

July 18, 2012

1. Assumptions used in determining the amount of available federal funds (30 minutes) – WSDOT Staff
 - a. June federal forecast
 - i. Baseline
 - ii. Alternative
 - b. Early September forecast
 - i. Consolidated programs
 - ii. Level of funding
 - iii. Split of funds
 - iv. Eligibility issues
 1. May need to change federal programs on projects
 2. Depending on how the STP program is split, we may need to un-program some projects
 - v. Performance requirements
 1. Impacts to preservation program
 - a. Bridge
 - b. Roadway
 2. Penalties
 - vi. Other issues with new structure
 1. Delivery improvements
 2. Funding for required data collected
 - c. New approach to program funds
 - i. Not using COAX
 - ii. Approach
 1. “Fixed costs” – GARVEE debt,
 2. Work in progress
 3. Federal fiscal year - new starts
 4. Cash flow obligation
2. Building the federal program (90 minutes) – WSDOT Staff
 - a. How projects are selected
 - i. Timeline
 - ii. Prioritization system
 - iii. Investment level assumption
 1. State
 2. Federal
3. Fund types for selected projects
 - a. Transition to new act
 - i. Flexibility to prevent lapsing funds
 - ii. Reflected in the project list
 - b. Most restrictive programs
 - i. May not be as important now that there are fewer programs
4. Funds management practices
 - a. Assumed transfer
 - b. Cash flow obligation
 - c. Displaying federal fund types
 - d. Appropriated vs. non-appropriated

5. Discretionary grants and loans
 - a. No new discretionary grant opportunities
 - b. Projects of National and Regional Significance
 - c. Innovative financing
 - i. GARVEE
 1. June GARVEE sale
 2. May 2013 GARVEE sale
 - ii. TIFIA
 1. Program expansion
 2. Possible projects
 - iii. Legislatures role in determining innovative financing