

Georgia DOT's Transportation Enhancement Program



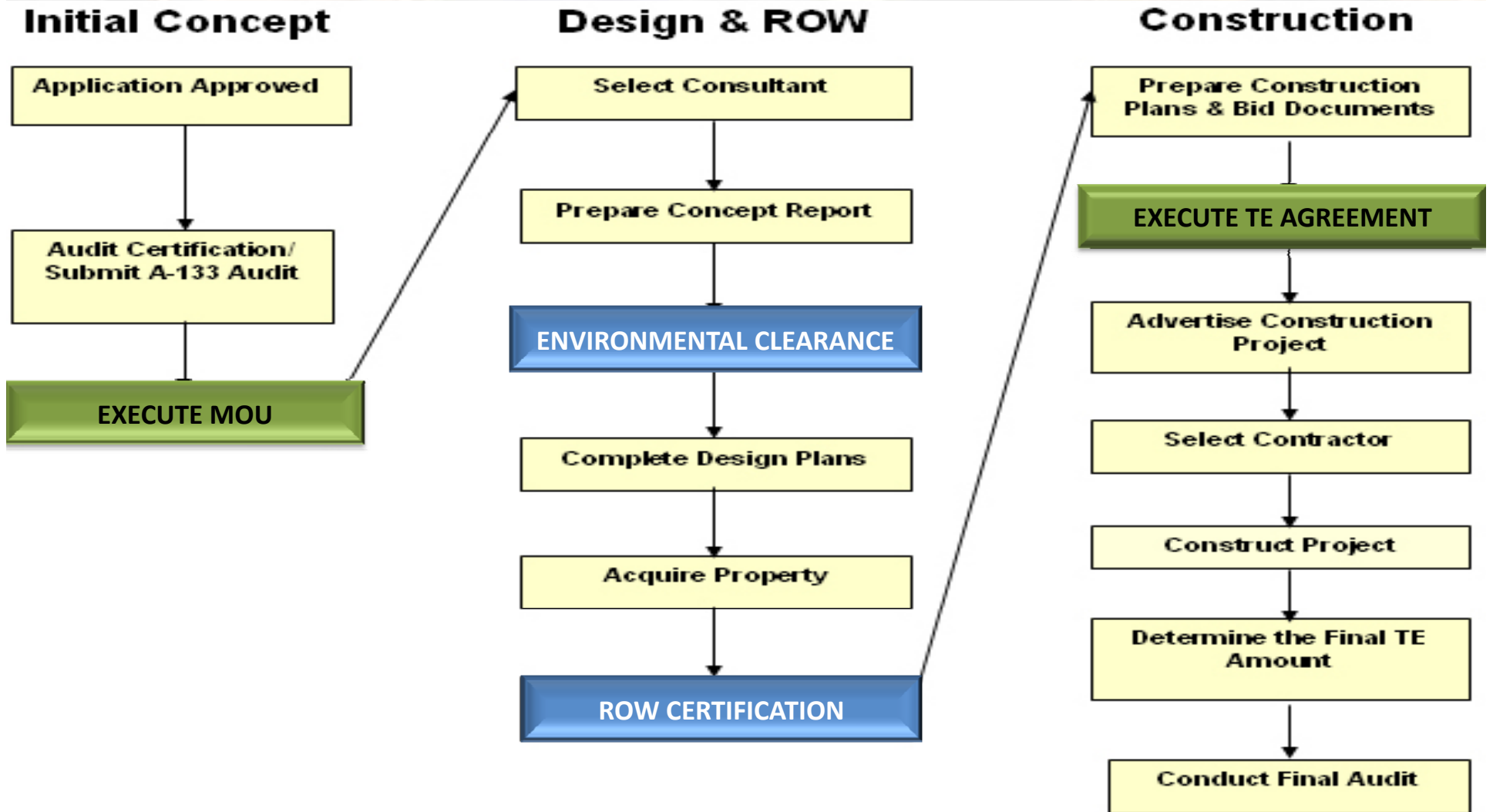
Agenda

- Overview of the Transportation Enhancement (TE) Program
- Funding
- Past Performance of the TE Program
- Current Status of the TE Program
- Future of our TE Program

Overview

- Created by Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)
- Focuses on non-capacity projects that meet 12 eligible activities.
- Public agencies (local and state), Public Colleges and Universities may apply for funds
- Some of the most popular categories of TE projects are:
 - Bicycle and Pedestrian facilities
 - Streetscapes
 - Historic Preservation
- There are currently 586 open projects in the TE Program
 - Approximately 350 are active
 - Remaining are either inactive or completed but not closed

Overview



Overview

- Historically, a Call for Applications for TE funds occurred every 2 years
- Application are first reviewed for eligibility
- Eligible projects are then ranked high, medium or low by TE Advisory Panel
- Ranked projects are given to each Board member for final selections and award determinations for their Congressional District
- Following official award notification, the Sponsor attends the mandatory TE Project Manager Workshop
- An MOU detailing the requirements of the program is executed
 - The MOU is not a commitment of funds, but is an agreement detailing the requirements necessary to assure a project is eligible for funds
- Project requirements include:
 - Project must be ready to bid within 2 years of Notice to Proceed
 - A 20% match should be available at the time of project selection
 - The Sponsors acknowledges that this is a reimbursement program
- Once the MOU is executed, a Notice to Proceed (NTP) is issued to the sponsor.

Overview

- A TE Construction Agreement is issued once all Federal R/W and Environmental requirements are met
- Once funding is verified and authorized, the TE Construction Agreement is executed and Sponsor is given Authorization to Advertise for Construction
- Bids and selection package are reviewed and the Sponsor is give a NTP to award the project
- Department provides cursory oversight during the Construction phase of the project however sponsor is responsible for proper construction and maintenance of the project

Funding

- **Obligation Authority (Limitation):** A restriction, or “ceiling” on the amount of Federal assistance that may be promised (obligated) during a year. This is a statutory budgetary control that does not affect the apportionment or allocation of funds. Rather it controls the rate at which these funds may be used.
- **Apportionment:** The distribution of funds as prescribed by a statutory formula
 - For transportation enhancement activities, 10 percent of the funds apportioned to a State under section 104(b)(3) (*surface transportation program*) for a fiscal year shall only be available for transportation enhancement activities

Source: Financing Federal – Aid Highways. Publication No. FHWA-PL-07-017 March 2007

Funding

State	FY 2005 Apportionment	FY 2006 Apportionment	FY 2007 Apportionment	FY 2008 Apportionment	FY 2009 Apportionment
Georgia	33,603,915	33,603,915	33,603,915	33,603,915	33,603,915

ISTEA 1992-1997 Apportionment	TEA-21 FY 1998-2004 Apportionment	SAFETEA-LU FY 2005-2009 Apportionment	Total FY 1992-2009 Apportionment
82,891,619	188,685,603	168,019,575	439,596,797

**This is NOT ADDITIONAL FUNDING but is included in our
Obligation Authority limitations**

United States Department of Transportation - Federal Highway Administration: Transportation Enhancement Activities Apportionments for FY 1992-2009

Funding

- States have flexibility in how they distribute their OA among the transportation programs
 - they may obligate more or less than the apportionment.
 - the obligation can not be more than the accumulated apportionments
- During STIP development, a determination is made regarding how much of the Department's OA will be assigned to each program including TE
- If there is an accumulated balance of unobligated TE apportionment, it is not erased. It sits on the books and is available the next year.
- Whenever the apportionment is spent, it will always go toward that years OA

Funding

- So what happens to the available TE Apportionment if it's not all spent?
 - It can be transferred to other specified programs
 - The maximum amount a State may transfer for a fiscal year may not exceed 25% of the amount of the set-aside
 - OFM monitors funding levels and always use the oldest money first to make sure we are not close to lapsing money
 - If the program is continued from one Transportation Bill to the next the older money will not lapse

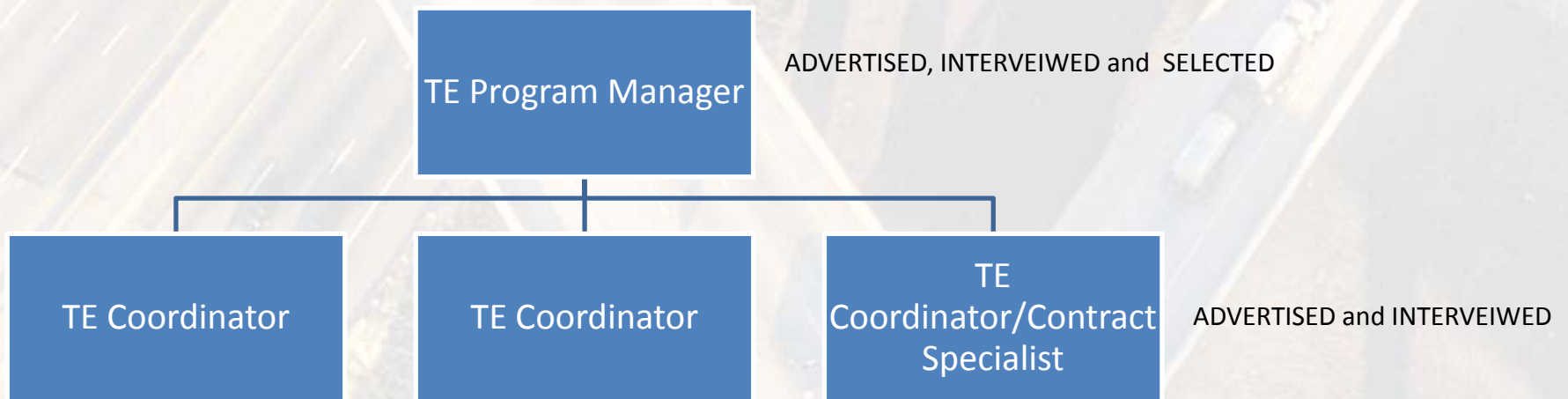
Past Performance of TE

TE CALL	PROGRAMMED PROJECTS (# OF PROJECT / \$ VALUE)	CONSTRUCTION COMPLETE (# OF PROJECT / \$ VALUE)	AUTHORIZED PROJECTS (# OF PROJECT / \$ VALUE)	REMAINING PROJECTS (# OF PROJECTS/\$ VALUE
1999 CALL	128 / \$52.4 MIL	99 / \$39.1 MIL	26 / \$10.8 MIL	3 / 2.5 MIL
2001 CALL	119 / \$48.3 MIL	84 / \$33 MIL	26 / \$9.5 MIL	9 / 5.8 MIL
2003 CALL	127 / \$55.3 MIL	14 / \$4.2 MIL	73 / \$30.5 MIL	40 / \$20.7 MIL
2005 CALL	141 / \$56.5 MIL	1 / \$145 K	36 / \$13.2 MIL	104 / \$43.5 MIL
2007 CALL	158 / \$53.9 MIL	NONE	NONE	158 / \$53.9 MIL

The Planning Staff is currently reviewing inactive projects to recommend the deletion of projects from the program for the Board's consideration and approval.

Current Status of the TE Program

- The TE program has transitioned from outsourcing Project Management to performing these task in-house
- The Districts have assisted in this transition and are doing an outstanding job
- Additional staff has been assigned to the program to assure the TE Program is adequately staffed



Future of the TE Program

- In the process of assessing of the current projects in the program
- **Recommendations will be made to the Board for deletion of inactive and stagnant TE projects**
- It is recommended that the 2009 call for projects will be postponed due to the following :
 - There are currently 586 open TE projects of which approximately 350 are active. Delaying the call will allow more of the active project to make it through the pipeline and allow the inactive projects to be addressed
 - Due to delays associated with announcing the selections from the 2007 call, many of the selected projects are in very preliminary stages

• QUESTIONS?

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