TE funds will also be applied towards Phase II of the trail connecting it to the Swan River nature trail. Phase one will be finished in time for the fall school year. [Bigfork Eagle, 3/28/02]

Fairbury, Nebraska

The Rock Island Depot Museum is opening ahead of schedule thanks to the support of several grants, a revenue bond, and a \$371,000 TE award. TE funds covered the cost of interior painting, refinishing the wood floors, adding central heating and air conditioning, as well as the installation of an ADA approved elevator to the second floor. The museum also contains exhibits depicting former depot employees and historical records. The depot museum will offer special lectures and classes throughout the year. [Beatrice Daily Sun, 4/2/02]

Wahoo, Nebraska

The exterior restoration of the 1886 Burlington railroad depot will be completed this summer thanks to \$82,125 in TE funding. The red-painted, green trimmed, National Registered depot will have new siding, paint, and wiring. There are also plans to restore two loading docks and an interior sliding baggage door. [Omaha World-Herald, 2/19/02]

September 2002

PROBIKE/PROWALK 2002: The 12th International Conference on Bicycling and Walking, sponsored by the National Center for Bicycling and Walking.
September 3-6, 2002
St. Paul, Minnesota
Web site: www.bikewalk.org

October 2002

NATIONAL WALK TO SCHOOL DAY
October 2, 2002
Nationwide
Email: walk@claire.hsrc.unc.edu
Web site: www.walktoschool-usa.org

NATIONAL PRESERVATION
CONFERENCE 2002,
Sponsored by the National Trust for Historic
Preservation.
October 8-13, 2002
Cleveland, Ohio
Web site: www.nthpconference.org

NATIONAL LAND TRUST RALLY 2002,
Sponsored by the Land Trust Alliance.
October 26-29, 2002
Austin, Texas
Telephone: 202-638-4725
Email: lta@lta.org
Web site: www.lta.org/training/rally.htm

SAVE THE DATE!
CONFERENCE CALENDAR

REPRESENTATIVES OF THE U.S. DEPARTMENT OF TRANSPORTATION (USDOT) have appeared before the U.S. Senate and U.S. House of Representatives in recent months as the Congress moves toward the reauthorization of the nation's surface transportation program. The USDOT has focused on five principal areas in which TEA-21 has strengthened the nation's transportation system: funding levels and program equity; safety; mobility and system upgrading; new technologies; and quality of life. The Transportation Enhancements program has been highlighted as a "quality of life" program.

The USDOT is expected to draft its proposal for reauthorization by this summer. Proposals are due to the Office of Management and Budget in September 2002 and to Congress in January 2003. Ten task forces have been assigned to developing themes. It is expected that listening sessions will be held in conjunction with existing meetings.

Senate Continues Hearings on Reauthorization

The second in the series of 11 proposed hearings on the reauthorization was held by the U.S. Senate Committee on Environment and Public Works Subcommittee on Transportation, Infrastructure, and Nuclear Safety on February 11, 2002. The focus of this hearing was the Fiscal Year 2003 (FY03) Budget and the Highway Trust Fund. In his opening statement Senator Jeffords (I-VT), Committee Chair, referred to the subcommittee as the "think tank" for reauthorization in upcoming months. He emphasized the importance of the hearing stating that "resources will be the heart of the matter as we craft the Committee's reauthorization proposals." Several members of the Subcommittee expressed their opposition to President Bush's proposed 27 percent decrease in highway funding for FY03.

Among those who testified before the Subcommittee was Mary Peters, Administrator of the Federal Highway Administration. Administrator Peters spoke in support of the President's FY03 budget proposal and discussed the status of the Highway Trust Fund. She explained that the downward adjustment in funding levels for FY03 was calculated based on the latest Highway Trust Fund revenue figures and was based in law. Four FHWA budget priority areas were detailed (safety; mobility; environmental stewardship and streamlining; and oversight) with Transportation Enhancements being an important component of environmental stewardship and streamlining.

The third in the series of reauthorization hearings before the Environment and Public Works Committee on March 19, 2002 focused on mobility, congestion, and intermodalism. The intent of the hearing was to provide context for reauthorization by looking at trends in travel and congestion and forecasting future trends. Alan Pisarski, chairman of the Transportation Research Board Committee on National Transportation Data Requirements and Programs, and Dr.

Timothy Lomax, research engineer at the Texas Transportation Institute at Texas A&M University provided future congestion forecasts.

In addition to the scheduled hearings the Senate Environment and Public Works Committee held a forum on March 15, 2002 focusing on transportation research needs in the reauthorization. The forum featured panelists from the government, private sector, and academia. While the discussion was dominated by highway maintenance and operations research, Scott Bernstein, representing the Surface Transportation Policy Project, stressed the need for quality and transparency in data reporting, especially related to state expenditures of federal funds.

Hearings in the House

The U.S. House of Representatives Subcommittee on Highways and Transit Committee on Transportation and Infrastructure held its opening hearing on the reauthorization of TEA-21 on February 7, 2002 with statements from the USDOT's four modal administrators.

Among those providing testimony was Mary Peters, FHWA, who stated that "the National Scenic Byways program and the Transportation Enhancements program have helped states and communities improve the environment."

The Subcommittee met again on February 28, 2002 for its second hearing on reauthorization focusing on the perspectives of governors and local officials. The TE program continued to be highlighted as one of the TEA-21 success stories. Among those providing testimony was Kenneth Barr, Mayor of Fort Worth, Texas on behalf of the U.S. Conference of Mayors. He discussed the importance of local government involvement and non-motor-

ized transportation projects. Mayor Barr stated, "the successful Transportation Enhancements program has created new bicycle facilities and has promoted community-based transportation initiatives." Sandy Greyson,

(continued on page 7)

"The next transportation bill should continue to support a multi-modal approach to building transportation by continuing to encourage flexibility in the use of federal funds and by maintaining the Transportation Enhancements Program."

—ELIZABETH STUTTS, FLORIDA DOT, IN WRITTEN TESTIMONY TO THE SENATE ENVIRONMENT AND PUBLIC WORKS COMMITTEE, MARCH 19, 2002

Dallas City Councilmember, and representative of the National League of Cities expressed continued support of the Transportation Enhancements program. She described the Katy Trail in Dallas, a five-mile, multi-modal urban trail that utilizes an abandoned rail line, as a TE project “that Dallas is particularly excited about.”

The House has not released an official schedule, but it is anticipated that the subcommittee will introduce reauthorization legislation in Feb 2003. The legislation would then go to the full committee before going to the full House sometime after Memorial Day 2003.

Transcripts of Congressional testimonies are available on-line at www.senate.gov and www.house.gov.

USER FEE CLARIFICATION

The FHWA, Office of Chief Counsel, recently released the findings of a review of user fees on bicycle trails developed with Federal-aid highway funds. The review was intended to further clarify Question 18 of FHWA’s *Frequently Asked Questions & Answers for Transportation Enhancements*.

The findings of the review of governing legislation (Title 23, United States Code) indicate that a State may charge a user fee or toll on a bicycle/pedestrian facility built with Federal-aid highway funds unless the facility is constructed on the right-of-way of a Federal-aid highway. This conclusion was based on the statutory definition of “highway.” Section 301 of Title 23, United States Code, provides that “all highways constructed” with Federal-aid funds “shall be free from tolls of all kinds.” As a result of this definition, bicycle and pedestrian pathways on the right-of-way of a federally aided highway are subject to the same constraints on user fees and tolls that apply to the highway.

NEW RESOURCES



GETTING TO SMART GROWTH: 100 POLICIES FOR IMPLEMENTATION is a new publication from the Smart Growth Network and the International City/County Management Association. The policy guide is a ‘roadmap’ for communities and states that have recognized the need for smarter growth but

are uncertain on how to achieve it. The free publication offers practice tips and case studies of communities that have achieved multiple smart growth objectives. Request your copy by emailing smith.juanita@epa.gov or faxing 202-260-0174. You can also view the publication on-line at www.smartgrowth.org.

CONTEXT SENSITIVE SOLUTIONS (CSS) is a new Web site on context sensitive design from The Project for Public Spaces. Transportation professionals and local communities should visit www.pps.org/CSS/cssonline.htm to learn how to “look beyond the pavement to the role streets and roads play in enhancing communities and natural environments.” CSS offers publications, links to related transportation agencies, and workshops.

THE BICYCLE SAFETY EDUCATION RESOURCE CENTER is a new project of FHWA’s Safety Core Business Unit hosted at www.bicyclinginfo.org/ee/fhwa.html. The Resource Center offers a *Good Practices Guide* to assist you through the process of developing your own bicycle safety program. The *Database Guide* and training materials *Database* suggests materials and methods for teaching bicycle safety to everyone from preschoolers to senior citizens and motorists.



THE ECONOMIC IMPACT OF STATION REVITALIZATION is a new study by the Great American Station Foundation demonstrating the economic benefits of restoring historic train stations into multi-modal transportation centers. The report shows that communities with intercity rail, bus, transit, and mixed-use development often experience increased employment rates, household incomes and property values. Also included, a step-by-step guide that communities can use to measure the economic impacts of their potential station projects. The report can be found at www.stationfoundation.org.

PEDESTRIAN FACILITIES USERS GUIDE: PROVIDING SAFETY AND MOBILITY is a new FHWA publication for engineers, planners, safety professionals, and citizen groups to help identify tools for creating pedestrian friendly communities. The guide investigates the causes of pedestrian injuries and ways to prevent them, engineering improvements and guidelines for installation, as well as case studies from cities that have been able to calm traffic, reduce speeds through neighborhoods, revitalize downtown districts and increase safety for children in school zones. The publication can be downloaded at www.walkinginfo.org.



THE TRANSPORTATION DECODER SERIES, produced by the Surface Transportation Policy Project, is a new series of research and education briefs on transportation and TEA-21 reauthorization issues. The first paper, *TEA-21 and RABA* can be downloaded at www.transact.org.

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1100 SEVENTEENTH STREET, NW, 10TH FLOOR
WASHINGTON, DC 20036

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WEB SITE: WWW.ENHANCEMENTS.ORG

WEB RESOURCES

SURFACE TRANSPORTATION POLICY PROJECT (STTP) has launched a new site to keep users current on reauthorization events, visit: www.tea3.org.

RAILS-TO-TRAILS CONSERVANCY recently launched a new and improved Web site. The site is for trail advocates, builders, and users. Visit www.railtrails.org to learn how rail-trails benefit communities, up-coming trail conferences, and where to find rail-trails in your state.

CALL FOR PROJECTS!

NTEC is in the process of updating the publication "A Guide to Transportation Enhancements" and is looking for projects to highlight, especially those with demonstrated social and economic benefits and those that have acted as catalysts for other development in their communities. Check out the Web site for more information. Deadline for submission is July 12, 2002.

Investigation Focuses on...

(continued from page 2)

best practices for sponsors having little or no experience with Federal aid programs. The guide should pay particular attention to right-of-way acquisition, environmental review, historic preservation, and project design.

2) Facilitate greater flexibility in TE project development through guidance on NEPA and categorical exclusions for TE projects. The guidance should be provided to all state TE coordinators and included in all FHWA guidance and publications on the TE program.

3) Enable states to provide enhanced implementation support to project sponsors through internal staff resources or the use of consultants.

4) Remove the TE program from the 90 percent obligation limitation placed on Surface Transportation Program (STP) funds, from which TE is derived. This would increase the state's ability to obligate and complete TE projects.

To review the full report contact ntec@transact.org.

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Editor: Elizabeth Parr

Contributing Writers: Elizabeth Parr, Bethaney Bacher

Graphic Designer: Barbara Richey

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