
Federal Funding

Table of Contents

Federal Funding.....	131
Federal Funding – Introduction	133
State Revenue from Federal Programs	134
The Federal Funding Authorization	136
SAFETEA-LU & CONTINUING RESOLUTION N4510.723.....	136
Federal Transportation User Fees.....	138
Federal Highway Trust Fund Revenue.....	139
Federal Transportation Programs – Aviation	140
Airport Planning Grants	141
Federal Transportation Programs – Highways	142
Alternative Transportation in Parks and Public Lands	143
Bridge Replacement and Rehabilitation	144
Congestion Mitigation Air Quality Improvement Program	145
Coordinated Border Infrastructure Program.....	146
Emergency Relief Program	147
Equity Bonus Program	148
Federal Lands Highways Program	149
Ferry Boat and Terminal Facilities Program	150
High Priority Projects	151
Highway Safety Improvement Program	152
Highways for Life Pilot Program	153
Interstate Highway System – Interstate Maintenance Discretionary.....	154
Interstate Highway System – Interstate Maintenance	155
Metropolitan Planning Program	156
National Corridor Infrastructure Improvement Program.....	157
National Highway System.....	158
National Historic Covered Bridge Preservation Program	160
National Scenic Byways Program.....	161
New Freedom Program	162
Recreational Trails Program.....	163
Safe Routes to Schools Program	164
Small Starts Program.....	165
Surface Transportation Program.....	166
Transportation, Community, and System Preservation Program	168
Transportation Improvements	169
Truck Parking Facilities Program.....	170
Work Zone Safety Grants.....	171
Federal Transportation Programs –Traffic Safety	172
Motor Carrier Safety Assistance Program (MCSAP).....	173
State and Community Highway Safety Grants (Section 402)	174
Alcohol-Impaired Driving Countermeasures Incentive Grants (Section 410)	175
Occupant Protection Incentive Grants (Section 405)	176
Safety Incentive Grants for Use of Seat Belts (Section 406).....	177
State Highway Safety Data Improvements Incentive Grants (Section 408).....	178
Federal Transportation Programs – Transit.....	179

Alternatives Analysis Program.....	180
Capital Grants (Section 5309)	181
Formula Capital and Operating Grants (Section 5307)	183
Grants for Transportation to Meet Special Needs of Elderly and Persons with Disabilities (Section 5310)	184
Non-Urbanized Area Formula Assistance (Section 5311) (Rural Assistance).....	185
Metropolitan Planning Grants (Section 5303).....	186
State Planning Grants (Section 5304).....	187
Federal Transportation Programs – Rail.....	188
High Speed Rail Grade Crossing Improvement Program	189
Railroad Rehabilitation and Improvement Financing	190
American Recovery and Reinvestment Act (ARRA).....	191
ARRA Grant for High Speed Rail.....	193

Federal Funding – Introduction

How does the federal government impact transportation in Washington State?

Federal transportation law:

- determines the rates of federal transportation taxes and fees (how much money)
- sets the distribution of federal funds among states and local agencies (who gets the money)
- creates programs (e.g., highways, transit, ferries, research) and establishes eligibility, criteria, budgets, and spending rules (what you can spend it on)
- details safety and environmental regulations that guide the design, construction and operation of transportation projects receiving federal funds (the rules for spending)

Federal transportation funds are distributed back to states through formula, earmarks, and grants. WSDOT administers most federal funds, subject to federal and state criteria, even funds that go to local agencies. WSDOT acts as a fiscal agent for the federal government, ensuring that local agencies comply with the multitude of federal transportation and environmental laws and regulations. MPOs/RTPOs and transit agencies make many local funding decisions.

There are two primary legislative vehicles for federal transportation funding: authorization bills covering multiple years such as SAFETEA-LU, and annual appropriations bills.

SAFETEA-LU expired on October 1 2009. Congress and the Administration have been unable to reach agreement on a new bill, and have extended the current several times, most recently through December 31, 2010. As of November 2010 we expect Congress to extend SAFETEA-LU into spring 2011. Congress may debate legislative proposals in 2011, but conventional wisdom is that a new authorization bill will not be passed until 2013, after the Presidential election.

Annual appropriations are usually drafted in late spring, and debated in the summer or early fall. The federal fiscal year runs from October through September, but Congress has been unable to pass appropriations bills on time and therefore bills are typically passed anywhere from weeks to months late.

Both authorization and appropriations bills have contained earmarks in the past. In November 2010 the House will work under a moratorium on earmarks for FY '12 and '13, and the Senate voted to continue earmarking. President Obama supports a moratorium on earmarks.

State Revenue from Federal Programs

The state receives federal apportionments and allocations from a variety of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) programs. Federal funding is an important supplement and complement to state transportation funding, providing about 29% of WSDOT's 2007-09 capital budget and a projected 24% of WSDOT's 2009-11 capital budget.

In the table below are the actual and forecasted apportionments and allocations to the state and local agencies from the statutory federal programs with forecasted values based on the November 2010 Transportation Revenue Forecast. In addition, the state was eligible for certain discretionary programs administered by the U.S. Department of Transportation. FFY 2010 includes the restoration of \$148 million of contract authority which was previously rescinded on September 30, 2009 per notice N4510.724. The 2010 rescission of \$38 million was taken from unobligated balances of highway contract authority as written in notice N4510-729. The reduction in the funding forecast for FFY 2012 is based on the projected shortfall in the Highway Trust Fund and its expected inability to sustain current funding levels into the future.

FHWA Formula Program Apportionments To Washington						
(Dollars in Millions)						
Program	Actual 2007	Actual 2008	Actual 2009*	Actual 2010 *	Forecast 2011 **	Forecast 2012
Interstate Maintenance	98	97	99	109	110	81
National Highway System	113	110	75	152	126	100
Minimum Guarantee Flexible	-	-	-	-	-	-
Equity Bonus Flexible	14	13	14	14	14	11
Surface Transportation Program1	126	123	81	153	141	104
Highway Safety Improvement Program2	18	19	3	37	22	18
Railway-Highway Crossings2	4	4	1	9	4	3
Bridge	153	153	104	205	170	149
Border Infrastructure Program	10	11	11	15	13	10
CMAQ	32	32	(12)	49	37	29
Safe Routes to Schools	2	3	3	4	4	3
MPO Planning	6	6	6	6	7	5
Recreational Trails	2	2	2	2	2	2
SPR from all Programs	11	11	11	12	13	10
Subtotal Apportionments	591	586	397	768	661	524
Civil Penalty - Section 164 ¹				(11)	(11)	(11)
Section 122 LHIP Funds				12	-	-
Redistributed Certain Programs N4510.725				5	-	-
Extension of Allocated Programs Notice N4510.726				38	-	-
High Priority Projects	55	55	55	-	20	20
TOTAL APPROPRIATIONS	647	641	453	812	670	533

*The forecast for FFY 2010 is based on continuing resolution Notice N4510.7123 dated April 20, 2010. This continuing resolution extends the surface transportation programs under the Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU) through December 31, 2010. This continuing resolution is based on pre rescission 2009 apportionment levels and has High Priority project apportionment distributed into the formula programs.

** The forecast for FFY 2011 is based on the President's 2011 budget proposal which is a 0.62% increase over 2010 pre rescission restoration levels

¹ Civil Penalty is represented below the line in the September 2010 forecast when the penalty was shown as a reduction to Interstate Maintenance in the June 2010 forecast. Civil penalties of \$11 million per year

are being forecasted in FFY 2010 – FFY 2012 due to Washington State’s current repeat DUI offender law not meeting federal standards.

FTA Program Allocations To Washington					
(Dollars in Millions)					
Program	Actual 2006	Actual 2007	Actual 2008	Actual 2009	Actual 2010
Fixed Guideway Modernization (5309)¹	26	32	38	16	43
New Starts (5309)²	83	80	102	37	123
Bus & Bus Facilities (5309)³	18	46	8	22	15
Capital and Operating Grants (5307)⁴	129	102	112	119	121
Rural Assistance (5311)	8	8	0	0	0
Rural Transit Assistance Program (5311)	0	0	9	10	10
Elderly/Disabled Assistance Programs (5310)	2	-	2	3	3
MPO Planning (5303)	2	-	2	2	2
State Planning (5304)	-	-	0	0	0
Alternative Analysis (5339)	0	1	0	-	4
Job Access/Reverse Commute	3	3	3	3	3
New Freedom	2	2	2	2	2
TOTAL ALLOCATIONS	290	273	273	214	325

¹ Direct allocations to Puget Sound Regional Council for Seattle and Tacoma area projects benefiting fixed guideway systems.

² Allocated for Puget Sound Sounder Commuter Rail, Central Link Light Rail, University Link LRT, & Pacific Highway South BRT.

³ Allocated discretionary grants for transit purposes in Washington State.

⁴ Direct allocations to Transportation Management Areas (TMAs) for the Portland-Vancouver area, Seattle, Bremerton, Spokane, Marysville; allocation to the Washington State Department of Transportation for Bellingham, Longview, Olympia, Tri-Cities, Yakima, Wenatchee, Mount Vernon, Lewiston, ID-WA.

The Federal Funding Authorization

SAFETEA-LU & CONTINUING RESOLUTION N4510.723

The most recent federal service transportation authorization law was **Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU)** (Public Law 109-59), was signed into law on August 10, 2005 and expired on September 30, 2009. Federal highway funding is currently under an extension of SAFETEA-LU, Continuing Resolution N4510.723, which extends SAFETEA-LU through December 31, 2010.

Spending Levels on Surface Transportation

Continuing Resolution N4510.723 maintains funding levels for FFY2010 and 3 months of FFY2011 at pre-rescission FFY2009 levels. FFY 2011 federal funding forecast was based on the President's funding proposal dated February 3, 2010 because it was the most conservative of three transportation funding proposals being considered. The November forecast FFY 2011 is only .06% higher than FFY 2009 pre-rescission level. The apportionment forecast for FFY 2012 assumes a 20% reduction from FFY 2011 due to the uncertain nature of the funding in the Highway Trust Fund. It is unlikely that a new multi-year reauthorization bill will be signed into law in the near future. It is more likely that a new continuing resolution or series of continuing resolutions will be enacted to extend SAFETEA_LU until a new multi-year law can be signed into law. SAFETEA-LU provided a total of \$286.4 billion in guaranteed funding between FFY 2004 and 2009, a 42% increase over the guaranteed funding provided under TEA-21 (FFY 1998–2003). That funding level included \$227 billion in guaranteed funding for the federal highway program (a 40% increase over TEA-21) and \$53 billion in guaranteed funding for the federal transit program (a 46% increase).

Equity Bonus Program

SAFETEA-LU replaced the Minimum Guarantee Program with a new Equity Bonus Program in an effort to better ensure an equitable return on federal gas tax contributions for every state. The new program has three features. First, it ensures that each state's return on its share of contributions to the Highway Trust Fund would be at least 90.5% in 2005, building toward a minimum of 92% relative rate of return by 2008. In addition, every state is guaranteed a specified rate of growth over its average annual TEA-21 funding level, and selected states are guaranteed a share of apportionments and High Priority Projects not less than the state's average annual share under TEA-21.

Tolling Options

SAFETEA-LU provided states with increased flexibility to use tolling under two new programs—the Interstate System Construction Toll Pilot Program and the Express Lanes Demonstration Program—along with continued funding for the Interstate System Reconstruction and Rehabilitation Toll Pilot Program and the Value Pricing Pilot Program.

Enhanced Innovative Financing

SAFETEA-LU sought to make it easier and more attractive for the private sector to participate in highway infrastructure projects through increased eligibility for private activity bonds, broader TIFIA and State Infrastructure Bank loan policies, and the expanded tolling options just mentioned above.

Environmental Streamlining

SAFETEA-LU includes a new environmental review process for surface transportation projects, a statute of limitation for litigation, and delegation of some environmental authorities to states.

Freight Mobility

Although the final version of SAFETEA-LU dropped the separate freight programs in the House and Senate bills, it provided billions of dollars in funding for specific projects with major freight-related components. It also made programmatic changes designed to improve freight mobility and analyze freight impacts.

Federal Transportation User Fees

Motor Fuel

Gasoline: 18.4¢ per gallon

- 15.44¢ for Highway Account
- 2.86¢ for Mass Transit Account
- 0.1¢ for Leaking Underground Storage Tank Trust Fund

Diesel Fuel: 24.4¢ per gallon

- 21.44¢ for Highway Account
- 2.86¢ for Mass Transit Account
- 0.1¢ for Leaking Underground Storage Tank Trust Fund

Special Fuels: 18.4¢ per gallon

- 15.44¢ for Highway Account
- 2.86¢ for Mass Transit Account
- 0.1¢ for Leaking Underground Storage Tank Trust Fund

Gasohol (10% Gasohol made with Ethanol): 18.44¢ per gallon

- 15.44¢ for Highway Account
- 2.86¢ for Mass Transit Account
- 0.1¢ for Leaking Underground Storage Tank Trust Fund

Other Highway User Fees (Dedicated To Highway Account)

Tires

- 9.45¢ for each 10 lbs. of the maximum rated load capacity over 3,500 lbs.

Truck and Trailer Sales

- 12% of retailer's sales price for all tractors and trucks over 33,000 lbs. gross vehicle weight (GVW) and trailers over 26,000 lbs. GVW.

Heavy Vehicle Use (Annual Tax)

- Trucks 55,000–75,000 lbs. GVW, \$100 plus \$22 for each 1,000 lbs. over 55,000 lbs.
- Trucks over 75,000 lbs. GVW, \$550.

Federal Highway Trust Fund Revenue

The Highway Trust Fund (HTF) was established by the Highway Revenue Act of 1956 as a mechanism to fund construction of the Interstate Highway System. Taxes dedicated to the HTF are extended periodically by Congress—most recently as part of SAFETEA-LU.

Like other federal trust funds, such as the Social Security Trust Fund, the HTF is a financing mechanism established by law to account for receipts that are collected by the federal government and designated for a specific purpose. The Highway Revenue Act provided that revenues from certain highway user taxes, primarily the federal gasoline tax and a variety of tire and truck sales taxes, would be credited to the HTF to finance the highway program enacted in the Federal-Aid Highway Act of 1956.

Originally, the HTF focused solely on highways. In the early 1980's, Congress decided that some revenues should be used to fund transit needs. As a result, two separate accounts were created within the HTF—one for highways and the other for mass transit. Today the federal gasoline tax is the primary source of revenue to the HTF accounts. The federal gasoline tax is 18.4¢ per gallon. Of this, 2.86¢ flows to the Mass Transit Account and 15.44¢ flows to the Highway Account. Other taxes and fees flowing into the HTF are displayed earlier in this document (see [Federal Transportation User Fees](#) on page 138).

Each penny of federal motor fuel tax results in about \$1.1 billion annually. With SAFETEA-LU, all federal gasoline tax revenue goes into the HTF and is directed to transportation.

Federal Fiscal Year 2009 (October 1, 2008 – September 30, 2009)

Highway Account Fund Revenue

Income:

Motor Fuel Taxes	\$30.126 billion
Other Taxes*	<u>7.191 billion</u>
Total Income	\$37.317 billion

*Includes taxes on tires, trucks and trailers, and heavy vehicle use.

Mass Transit Account Revenue

Income:

Motor Fuel Taxes	<u>\$4.809 billion</u>
Total Income	\$4.809 billion

Federal Transportation Programs – Aviation

FEDERAL PROGRAM: **Airport Planning Grants**

FEDERAL AGENCY: Federal Aviation Administration

PROGRAM DESCRIPTION

Program funds are distributed on a grant basis and are currently used to support the following Aviation Division effort:

Production and update of the Air Transportation System Plan for Washington State. Identifies the state's interest in air transportation and provides a statewide management strategy to effectively manage the system in the state. The system plan also identifies the type and attributes of all public use airport facilities, passenger enplanements, aircraft operation levels and based aircraft, as well as air cargo trends and forecasts by airport, region and statewide. Determines level of construction, maintenance, and improvement necessary throughout the system. Provides the information necessary for the FAA to develop the Washington State portion of the Federal National Plan of Integrated Airport Systems (NPIAS). Provides the information necessary for the aviation mode in the Washington State Transportation Plan.

STATE RECIPIENTS

WSDOT Program F (Aviation Division).

DISTRIBUTIONS

Funds have been distributed by grant based on regional needs. The Federal System Planning Program has been eliminated as a stand-alone program and has been combined into the Airport Improvement Program (AIP), which provides discretionary grants to states for airport improvements and planning.

Over the 5-year life of SAFETEA-LU, Washington received \$490 million for this program.

MATCHING REQUIREMENTS

95% federal share; 5% state share.

Federal Transportation Programs – Highways

FEDERAL PROGRAM: **Alternative Transportation in Parks and Public Lands**

FEDERAL AGENCY: Federal Transit Administration and the Department of the Interior

PROGRAM DESCRIPTION

This program seeks to support public transportation projects in parks and public lands by providing grants for planning or capital projects in or near federally-owned or -managed parks, refuges, or recreational areas that are open to the general public.

DISTRIBUTIONS

Grants may be made to federal land management agencies and to states, tribes, and local governments at the discretion of the Secretaries of Transportation and the Interior.

Over the 5-year life of SAFETEA-LU, Washington received \$1,897,176 for this program.

MATCHING REQUIREMENTS

At the discretion of the Secretaries of Transportation and the Interior.

FEDERAL PROGRAM: **Bridge Replacement and Rehabilitation**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

The Bridge Replacement and Rehabilitation Program provides funds to states for the replacement or rehabilitation of deficient bridges (bridges that are unsafe because of structural deficiencies, physical deterioration, or functional obsolescence) both on and off the federal-aid highway system. The state maintains an inventory of all bridges, classified according to serviceability, safety, and importance for public use. Based on that classification, each bridge is assigned a priority and cost to either replace or rehabilitate. The state, in cooperation with city and county agencies, selects bridges for replacement or rehabilitation, according to the funds available. Under federal law, apportioned funds must be split with not less than 15% and not more than 35% being expended on public off-system bridges.

Under ISTEA, bridge seismic retrofitting, bridge structure painting, and the application of calcium magnesium acetate became eligible uses of federal bridge funds. Through TEA-21, eligible uses expanded to include application of certain anti-icing and de-icing compositions and installation of scour countermeasures.

STATE RECIPIENTS

WSDOT Program P2 (Structures Preservation) and Program Z for local agency share.

DISTRIBUTIONS

Distributions are based on the state's share of the total cost to replace deficient bridges as a percentage of the national total of such cost. No state may receive more than 10% or less than 0.25% of the national amount available for apportionment.

MATCHING REQUIREMENTS

86.5% federal share; 13.5% state share. Bridge Program funds are not subject to adjustment for federal lands.

FEDERAL PROGRAM: **Congestion Mitigation Air Quality Improvement Program**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) was first established under ISTEA. The CMAQ Program provides funds to states for transportation programs and projects that are likely to contribute to the attainment and maintenance of national ozone, carbon monoxide, or particulate (PM-10) ambient air quality standards. Examples of such projects are programs for improved transit; construction of lanes for use by buses or HOVs; employer-based transportation management plans; trip reduction ordinances; traffic flow improvement programs; fringe and corridor parking facilities; carpool and vanpool programs; flexible work schedule programs; and nonmotorized transportation facilities. ISTEA originally established the CMAQ for ozone and carbon monoxide non-attainment areas. Under TEA-21, ozone and carbon monoxide maintenance areas as well as

PM-10 nonattainment and maintenance areas became eligible to receive funds. Eligibility was also expanded to include extreme low temperature cold start programs and alternative fuels programs, including infrastructure development and vehicle purchase.

No CMAQ funds may be used for new single occupant vehicle lanes unless the lanes are used as HOV lanes during peak travel times.

In Washington, the Seattle-Tacoma-Everett, Spokane, Vancouver, and Yakima areas qualify as ozone, carbon monoxide, or PM-10 nonattainment or maintenance areas.

STATE RECIPIENTS

WSDOT Programs I1 and Z.

DISTRIBUTIONS

State apportionments are based on the state's population in ozone or carbon monoxide nonattainment or maintenance areas as a percentage of the national population in such areas. Population is weighted depending on the severity of the ozone or carbon monoxide non-attainment or maintenance area. Each state is guaranteed a minimum 1/2 of 1% share of the available national funds.

The WSDOT, the Metropolitan Planning Organizations in the three Transportation Management Areas (Seattle-Tacoma-Everett, Spokane, and Vancouver) covering the state's ozone and carbon monoxide nonattainment and maintenance areas, and Yakima, representing an unclassified carbon monoxide nonattainment area jointly developed a distribution formula for these funds.

Over the 6-year life of TEA-21, Washington received \$139.3 million for this program.

MATCHING REQUIREMENTS

80% federal share; 20% state share. The federal share is increased up to 95% for states with large areas of federally-owned lands.

FEDERAL PROGRAM: **Coordinated Border Infrastructure Program**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

This program provides funding to improve the safe movement of motor vehicles at or across the land border between the U.S. and Canada and the land border between the U.S. and Mexico. This program replaces the TEA-21 Coordinated Border Infrastructure discretionary program. States must use funds within 100 miles of the border to make improvements to existing transportation and supporting infrastructure; construct highway and safety and safety enforcement facilities related to international trade; make operational improvements; modify regulatory procedures; or improve coordination of transportation planning, programming, and border operations with Canada or Mexico. A border state may use these funds on projects in Canada or Mexico under certain conditions.

DISTRIBUTIONS

Funds are apportioned to border states as follows: 20% based on the number of incoming commercial trucks; 30% based on the number of incoming personal motor vehicles and buses; 25% based on the weight of incoming cargo by commercial trucks; and 25% based on the number of land border ports of entry.

MATCHING REQUIREMENTS

80% federal share.

FEDERAL PROGRAM: **Emergency Relief Program**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

The Emergency Relief Program authorizes the FHWA to render assistance for repair and reconstruction of federal-aid highways that have been damaged due to a natural disaster such as flooding or as a result of catastrophic failures from any cause. The federal share payable due to any repair or reconstruction is 100% of the costs incurred to minimize damage, protect facilities, or restore essential traffic services during the first 180 days after the occurrence. Thereafter, the federal share is equal to the federal share payable on a project on the system (generally, 90.66% on the Interstate System and 86.5% on all other routes).

In order to receive Federal Emergency Relief funds, the Governor must declare an emergency; the U.S. Secretary of Transportation must concur; and the FHWA must receive an application from the Washington State Department of Transportation (WSDOT). If the President has declared the emergency to be a major disaster for purposes of federal law, no concurrence of the U.S. Department of Transportation is required.

SAFETEA-LU authorizes \$100 million per year for the Emergency Relief Program.

The state has received Emergency Relief funds for a number of natural calamities, including the Hood Canal Bridge failure in 1979, (SR 104), the Mt. St. Helens eruption in 1980 (SR 504), the sinking of the Lacey V. Murrow Bridge in 1990 (I-90) and the Nisqually Earthquake in 2001. More recently, Washington received substantial funding for flood-related damage occurring in 2006 through 2008.

STATE RECIPIENTS

WSDOT Programs I2, P1, P2, P3, M2, and Z for Local Agencies.

DISTRIBUTIONS

Distributions are at the discretion of the U.S. Secretary of Transportation based on a declaration of emergency by the Governor (with concurrence of the Secretary) and application of the state. In the event the President has declared the emergency to be a major disaster, concurrence of the U.S. Secretary is not required.

MATCHING REQUIREMENTS

Federal share is 100% during the first 180 days after the occurrence. Thereafter, the federal share is equal to the federal share payable on a project on the federal-aid system (generally, 90.66% on the Interstate System and 86.5% on all other routes).

FEDERAL PROGRAM: **Equity Bonus Program**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

ISTEA's five equity-based funding categories—Minimum Allocation, Donor State Bonus, Hold Harmless, 90% of Payments, and Interstate Reimbursement—were collapsed into one new category under TEA-21 and carried forward into SAFETEA-LU. This program, Equity Bonus, achieves two goals: (1) it disburses a large amount of money to the states, and (2) it ensures that each state will receive at least a minimum percentage of total funding each year regardless of the operation of other formulas.

The minimum percentage of funding guaranteed to each state is equal to 90.5% of the state's share of total contributions to the Highway Account of the Highway Trust Fund. For example, if a state is the source of 10% of all funds flowing into the Highway Account in a particular year, for the following year it is guaranteed 9.05% of the total amount given out. To achieve this goal, the amount of Equity Bonus funds given to each state will be increased or decreased each year by USDOT. For some states, this category will constitute a large portion of total federal funding. Some states may receive up to 40% of their funds through this program. Given this, Congress further directed that some of the Equity Bonus funds be funneled through the major policy categories: National Highway System, Interstate Maintenance, CMAQ, Bridge, and Surface Transportation Program (STP). The remaining Equity Bonus funds apportioned to a state may be used for any project for which STP funds may be used. The funds are very much like STP statewide flexible funds and are not subject to enhancement, safety, or population distribution requirements.

STATE RECIPIENTS

WSDOT Programs I1, I2, I3, I4, P1, P3, T, W and Z for Local Agencies.

DISTRIBUTIONS

Equity Bonus funds consist of two pieces: formula and flexible distributions. Over the 6-year life of TEA-21, Washington received \$54.4 million of formula funds and \$46.4 million in flexible distributions, for a total of \$100.8 million for this program.

MATCHING REQUIREMENTS

The same matching requirements that are applicable to the STP are applicable to Equity Bonus funds. The general rule is 80% federal share, 20% state share. The federal share is increased up to 95% for states with large areas of federally-owned lands. Washington's federal share for FFY 1999 was 86.5%. For projects on the Interstate System, the federal share is 90.66%, except for projects to add Interstate capacity other than HOV or auxiliary lanes, which are funded at an 86.5% federal share.

FEDERAL PROGRAM: **Federal Lands Highways Program**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

The Federal Lands Highways Program provides funding for improvements to and preservation of highways on federal lands. The program has four categories: Indian Reservation Roads; Parkways and Park Roads (administered by the Department of the Interior); Public Lands Highways (which includes the previous Forest Highway category), and Refuge Roads. Under TEA-21, the Refuge Roads category was added to provide funds for access to or within national wildlife refuges. All categories of funds, except Refuge Roads, can be used for transit facilities.

STATE RECIPIENTS

WSDOT Program P1, P2, or Z for Local Agencies.

DISTRIBUTIONS

Funds are allocated to the states on the basis of relative need. The Forest Highway portion of the Public Lands Highways and the Indian Reservation Roads authorizations are allocated by administrative formula. Portions of the Federal Lands Highways program are at the discretion of the U.S. Secretary of Transportation, based on application of the states.

MATCHING REQUIREMENTS

100% federal share.

FEDERAL PROGRAM: **Ferry Boat and Terminal Facilities Program**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

The Construction of Ferry Boats and Terminal Facilities Program provides discretionary funding of \$30 million in FFY 1998 and \$38 million per year in FFY 1999–2003 for the construction of ferry boats and ferry terminal facilities. Eligible ferries must operate on a route classified as a public road within the state, and that is not a part of the Interstate System. Projects may be eligible for both ferry boats carrying cars and passengers and ferry boats carrying passengers only. TEA-21 expanded the eligibility of the program beyond ferry boats and terminals that are publicly owned to also include those that are publicly operated or those that are majority publicly owned and provide a substantial public benefit. SAFETEA-LU expanded the eligibility of the program to include maintenance facilities.

STATE RECIPIENTS

Program W for Washington State Ferries and Program Z for local agency projects.

DISTRIBUTIONS

Distributions are at the discretion of Congress (earmarks) and/or the U.S. Secretary of Transportation (grants). Congress established a \$20 million per year set-a-side for 1999–2003 as follows: Washington – \$5 million; Alaska – \$10 million; and New Jersey – \$5 million.

REQUIREMENTS

80% federal share; 20% state share, without an adjustment for federal lands.

FEDERAL PROGRAM: **High Priority Projects**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

In addition to formula-based distributions of various federal-aid highway program funds, such as for Interstate Maintenance, National Highway System, and Surface Transportation Program, Congress often provides funds for named high priority projects (in the past these projects have been called demonstration projects) in either highway aid authorization bills, such as SAFETEA-LU, or in annual U.S. Department of Transportation appropriations bills.

High priority project funds may only be spent for the project identified in either SAFETEA-LU or the appropriations bill or the Conference Reports to the appropriations bill.

STATE RECIPIENTS

WSDOT Programs I1, I2, I3, I4, P1, P2, P3, and Z.

DISTRIBUTIONS

High Priority Projects are discretionary on the part of Congress. The SAFETEA-LU High Priority Projects Program allocated \$276.7 million for state and local projects in Washington State.

MATCHING REQUIREMENTS

80% federal share; 20% state share.

FEDERAL PROGRAM: **Highway Safety Improvement Program**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

This program authorizes a new consolidated core federal-aid funding program designed to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. States with Strategic Highway Safety Plans may use these funds to carry out any highway safety improvement project on any public road or publicly-owned bicycle or pedestrian pathway or trail. States without such plans may only use their apportionments for railway-highway crossings and hazard elimination.

DISTRIBUTIONS

Distributions are apportioned to states based on the following: 1/3 based on lane miles of federal-aid highways; 1/3 based on vehicle miles traveled on federal-aid highway lanes; and 1/3 based on the number of fatalities on the federal-aid system. Each state will receive at least ½ of 1% of total funds.

MATCHING REQUIREMENTS

90% federal share for most projects and 100% federal share for certain safety projects involving traffic control signalization, pavement marking, commuter carpooling and vanpooling, and certain safety improvements at signalized intersections.

FEDERAL PROGRAM: **Highways for Life Pilot Program**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

This new discretionary program provides funding to demonstrate and promote state-of-the-art technologies, elevated performance standards, and new business practices in the highway construction process that result in improved safety, faster construction, reduced congestion from construction, and improved quality and user satisfaction. Priority will be given to projects that are or will be ready for construction within one year of approval of the project proposal. The amount allocated may be up to 20% but not more than \$5 million of the total project cost, and may be used as nonfederal share of a project.

DISTRIBUTIONS

For the period 2005–2009, at least one project in each state shall be approved, if possible. No more than 15 projects may be approved in any one fiscal year. Over the 5-year life of SAFETEA-LU, WSDOT received \$375,000 through this program.

MATCHING REQUIREMENTS

Up to 100% federal share.

FEDERAL PROGRAM: **Interstate Highway System – Interstate Maintenance Discretionary**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

The Interstate Maintenance Discretionary Program provides funds at the discretion of the U.S. Secretary of Transportation to states for resurfacing, restoration, rehabilitation, and reconstruction projects on the Interstate System. To be eligible for these funds, a state must obligate all apportioned Interstate Maintenance (IM) funds and must not have transferred any IM funds to another program in the previous year. Congress authorized \$50 million for FFY 1998, and \$100 million per year for FFY 1999–2003.

STATE RECIPIENTS

WSDOT Programs I1, I2, I3, P1, and P3.

DISTRIBUTIONS

Distributions are made at the discretion of the U.S. Secretary of Transportation based on application of the states. WA State received funding in FY 2005, 2006, and 2008.

MATCHING REQUIREMENTS

The general rule is 90% federal share; 10% state share. The federal share may be increased up to 95% for states with large areas of federally-owned lands

FEDERAL PROGRAM: **Interstate Highway System – Interstate Maintenance**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

The Interstate Maintenance Program provides funds to states to maintain the Interstate System, and includes resurfacing, restoration, rehabilitation, and reconstruction (ISTEA did not include reconstruction, but TEA-21 expanded the allowed uses). Interstate Maintenance funds may not be used for the expansion of the capacity of any Interstate highway or bridge unless the capacity expansion consists of one or more travel lanes that are High Occupancy Vehicle (HOV) or auxiliary lanes.

STATE RECIPIENTS

WSDOT Programs I1, I2, I3, P1, and P3.

DISTRIBUTIONS

State apportionments are based on a three-part formula:

- 33 1/3% based on the state's Interstate lane miles as a percent of total Interstate lane miles in all states.
- 33 1/3% based on the state's Interstate VMT as a percent of total Interstate VMT in all states.
- 33 1/3% based on the state's annual contributions to the Highway Account of the Highway Trust Fund attributable to commercial vehicles as a percent of the such contributions by all states.

Each state must receive a minimum apportionment of at least 1/2 of 1% of the national total.

Over the 5-year life of SAFETEA_LU, Washington received \$470.2 million for this program.

MATCHING REQUIREMENTS

The general rule is 90% federal share; 10% state share. The federal share may be increased up to 95% for states with large areas of federally-owned lands. Washington's federal share is 90.66%.

FEDERAL PROGRAM: **Metropolitan Planning Program**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

Each year prior to making distribution of certain formula program funds, 1.25% of the funds available for apportionment to the states is set aside for the Metropolitan Planning Program. This program provides funds to states for further allocation to Metropolitan Planning Organizations (MPOs) to assist them in carrying out their planning requirements under Title 23, U.S.C. The programs subject to the 1.25% set-aside are the National Highway System, Surface Transportation Program, CMAQ, Interstate Maintenance and Bridge.

Funds are apportioned to states in the ratio which the population in urbanized areas or parts thereof in the state bears to the total population in such areas in all the states. No state receives less than 1/2% of the amount apportioned.

STATE RECIPIENTS

WSDOT Program T.

DISTRIBUTIONS

Distribution of Metropolitan Planning Organization (MPO) funds within the state is in accordance with a formula developed by WSDOT in cooperation with the eleven MPOs in the state. The eleven MPOs include the Puget Sound Regional Council (PSRC) covering King, Pierce, Snohomish and Kitsap Counties; Spokane Regional Transportation Council (SRTC), Southwest Washington Regional Transportation Council (SWRTC); Skagit MPO (SMPO); Whatcom Council of Governments (WCOG); Yakima Valley Council of Governments (YVCOG); Cowlitz – Wahkiakum Council of Governments (CWCOG); Benton-Franklin Council of Governments(BFCG); Lewis-Clark Valley MPO (LCVMPO)(includes Asotin County, WA); Wenatchee Valley Transportation Council (WVTC); and Thurston Regional Planning Council (TRPC). The MPO boundaries are shown at this link: <http://www.wsdot.wa.gov/planning/Metro/>

Over the 5-year life of SAFETEA-LU, Washington received approximately \$31.6 million for this program.

MATCHING REQUIREMENTS

The general rule is 80% federal share; 20% local share. The federal share is increased up to 95% for states with large areas of federally-owned lands. For Washington, the federal share is 86.5%.

FEDERAL PROGRAM: **National Corridor Infrastructure Improvement Program**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

This program provides funding for construction of highway projects in corridors of national significance to promote economic growth and international or interregional trade. It replaces Section 1118 of TEA-21, the National Corridor Planning and Development program.

DISTRIBUTIONS

All of these funds were earmarked for specific projects by Congress. None of those projects were in Washington State.

MATCHING REQUIREMENTS

80% federal share.

FEDERAL PROGRAM: **National Highway System**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

The National Highway System Program was established under ISTEA. The system was officially designated by Congress in 1996. The National Highway System (NHS) is a 163,000 mile network of interconnected principal arterial routes that serves major population centers, international border crossings, ports, airports, public transportation facilities, and other intermodal transportation facilities and major travel destinations. The NHS is intended to meet national defense requirements and serve both interstate and interregional travel.

The designated NHS includes all Interstate System segments; other urban and rural principal arterials meeting the goals of the NHS; and all strategic highways and strategic highway connectors. Congress designated the system through enacting the National Highway System Designation Act on November 18, 1996.

Federal funds provided for the NHS Program may be used for a wide variety of projects on the NHS, including: construction, reconstruction, resurfacing, restoration, and rehabilitation; operational improvements; construction of and operational improvements for a non-NHS highway; construction of a transit project eligible for assistance under the Federal Transit Act (if the project is in an NHS corridor and in proximity to a fully access controlled NHS highway, if the project improves the level of service on the access controlled highway, and the project is more cost-effective than improvements to the highway); highway safety improvements; transportation planning; highway research and planning; technology transfer activities; start-up costs for traffic management and control; fringe and corridor parking facilities; carpool and vanpool projects; bicycle and pedestrian facilities; development of certain required management systems; and a variety of wetland mitigation efforts.

TEA-21 expanded the eligible uses of NHS funds to include natural habitat mitigation, publicly-owned intracity and intercity bus terminals and intelligent transportation system (ITS) capital improvements.

STATE RECIPIENTS

WSDOT Programs I1, I2, I3, I4, P1, P3 T and Z

DISTRIBUTIONS

State apportionments are based on a four-part formula:

- 25% based on the state's total lane miles of principal arterials (excluding the Interstate System) as a percent of total principal arterial lane miles in all states
- 35% based on the state's VMT on principal arterials (excluding the Interstate System) as a percent of total VMT on principal arterials in all states
- 30% based on the state's diesel fuel used on all highways as a percent of diesel fuel used on highways in all states
- 10% based on the state's total lane miles of principal arterials divided by the state's total population as a percent of such ratio for all states

Each state must receive a minimum of at least 1/2 of 1% of the combined NHS and IM national apportionments.

MATCHING REQUIREMENTS

The general rule is 80% federal share; 20% state share. The federal share may be increased up to 95% for states with large areas of federally-owned lands. Washington's federal share for FFY 1999 was 86.5%. For NHS projects on the Interstate System, the federal share is 90.66%, except for projects to add Interstate capacity other than HOV or auxiliary lanes, which are funded at an 86.5% federal share.

FEDERAL PROGRAM: **National Historic Covered Bridge Preservation Program**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

This program provides funding for the rehabilitation, repair, or preservation of covered bridges that are listed or eligible for listing on the National Register of Historic Places.

DISTRIBUTIONS

Distributions are made at the discretion of the U.S. Secretary of Transportation based on application of the states or at Congressional direction. Washington State received no funds under this program.

MATCHING REQUIREMENTS

80% federal share.

FEDERAL PROGRAM: **National Scenic Byways Program**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

The National Scenic Byways Program provides grants to states with scenic highway programs for projects on highways that are designated by the U.S. Secretary of Transportation as All-American Roads or National Scenic Byways, or by the state as scenic byways. These roads are designated for having outstanding scenic, historic, cultural, natural, recreational, and archaeological qualities. Eligible projects include planning, designing, and developing of scenic byways programs; safety improvements to scenic byways; pedestrian and bicyclist facilities; rest areas, turnouts, shoulder improvements, passing lanes, overlooks, and interpretive facilities; improvements that enhance the area for the purpose of recreation; protection of historical and cultural resources; and developing and providing tourist information. TEA-21 expanded the list of eligible activities to include the development and implementation of scenic byway marketing programs.

STATE RECIPIENTS

WSDOT Program I3 or T.

DISTRIBUTIONS

Grants to states are at the discretion of the U.S. Secretary of Transportation, based on application of the states, or at Congressional direction. Over the 5-year life of SAFETEA-LU, Washington received \$5.8 million apportionment through this program.

MATCHING REQUIREMENTS

80% federal share; 20% state share. Federal land management agencies are allowed to provide the nonfederal share for projects on federal or Indian lands.

FEDERAL PROGRAM: **New Freedom Program**

FEDERAL AGENCY: Federal Transit Administration

PROGRAM DESCRIPTION

This program is designed to encourage services and facility improvements to address the transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act.

DISTRIBUTIONS

Funds are allocated to states and certain other designated recipients through a formula based on the population of persons with disabilities. 60% of funds are provided to designated recipients in areas over 200,000; 20% to states for use in areas under 200,000; and 20% to states for use in non-urbanized areas. States and designated recipients must then select grantees competitively.

MATCHING REQUIREMENTS

Up to 80% federal share for capital projects and up to 50% federal share for operating assistance.

FEDERAL PROGRAM: **Recreational Trails Program**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

This program provides funds to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses, including hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles.

DISTRIBUTIONS

State apportionments are made by the following formula: 50% will be apportioned equally among eligible states and 50% will be apportioned among eligible states in proportion to the amount of non-highway recreational fuel used in each state during the preceding year.

MATCHING REQUIREMENTS

At least 80% federal share, except that the combination of USDOT and other federal agency funds may not exceed 95% of total project cost.

FEDERAL PROGRAM: **Safe Routes to Schools Program**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

This program provides funds to enable and encourage children to walk and bicycle to school; to make walking and bicycling to school more appealing; and to facilitate the planning, development and implementation of projects that will improve safety and reduce traffic, fuel consumption, and air pollution near schools. These include sidewalk improvements; traffic calming and speed reduction efforts; pedestrian and bicycle crossing improvements; bicycle facilities; and traffic diversion improvements in the vicinity of schools. Each state must set aside from its apportionment between 10 and 30% of its funds for non-infrastructure-related activities to encourage walking and bicycling to school.

DISTRIBUTIONS

Funds are apportioned to states based on their relative shares of total enrollment in primary and middle schools, but no state will receive less than \$1 million. Over the 5-year life of SAFETEA-LU, Washington received \$11 million through this program.

MATCHING REQUIREMENTS

100% federal share.

FEDERAL PROGRAM: **Small Starts Program**

FEDERAL AGENCY: Federal Transit Administration

PROGRAM DESCRIPTION

This program provides funds for new fixed guideway systems, extensions and bus corridor improvements where the total project cost is under \$250 million and the federal share is under \$75 million. Such projects will be subject to a simpler, more streamlined review and approval process than the one imposed on larger new start projects.

DISTRIBUTIONS

Distributions are made at the discretion of the U.S. Secretary of Transportation based on application of transit sponsors or at Congressional direction. WSDOT was designated for \$42 million for the CRC project in the FY 2011 appropriations bill which is pending as of December 5, 2010.

MATCHING REQUIREMENTS

Up to 80% federal share by statute, but no more than 60% federal share by policy.

FEDERAL PROGRAM: **Surface Transportation Program**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

The Surface Transportation Program (STP) was originally established under ISTEA. The STP is the most flexible of all federal-aid programs, allowing for the widest array of transportation projects. Examples of such projects are construction, reconstruction, resurfacing, restoration, rehabilitation, and operational improvements for highways (including Interstate highways) and bridges (including Interstate bridges), including any project necessary to accommodate other transportation modes; mitigation of damage to wildlife, habitat, and ecosystems caused by any transportation project; capital cost of transit projects eligible for assistance under the Federal Transit Act; publicly-owned intracity and intercity bus terminals and facilities; highway and transit safety improvements and hazard elimination; surface transportation planning; highway and transit research and planning and technology transfer activities; capital and operating costs for traffic monitoring, management, and control; fringe and corridor parking facilities; carpool and vanpool projects; bicycle and pedestrian facilities; transportation control measures; transportation enhancement activities; development of certain required management systems; and a variety of wetland mitigation efforts.

STP funds are distributed as follows:

- 10% of available funds shall only be available for highway-railway crossing programs and hazard elimination programs.
- 10% of available funds shall only be available for transportation enhancement activities. The term "transportation enhancement activities" means the provision of facilities for pedestrians and bicycles; acquisition of scenic easements and scenic or historic sites; scenic or historic highway programs; landscaping and other scenic beautification; historic preservation, rehabilitation, and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals); preservation of abandoned railway corridors (including conversion and use for pedestrian or bicycle trails); control and removal of outdoor advertising; archaeological planning and research; and mitigation of water pollution due to highway runoff.
- 50% of available funds must be obligated in urbanized areas of the state with an urbanized area population of over 200,000, and other areas of the state in proportion to their relative share of the state's population. Of the amounts required to be obligated in areas under 200,000 population, the state must obligate in areas under 5,000 population not less than 110% of the amount of funds apportioned to the state for the federal-aid secondary system for fiscal year 1991 (TEA-21 permits up to 15% of amounts reserved for rural areas to be spent on rural minor collectors). In Washington, the Seattle-Everett, Tacoma, Spokane, and Vancouver areas qualify as areas over 200,000 population.
- 30% of the available funds may be obligated in any area of the state.

STATE RECIPIENTS

WSDOT Programs I1, I2, I3, I4, P1, P3, T, W and Z for Local Agencies.

DISTRIBUTIONS

State apportionments are based on a three-part formula:

- 25% based on the state's total lane miles of federal-aid highways (FAH) as a percent of total FAH lane miles in all states.
- 40% based on the state's VMT on FAH as a percent of total VMT on FAH in all states.
- 35% based on the state's estimated tax payments attributable to highway users in the state paid into the Highway Account of the Highway Trust Fund in the latest fiscal year for which data are available, as a percent of total such payments by all states.

Over the 5-year life of SAFETEA-LU, Washington received \$610.8 million for this program.

MATCHING REQUIREMENTS

The general rule is 80% federal share; 20% state share. The federal share is increased up to 95% for states with large areas of federally-owned lands. Washington's federal share for FFY 1999 was 86.5%. For STP projects on the Interstate System, the federal share is 90.66%, except for projects to add Interstate capacity other than HOV or auxiliary lanes, which are funded at an 86.5% federal share.

FEDERAL PROGRAM: **Transportation, Community, and System Preservation Program**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTIONS

This program is intended to address the relationship among transportation, community, and system preservation plans and practices and identify private-sector-based initiatives to improve those relationships. Eligible projects should improve the efficiency of the transportation system; reduce the impact of transportation on the environment; reduce the need for costly future investments in public infrastructure; provide efficient access to jobs, services, and centers of trade; and examine community development patterns and identify strategies to encourage private sector development.

DISTRIBUTIONS

Distributions are usually made at Congressional direction, but if funding is available, could be made to state, metropolitan planning organizations, and local and tribal governments at the discretion of the U.S. Secretary of Transportation, typically through a competitive grant process.

MATCHING REQUIREMENTS

80% federal share.

FEDERAL PROGRAM: **Transportation Improvements**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTIONS

This program provides funds for specified transportation projects, none of which is in Washington State.

DISTRIBUTIONS

To specified states.

MATCHING REQUIREMENTS

80% federal share.

FEDERAL PROGRAM: **Truck Parking Facilities Program**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTIONS

This program is a pilot program that provides funding to address the shortage of long-term parking for commercial vehicles on the National Highway System. Eligible uses include constructing safety rest areas that include commercial vehicle parking; constructing commercial vehicle parking facilities adjacent to commercial truck stops and travel plazas; opening existing facilities to commercial vehicles; promoting the use of truck parking facilities; constructing turnouts for commercial vehicles; making capital improvements to public commercial vehicle parking facilities to allow year-round use; and improving the geometric design of interchanges to improve access to parking facilities.

DISTRIBUTIONS

Distributions are made at the discretion of the U.S. Secretary of Transportation based on the applications of states, MPOs, and local governments. Over the 5-year life of SAFETEA-LU, Washington received no funding through this program.

MATCHING REQUIREMENTS

80% federal share.

FEDERAL PROGRAM: **Work Zone Safety Grants**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTIONS

This program provides grants for (1) construction worker training to prevent injuries and fatalities, (2) the development of guidelines to prevent work zone injuries and fatalities, and (3) training for state and local governments, transportation agencies, and other groups to implement those guidelines.

DISTRIBUTIONS

Distributions are made at the discretion of the U.S. Secretary of Transportation to nonprofit and not-for-profit organizations based on their applications.

MATCHING REQUIREMENTS

80% federal share.

Federal Transportation Programs –Traffic Safety

FEDERAL PROGRAM: **Motor Carrier Safety Assistance Program (MCSAP)**

FEDERAL AGENCY: Federal Motor Carrier Safety Administration

PROGRAM DESCRIPTION

The National Motor Carrier Safety Assistance Program (MCSAP) is a grant program that provides financial assistance to states to reduce the number and severity of crashes and hazardous materials incidents involving commercial motor vehicles (CMV) on Washington State roadways. MCSAP gives the state the ability to have structured focus on strategic safety investments, increased flexibility for grantees by eliminating earmarks, strengthened federal and state enforcement capabilities, and greater administrative flexibility to promote innovative approaches to improving motor carrier safety. The goal of the MCSAP program is to reduce CMV-involved crashes, fatalities, and injuries through consistent, uniform, and effective CMV safety programs. Additional emphasis is given to targeting unsafe carriers; improving information systems and analyses that underlie all national motor carrier safety activities.

State Grants

- Eligible activities include uniform roadside driver and vehicle safety inspections, traffic enforcement, compliance reviews, safety audits, Northern Border safety enforcement, and other complementary activities. All states were required to adopt and implement a performance-based program by the year 2000 (Washington already had a plan in place).
- Up to 5% of federal allocated MCSAP funds may be distributed for high-priority activities and projects at the discretion of the program Administrator.

Information Systems

Establishes a permanent funding source for information and analysis. Funds may be used for grants, cooperative agreements, or contracts. This program will fund:

- Improvements to electronic vehicle-based information systems containing carrier, vehicle, and driver safety records; and development of new databases.
- Expanded data analysis capacity and programs.
- Improvements to driver programs.

Partnering With Other State Agencies to Enhance MCSAP

- The State Patrol will be partnering with the Utilities and Transportation Commission on compliance reviews conducted for solid waste companies, household goods movers, and motor carriers of passengers. This will decrease the list of high-risk carriers and improve safety ratings.

RECIPIENTS

Washington State Patrol.

DISTRIBUTIONS

The federal funding is distributed to states based on a complicated formula that includes factors such as the number of commercial vehicles, miles driven, etc. These funds are appropriated from the State Patrol Highway Account.

MATCHING REQUIREMENTS

Up to 80% federal funding; 20% state match is required.

FEDERAL PROGRAM: **State and Community Highway Safety Grants (Section 402)**

FEDERAL AGENCY: National Highway Traffic Safety Administration

PROGRAM DESCRIPTION

The Washington Traffic Safety Commission (and similar agencies in other states) prepares an annual Highway Safety Plan (HSP) in which the state's traffic safety problems are identified and countermeasures and cost estimates are developed. The plan is jointly developed by the WTSC member agencies, their subcommittees, and staff. WTSC projects are developed that are consistent with priorities and proven strategies identified in the State Strategic Highway Safety Plan: Target Zero. High priorities include impaired driving, speeding, occupant protection, run off the road crashes, intersection crashes and traffic data system improvements.

Section 402 grants are provided to support state highway safety programs designed to reduce traffic crashes and resulting deaths, injuries, and property damage. The current federal transportation authorization, SAFETEA-LU, authorizes section 402 grant funds that the states are to use exclusively for behavioral traffic safety purposes. At least 40% of these funds are to be used to address local traffic safety problems.

STATE RECIPIENTS

Traffic Safety Commission

State agencies, non-profit organizations and political subdivisions of the state are eligible to apply for a federal grant from the Washington Traffic Safety Commission to support projects to improve traffic safety

DISTRIBUTIONS

The Section 402 formula is:

- 75% based on the ratio of the state's population in the latest federal census to the total population in all states.
- 25% based on the ratio of the public road miles in the state to the total public road miles in all states.

Under this program WTSC receives approximately \$4.2 million (about 2% of the total 402 funds available nationally) in each federal fiscal year.

MATCHING REQUIREMENTS

WTSC planning and administration expenses (building overhead, accounting, etc.) require a 50% state cash match. The state's share is typically less than \$500K/biennium. No more than 10% of the federal funds can be used for planning and administration. Money for program operations is matched 75% federal and 25% state with a "soft" match at the state level (for Washington, WSP Field Force expenditures). Soft match can be an existing expenditure that fulfills the program requirement.

FEDERAL PROGRAM: **Alcohol-Impaired Driving Countermeasures Incentive Grants
(Section 410)**

FEDERAL AGENCY: National Highway Traffic Safety Administration

PROGRAM DESCRIPTION

Section 410 grants are awarded as an incentive to improve the DUI countermeasures system. The state must qualify each year by meeting nationally established performance criteria and the monies are to be spent on DUI programs. Programs initiated with these funds range from statewide high-visibility enforcement projects such as “Drive Hammered, Get Nailed” and “X-52” to smaller locally implemented projects to reduce impaired driving. Reducing impaired driving crashes is one of two of the top priorities found in the state SHSP: Target Zero.

The Traffic Safety Commission prepares an annual Alcohol Traffic Safety Plan that identifies problems and deficiencies within the DUI arena. Countermeasures with cost estimates are developed. The plan is developed by WTSC staff members with assistance from our Impaired Driving Advisory Committee and the executive level Impaired Driving Advisory Council. The plan is aligned with the goals and proven strategies identified in Target Zero.

STATE RECIPIENTS

Traffic Safety Commission

State agencies, non-profit organizations and political subdivisions of the state are eligible to apply for a federal grant from the Washington Traffic Safety Commission to support projects to improve traffic safety

DISTRIBUTIONS

States that qualify by meeting several DUI-related performance criteria receive an amount based on a percentage applied to their Section 402 apportionment. The WTSC receives approximately \$2.2 million in each federal fiscal year.

MATCHING REQUIREMENTS

50% federal share; 50% state or local soft match (no state funds required).

FEDERAL PROGRAM: **Occupant Protection Incentive Grants (Section 405)**

FEDERAL AGENCY: National Highway Traffic Safety Administration

PROGRAM DESCRIPTION

Section 405 grants are provided to encourage states to adopt and implement effective programs to reduce highway deaths and injuries resulting from individuals riding unrestrained or improperly restrained in motor vehicles. A state may use these grant funds only to implement and enforce occupant protection programs.

STATE RECIPIENTS

Traffic Safety Commission

State agencies, non-profit organizations and political subdivisions of the state are eligible to apply for a federal grant from the Washington Traffic Safety Commission to support projects to improve traffic safety

DISTRIBUTIONS

A state is eligible for an incentive grant by demonstrating that it has implemented a number of criteria. US total is \$25M each year of the authorization, with Washington State receiving approximately 2%, or \$500,000 each year.

MATCHING REQUIREMENTS

50% federal share; 50% state or local soft match (no state funds required).

FEDERAL PROGRAM: **Safety Incentive Grants for Use of Seat Belts (Section 406)**

FEDERAL AGENCY: National Highway Traffic Safety Administration

PROGRAM DESCRIPTION

Section 406 grants are provided to encourage states to pass primary enforcement seat belt use laws. A state may use these grant funds for any project eligible for assistance under Title 23 of the US Code. The amount of funding each state is awarded will be based on the date a state enacted a primary enforcement seat belt law. The longer a state has had a primary law in effect, the less they receive in federal funding under this grant.

STATE RECIPIENTS

Traffic Safety Commission

State agencies, non-profit organizations and political subdivisions of the state are eligible to apply for a federal grant from the Washington Traffic Safety Commission to support projects to improve traffic safety

DISTRIBUTIONS

Washington State expects to receive a total of \$6 million in Section 406 funding over the entire SAFETEA-LU authorization that runs through FFY 2009.

MATCHING REQUIREMENTS

50% federal share; 50% state or local soft match (no state funds required).

FEDERAL PROGRAM: **State Highway Safety Data Improvements Incentive Grants
(Section 408)**

FEDERAL AGENCY: National Highway Traffic Safety Administration

PROGRAM DESCRIPTION

Section 408 grants are provided to encourage states to adopt and implement effective programs to improve the timeliness, accuracy, completeness, uniformity, and accessibility of state data that is needed to identify priorities for national, state, and local highway and traffic safety programs; to evaluate the effectiveness of efforts to make such improvements; to link these state data systems, including traffic records, with other data systems within the state; and to improve the compatibility of the state data system with national data systems and data systems of other states to enhance the ability to observe and analyze national trends in crash occurrences, rates, outcomes, and circumstances. A state may use these grant funds only to implement such data improvement programs. Washington State uses these funds to fund priority projects from our state traffic records strategic plan, including eTRIP (electronic ticketing and crash reporting.)

STATE RECIPIENTS

Traffic Safety Commission

State agencies, non-profit organizations and political subdivisions of the state are eligible to apply for a federal grant from the Washington Traffic Safety Commission to support projects to improve traffic safety

DISTRIBUTIONS

Washington State has qualified for approximately \$500,000 in 408 funding each year of SAFETEA-LU.

MATCHING REQUIREMENTS

50% federal share; 50% state or local soft match (no state funds required).

Federal Transportation Programs – Transit

FEDERAL PROGRAM: **Alternatives Analysis Program**

FEDERAL AGENCY: Federal Transit Administration

PROGRAM DESCRIPTION

This program provides funds to states, authorities of the states, metropolitan planning organizations, and local governmental authorities to develop alternatives analyses for potential transit “new starts” projects.

DISTRIBUTIONS

Distributions are made at the discretion of the U.S. Secretary of Transportation based on application of transit sponsors or at Congressional direction. WSDOT received no funding through this program.

MATCHING REQUIREMENTS

Up to 80% federal share.

FEDERAL PROGRAM: **Capital Grants (Section 5309)**

FEDERAL AGENCY: Federal Transit Administration

PROGRAM DESCRIPTION

The FTA Section 5309 Capital Grants Program consists of three separate parts: formula apportionments for fixed guideway modernization; discretionary allocations for the construction of new fixed guideway systems and extensions to existing systems (new starts); and discretionary allocations for buses and bus facilities.

STATE RECIPIENTS

Fixed Guideway Modernization: Seattle
New Starts: Sound Transit
Buses and Bus Facilities: Varies from year to year

DISTRIBUTIONS

Distributions for fixed guideway modernization are pursuant to formula. Distributions for new starts and buses and bus facilities are at the discretion of Congress.

Allocations of Section 5309 funds for FFY 2009 and 2010 were as follows:

	<u>FFY 2009</u>	<u>FFY 2010</u>
Fixed Guideway Modernization:		
Seattle	\$41,194,547	\$43,189,172
New Starts:		
Bellevue-Redmond BRT, King County	\$10,842,807	\$9,368,193
Pacific Highway South BRT, King County	\$278,705	\$6,815
Seattle Sound Transit Central Link	\$25,702,441	\$3,144,294
University Link LRT Extension	\$99,000,000	\$110,000,000
Buses & Bus Facilities:		
Seattle – Multimodal Terminal Redevelopment and Expansion	\$1,100,000	
Ben Franklin Transit, Maintenance Facility	\$1,757,500	
City of Shoreline BRT Aurora Corridor	\$475,000	
Clallam Transit Vehicle Replacement	\$286,900	
Community Transit Bus and Bus Facilities	\$237,500	
C-Tran Transit Vehicle Replacement		\$1,850,600
Enumclaw Welcome Center Intermodal Facility	\$1,425,000	
Everett Transit Vehicle Replacement	\$712,500	
Grant Transit Ops and Maintenance Facility	\$475,000	
Grant Transit Vehicle Replacement	\$425,600	
Ilwaco Park and Ride Lot	\$22,572	
Ilwaco Shuttle Vehicles	\$22,572	
Intercity Transit Intermodal Facility	\$2,232,500	
Island Transit Vehicle Replacement	\$203,148	\$1,735,200
Island Transit Operations Base Facility Project	\$541,728	
King County Hybrid Bus Program	\$237,500	

	<u>FFY 2009</u>	<u>FFY 2010</u>
Link Transit Low Floor Coaches		\$2,496,700
Mukilteo Multi-Modal Terminal	\$1,309,176	
North Bend Park and Ride Lot	\$180,576	
Oak Harbor Multimodal Facility	\$225,720	
Pacific Transit Vehicle Replacement	\$456,000	\$250,000
Pierce Transit Peninsula Park and Ride	\$2,351,250	
Pierce Transit Diesel-Electric Bus Acquisition		\$1,272,700
Port Angeles International Gateway Project		\$550,000
Pullman Transit Vehicle Replacement	\$1,288,200	
Seattle (West) RapidRide and Hybrid Bus Program		\$600,000
Skagit Transit Chuckanut Drive Station		\$400,000
Community Transit Buses and Facility Enhancement	\$677,160	
Spokane Transit Diesel-Electric Hybrid Bus Acquisition		\$1,266,200
Tacoma (Downtown) Intermodal Center	\$1,235,000	\$974,400
Twin Transit Vehicle Replacement	\$579,500	
Valley Transit Vehicle Replacement	\$368,600	
Washington Southworth Terminal Redevelopment	\$1,500,000	
King Street Center–Intercity Bus Terminal	\$70,000	
Whatcom Transportation Authority Bus Replacement	\$1,900,000	\$974,000

MATCHING REQUIREMENTS

The federal share of any project financed under Section 5309 is a maximum of 80% of the "net project cost." Net project cost is defined as the portion of the cost of a project that cannot reasonably be financed from revenues.

FEDERAL PROGRAM: **Formula Capital and Operating Grants (Section 5307)**

FEDERAL AGENCY: Federal Transit Administration

PROGRAM DESCRIPTION

This program provides grants that may be used to finance the planning, acquisition, construction, improvement, preventative maintenance, and operating costs (in Metropolitan areas under 200,000) of mass transportation services.

STATE RECIPIENTS

Recipients of Section 5307 funds in Vancouver, Seattle-Tacoma-Everett-Bremerton, and Spokane, are determined by the state's three Transportation Management Areas (TMAs). The Governor delegated authority to the Department of Transportation the apportioned amounts for distribution to the state's urbanized areas under 200,000 population: Bellingham, Longview, Marysville, Olympia, Richland-Kennewick-Pasco, Wenatchee, Mount Vernon, Yakima, and Lewiston, ID-WA. Washington State Ferries receives funding through Seattle-Everett and Tacoma TMA.

<u>DISTRIBUTIONS</u>	<u>FFY 2009</u>	<u>FFY 2010</u>
Portland-Vancouver	\$ 37,670,961	\$ 37,084,609
Seattle-Tacoma-Everett-Bremerton	94,390,501	96,013,644
Spokane	8,002,310	7,987,591
Smaller Areas*	16,617,325	17,228,703

*Includes apportionments for Bellingham, Longview, Olympia-Lacey, Richland-Kennewick-Pasco, Yakima, Marysville Wenatchee, Mount Vernon, and Lewiston, ID-WA.

Over the 5-year life of SAFETEA-LU, Washington received \$727.1 million for this program.

MATCHING REQUIREMENTS

80% federal share for capital projects, including preventative maintenance. 50% federal share for operating expenses for projects in the six smaller areas only.

FEDERAL PROGRAM:

**Grants for Transportation to Meet Special Needs
of Elderly and Persons with Disabilities (Section 5310)**

FEDERAL AGENCY:

Federal Transit Administration

PROGRAM DESCRIPTION

The U.S. Secretary of Transportation is authorized to make grants to states and public bodies for the purpose of assisting them in providing mass transportation services to meet the special needs of the elderly and persons with disabilities. The Secretary also authorizes states to make grants to private nonprofit corporations and associations for the purpose of assisting them in providing mass transportation services to meet the special needs of the elderly and persons with disabilities for whom services carried out by public entities are not available, not sufficient, or inappropriate. SAFETEA-LU allows funds to be used by public bodies to coordinate services or to provide services where no private or nonprofit corporation or association is readily available for such purposes.

All funds for this program are distributed by the WSDOT Public Transportation Division on a competitive grant application basis.

STATE RECIPIENTS

WSDOT provides grants to local providers.

DISTRIBUTIONS

Formula apportionments to states are prescribed in law. To be eligible for apportionments, states are required to submit an annual program of projects for elderly and disabled services that considers the number of such persons within the state.

MATCHING REQUIREMENTS

80% federal share; 20% state and local.

FEDERAL PROGRAM: **Non-Urbanized Area Formula Assistance (Section 5311)
(Rural Assistance)**

FEDERAL AGENCY: Federal Transit Administration

PROGRAM DESCRIPTION

This program provides funding for public transportation projects in rural areas (areas over 50,000 population are provided assistance under Section 5307). Projects are to be in the annual program of projects for public transportation services in rural areas. The program must provide a fair and equitable distribution of funds within the state, including Indian reservations, and provides the maximum feasible coordination of public transportation services assisted by this program and other federal sources.

Up to 15% of the apportioned funds may be used for state administration of the program and for providing technical assistance to recipients.

A state must expend not less than 15% of amounts made available under Section 5311 for a program for the development and support of intercity bus transportation. Eligible activities include operating grants through purchase-of-service agreements and user-side subsidies.

In addition, Congress appropriates funds for the Rural Transit Assistance Program (RTAP) to assist states in providing training and technical assistance.

STATE RECIPIENTS

WSDOT provides grants to local providers.

DISTRIBUTIONS

Funds are apportioned to the Governor based on populations in rural areas. The formula is updated using population estimates prepared following the fourth or eighth years after the publication of the Census. All funds for this program are distributed by the WSDOT Public Transportation Division on a competitive grant application basis.

MATCHING REQUIREMENTS

The federal share for administration is 100%. The federal share of any capital project is 80% of the net project cost. The maximum federal share for any payment of subsidies of operating expenses is 50%.

FEDERAL PROGRAM: **Metropolitan Planning Grants (Section 5303)**

FEDERAL AGENCY: Federal Transit Administration

PROGRAM DESCRIPTION

The U.S. Secretary of Transportation is authorized to make grants to states for Metropolitan Planning Organizations (MPOs). MPOs use these funds for planning, engineering, designing and evaluating public transportation projects and in performing other technical studies. Before receiving funds, MPOs are required to submit an annual Unified Planning Work Program (UPWP).

STATE RECIPIENTS

WSDOT Program T
Metropolitan Planning Organizations
Transportation Management Areas

DISTRIBUTIONS

80% of program revenue is distributed to the states based on urbanized area population. A supplemental allocation of the remaining 20% is provided based on an FTA administrative formula to address planning needs in the larger, more complex urbanized areas. Further, WSDOT has developed a formula to distribute funds to MPOs in Washington.

MATCHING REQUIREMENTS

80% federal share; 20% local.

FEDERAL PROGRAM: **State Planning Grants (Section 5304)**

FEDERAL AGENCY: Federal Transit Administration

PROGRAM DESCRIPTION

Section 5304 grants provide funding to states for state planning efforts.

STATE RECIPIENTS

WSDOT Program Y.

DISTRIBUTIONS

Amounts are apportioned to states on the basis of population in urbanized areas as shown in the most recent census, except no state shall receive less than 1/2% of the available funds.

MATCHING REQUIREMENTS

80% federal share; 20% state share.

Federal Transportation Programs – Rail

FEDERAL PROGRAM: **High Speed Rail Grade Crossing Improvement Program**

FEDERAL AGENCY: Federal Highway Administration and Federal Railroad Administration

PROGRAM DESCRIPTION

This program was originally established in ISTEA for the installation or improvement of warning devices, improvements of track circuitry, and other crossing improvements, closure of crossings, grade separation construction or reconstruction and combined crossing warning systems with advanced train control. Congress had reauthorized this program in TEA-21 and then again in SAFETEA-LU. Current authorization is \$5 million annually nationwide.

STATE RECIPIENTS

WSDOT Program Y.

DISTRIBUTIONS

Grants to states are at the discretion of the U.S. Secretary of Transportation based on application.

MATCHING REQUIREMENTS

None. 100% federal funding.

FEDERAL PROGRAM: **Railroad Rehabilitation and Improvement Financing**

FEDERAL AGENCY: Federal Railroad Administration

PROGRAM DESCRIPTION

This program is intended to make funding available through loans and loan guarantees for railroad capital improvements. SAFTEA-LU provides up to \$35 Billion in direct loans and loan guarantees. Direct loans and loan guarantees can be made to state and local governments, government-sponsored authorities, corporations, railroads, and joint ventures that include at least one railroad, and limited option freight shippers who intend to construct a new rail connection. The funding can be used to: acquire, improve, or rehabilitate intermodal facilities, rail equipment or facilities, including track, components of track, bridges, yards, buildings, and shops; refinance outstanding debt incurred for the purposes listed above; and develop or establish new intermodal or railroad facilities. Direct loans can fund up to 100% of a railroad project with repayment periods of up to 25 years and interest rates equal to the cost of borrowing to the government.

Priority in selecting projects is to be given to those that enhance public safety and the environment; promote economic development; enable United States companies to be more competitive in international markets; are endorsed in state and local transportation plans; or preserve or enhance rail or intermodal service to small communities or rural areas.

All federal financial assistance programs must pay for the cost to the government of providing that financial assistance. In most cases this is done with appropriations from Congress. Since the RRIF Program does not currently have an appropriation, this cost must be borne by the applicant, or another entity on behalf of the applicant, through the payment of the Credit Risk Premium. The Administrator will calculate the amount of the Credit Risk Premium that must be paid for each loan before it can be disbursed.

In addition to the Credit Risk Premium, which is paid only if a loan is approved, each applicant must pay an Investigation Fee regardless of whether the loan is approved. The Investigation Fee defrays costs the FRA incurs in evaluating RRIF loan applications. The Investigation Fee may not exceed one half of one percent of the requested loan amount, but it is often substantially less.

STATE RECIPIENTS

WSDOT Program Y.

DISTRIBUTIONS

Loans and loan guarantees are at the discretion of the U.S. Secretary of Transportation based on application. Washington State did not apply for funding through this program during the five years of SAFETEA-LU.

FEDERAL PROGRAM: **American Recovery and Reinvestment Act (ARRA)**

FEDERAL AGENCY: Federal Railroad Administration

PROGRAM DESCRIPTION

Signed by President Obama on February 17, 2009, the transportation portion of the American Recovery and Reinvestment Act (Recovery Act) is aimed at funding improvements to our infrastructure and saving or creating tens of thousands of jobs. FHWA committed \$26.6 billion to more than 12,000 road, highway and bridge projects across the country.

DISRIBUTIONS

Washington State received \$492 million in federal American Recovery and Reinvestment Act funds for highway and road projects. Nationally a total of \$26.6 billion was apportioned to States with the distribution formula based on 50/50 combination of the Surface Transportation Program in 23 USC 104(b) and same ratio as the obligation and limitation distribution for FY 2008.

TIGER Grants: As part of the Recovery Act, the FHWA also awarded 51 Transportation Investments Generating Economic Recovery, or TIGER grants, totaling \$1.5 billion nationwide. These grants went to creative projects that represent the future of our diverse transportation system, everything from multi-modal projects to regional bicycle networks, to intermodal centers, to commuter rail, to safer highways.

TIGER grants were awarded in February 2010 based on application submittals to and selection by FHWA. WSDOT received \$35 million for the construction of additional lanes on the North Spokane Corridor project. The City of Seattle received \$30 million for its Mercer Corridor Project. The funding program inspired a similar \$600 million program in the Federal 2010 budget nicknamed TIGER II. Three Washington projects, including King County's South Park Bridge Replacement, received \$45 million in TIGER II grants in October 2010.

To date Washington has received a total of more than \$1.5 billion from this program, including up to \$751 million in High Speed Rail funds. Further detail on these grants follows. Also, see the Cascades High Speed Rail under " Modes" section for more information on the program's funds and projects.

MATCHING REQUIREMENTS

There are no matching requirements for ARRA program. However the presence of matching funds was a factor in USDOT's selection of TIGER grant awards.

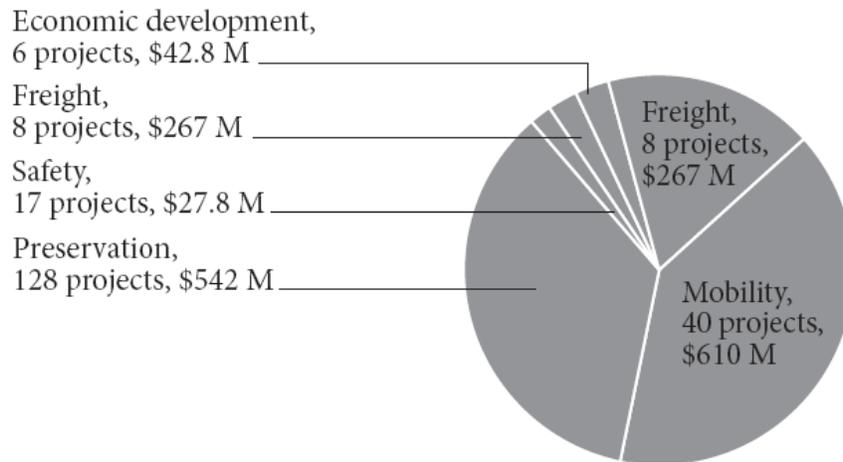
TIER 2 & 3 Projects: Bids below engineer's estimates allowed WSDOT to apply surplus ARRA funds to a secondary list of more than \$80 million in projects that had been identified by Governor Chris Gregoire and the Legislature as projects that WSDOT could advance if additional funding became available.

ARRA TRANSPORTATION PROJECTS BY TYPE

The ARRA funded many different types of highway construction projects. As of the end of 2010, the majority of the 219 state and local Recovery Act highway projects were classified as preservation or mobility projects, including 128 preservation projects valued at \$542 million (\$229 million in Recovery Act funding) and 40 mobility projects valued at \$610 million (\$176 million in Recovery Act funding).

The table below shows the number and types of ARRA projects funded through December 31, 2010. Note that the 219 projects in the chart below include the two safety ‘bucket’ projects and may contain other state and local funding contributions to individual projects.

Washington State ARRA Highway Recovery Act projects by type *219 state and local projects by type*



Data source: WSDOT CPDM & H&LP Office.

ARRA Grant for High Speed Rail

BACKGROUND

In January 2010, Washington State was selected to receive \$590 million in High Speed Rail funds as part of the 2009 American Recovery and Reinvestment Act (ARRA). In December 2010, Washington was awarded an additional \$161.5 million in funding redirected from Ohio and Wisconsin. The grant funding was part of \$8 billion awarded to 13 rail corridors spanning 31 states. In addition to the ARRA grants, the administration's program includes \$2.5 billion already approved for fiscal year 2010 and \$1 billion per year for five years thereafter.

WSDOT submitted its application with these fundamental principles in mind:

- Grow the Amtrak *Cascades* service;
- Make the service more reliable by reducing rail congestion on the main line

As a result of this funding Amtrak Cascades passengers will see:

- two additional daily round trips between Seattle and Portland, for a total of six;
- a reduction in travel times; and
- improved on-time performance.

When funding agreements are signed, WSDOT, BNSF and Sound Transit will begin work on projects that make multiple upgrades to existing track between Seattle and Portland, as well as install an advanced signal system throughout the corridor.

GOVERNANCE

WSDOT is responsible for developing and implementing Washington State's passenger rail program as specified in RCW 47.79 and 47.82.

Funding

- January 2010 – Washington awarded \$590 million in High Speed Rail Recovery Act funding for corridor improvements mostly between the Seattle to Portland segment.
- October 2010 – Washington awarded \$31 million in 2009 and 2010 high speed rail funding appropriations (non ARRA). This funding is being used to increase capacity through Mount Vernon, build station improvements in Tukwila and at King Street in Seattle, as well as create an integrated freight and passenger rail plan.
- December 2010 – Awarded an additional \$161.5 million in ARRA funding redirected from Ohio and Wisconsin. The additional award of \$161.5m in redistributed ARRA funds requires the money be spent on projects that were part of the original application. In addition, a detailed analysis must be done to determine which projects should be funded based on the direct benefits to High-Speed Intercity Passenger Rail.

Cascades High Speed Rail Program Capital Improvements

D to M Street Connection – Tacoma - Allows Amtrak Cascades and Sounder passenger rail service to bypass congested Point Defiance route and extends Sounder commuter rail service to stations in South Tacoma and Lakewood.

Point Defiance Bypass – Tacoma - Proposes to reroute passenger trains to an existing rail line along the west side of I-5 through south Tacoma, Lakewood, and DuPont and reconstructs five at-grade crossings to improve safety, and accommodate higher speeds and improves on time Seattle-Portland performance.

Yard Bypass Track – Vancouver - This project builds a 15,000 foot bypass track within the BNSF rail yard in Vancouver thereby increasing Amtrak *Cascades* service reliability by separating freight and passenger traffic. This is one phase of the larger Vancouver Rail Bypass and W 39th St. Bridge project.

Cascades Corridor Reliability Upgrades – South (Nisqually to Vancouver WA) - Improvements along the entire BNSF mainline corridor infrastructure between Nisqually and Vancouver, WA Improves Amtrak *Cascades* schedule reliability by improving track quality and reducing slow-orders.

Storage Track - Everett - Eliminates a major source of freight train interference by constructing two new departure/receiving tracks next to the existing Delta Yard tracks, reducing congestion, adding rail capacity and eliminating a substantial rail yard bottleneck. Helps achieve the second Amtrak *Cascades* round trip service to Vancouver, B.C.

Amtrak Cascades New Train Set - Expanding train service to five round trips may require purchasing new rolling stock. Equipment identical to and compatible with the existing Talgo equipment is no longer manufactured but new train sets will be capable of handling the specific geographic feature of the corridor and accommodate 250 passengers.

Kelso Martin's Bluff – Multiple Improvements - New dispatcher-controlled sidings to accommodate arrival and departure of unit freight trains clear of the existing two-track main line and builds third main track between Kelso Station and Longview Junction.

King Street Station Track Upgrades - Improves schedule reliability for north and southbound trains arriving and departing King Street Station allowing Amtrak and Sound Transit passenger trains to simultaneously move in and out of the station.

Advanced Signal System – Corridor Wide - Installs an integrated command, control, communications, and information system for controlling train movements, reducing the probability of collisions between trains, roadway worker casualties and equipment damage.

Non ARRA High Speed Rail projects (funded under the FY09/FY10 Appropriations Acts)

Tukwila Station - This project provides funding to Sound Transit to construct a new train station at Tukwila, Washington that will be used by Sounder commuter trains and Amtrak Cascades intercity trains. Improvements will include parking, station platforms and transit waiting areas, and the installation of a real-time passenger information system at nearby Sea-Tac International Airport. This

transforms station from a temporary platform facility to a modern full-service station used by both commuter and intercity passenger rail and allows airline passengers to make informed travel decisions using the real time passenger information system displaying Amtrak Cascades arrival and departure information for Tukwila station.

King Street Station Renovation and Seismic Retrofit - Amtrak, WSDOT, SDOT, and Sound Transit are working in partnership with BNSF Railway to transform the busy and historic King Street Station and adjacent tracks and platforms to meet future needs of expanding intercity and commuter rail service. Improvements include seismically retrofitting the station and clock tower, as well as restoring the station's main hall and upgrading utility systems.

Mount Vernon Siding Extension - This extension of the Mount Vernon Siding track to accommodate freight trains, improves reliability and capacity of the railroad for passenger trains.

Integrated State Rail Plan - Washington State currently has separate freight rail and passenger rail plans and this proposed planning project integrates and updates these plans as one state rail plan. The project also updates the plan to address Federal Railroad Administration (FRA) needs and requirements as described in National Rail Plan documents to allow for better planning of the public and private rail investment. This integrated plan helps WSDOT comply with federal funding requirements and makes Washington more competitive for future rail funding.

