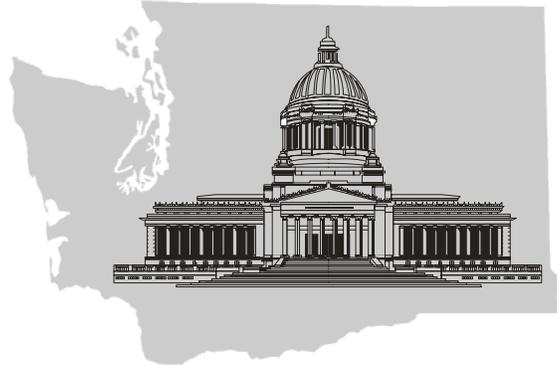


State of Washington
Joint Legislative Audit and Review Committee (JLARC)



Inventory of State Infrastructure Programs
Volume 2 of 3 – Transportation Infrastructure
Projects

Report 06-11

November 29, 2006

*Upon request, this document is available
in alternative formats for persons with disabilities.*

JOINT LEGISLATIVE AUDIT AND REVIEW COMMITTEE

506 16th Avenue SE
PO Box 40910
Olympia, WA 98501-2323
(360) 786-5171
(360) 786-5180 Fax
<http://jlarc.leg.wa.gov>

Committee Members

SENATORS

Brad Benson
Jeanne Kohl-Welles
Bob Oke
Linda Evans Parlette, Vice Chair
Debbie Regala
Phil Rockefeller, Asst. Secretary
Pat Thibaudeau
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LEGISLATIVE AUDITOR

Ruta Fanning

The Joint Legislative Audit and Review Committee (JLARC) carries out oversight, review, and evaluation of state-funded programs and activities on behalf of the Legislature and the citizens of Washington State. This joint, bipartisan committee consists of eight senators and eight representatives, equally divided between the two major political parties. Its statutory authority is established in RCW 44.28. This statutory direction requires the Legislative Auditor to ensure that performance audits are conducted in accordance with Government Auditing Standards as applicable to the scope of the audit.

JLARC staff, under the direction of the Committee and the Legislative Auditor, conduct performance audits, program evaluations, sunset reviews, and other policy and fiscal studies. These studies assess the efficiency and effectiveness of agency operations, impacts and outcomes of state programs, and levels of compliance with legislative direction and intent. The Committee makes recommendations to improve state government performance and to correct problems it identifies. The Committee also follows up on these recommendations to determine how they have been implemented. JLARC has, in recent years, received national recognition for a number of its major studies.

INVENTORY OF STATE INFRASTRUCTURE PROGRAMS

REPORT 06-11
INVENTORY DIGEST
NOVEMBER 29, 2006



STATE OF WASHINGTON

JOINT LEGISLATIVE AUDIT AND
REVIEW COMMITTEE

STUDY TEAM
Linda Byers

LEGISLATIVE AUDITOR
Ruta Fanning

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or contact

Joint Legislative Audit & Review Committee
506 16th Avenue SE
Olympia, WA 98501-2323
(360) 786-5171
(360) 786-5180 FAX

Public Funding for Infrastructure

"Infrastructure" can be described as "the basic installations and facilities on which the continuance and growth of a community or state depends."¹ Government agencies at various levels frequently build and operate such infrastructure, such as water systems, roads, and schools.

JLARC's Inventory of State Grant and Loan Programs That Fund Infrastructure

Washington's state government administers a number of grant and loan programs to assist local governments and others develop infrastructure. In 2005, the Legislature passed ESHB 1903, which directed the Joint Legislative Audit and Review Committee (JLARC) to assemble an inventory of these state grant and loan programs. JLARC has created this inventory in response to the Legislature's mandate.

JLARC's inventory of state grant and loan programs that fund infrastructure includes 75 separate programs. These programs provided more than \$1 billion in grants and loans for infrastructure projects in 2005.

The inventory is organized into three report volumes:

Volume 1 – Basic Infrastructure. This volume describes programs that fund systems to address water and waste; examples include drinking water, wastewater and stormwater, flood and irrigation management, and solid or hazardous waste systems.

Volume 2 – Transportation Infrastructure. This volume describes programs that fund roads and bridges, as well as programs that fund projects featuring other modes of transportation from walking and biking to trains and aviation.

Volume 3 – Other Infrastructure. This volume describes programs that fund buildings, facilities, and recreation such as schools, housing, community facilities, and parks.

An individual program may fund projects in more than one category; for example, some Community Development Block Grants can be used to build drinking water and sewer systems, streets, and child care facilities. In these situations, the program is cross-listed in all of the appropriate volumes.

¹ New World Dictionary of the American Language, Second College Edition, 1979.

Information Included in the Inventory

Each of the three volumes contains **profiles about the individual programs** that fund infrastructure projects in that category. Program profiles include information about:

- Legislative intent;
- Recent budget history;
- Frequency of the grant or loan cycle;
- Maximum dollar amounts for the program and for individual projects;
- Matching requirements;
- Eligible applicants;
- Eligible projects;
- Timing and steps in the application and award process;
- Program goals and performance;
- Any program challenges identified by the agency; and
- A website reference for additional information.

In addition, each of the three volumes contains **summary information at the beginning of the document** to give a sense of the size of each program and what kinds of projects a program funds, and to identify distinguishing characteristics about which jurisdictions and projects are eligible for funding. This summary information is intended **to aid policy makers** as they consider potential program overlaps and distinguishing features. The summary information is also intended **to aid potential applicants** with identifying the programs that fund the types of projects of interest to them. Additionally, information at the beginning of each volume provides more resources for assistance to potential applicants, as well as charts to illustrate the organization and relative size of the various infrastructure programs included in each volume.

Data Caveats

To complete the profiles, JLARC solicited information from numerous state agencies. JLARC staff have verified the language of state laws and rules referenced in the program profiles. JLARC staff have not verified all of the budget, staffing, policy, and performance data supplied by the agencies. In some cases, the budget information supplied by the agencies does not match exactly with the information in the legislative budget tracking systems. Additionally, agencies approached budget reporting for these profiles in different ways, not always consistently with one another. A prudent reader will use the budget information in the program profiles to gain a sense of the relative magnitude and trends in program funding rather than as a precise budget document.

Acknowledgements

Staff from 20 different state agencies, boards, and commissions contributed their time and effort to help create this inventory. JLARC also acknowledges the work of our contractor, Berk & Associates, for work on drafts of the program profiles in Volumes 2 and 3, and for Berk & Associates' work for the Office of Financial Management in 2005, a study on which the JLARC inventory builds.²

Ruta Fanning
Legislative Auditor

On November 29, 2005, this report was approved for distribution by the Joint Legislative Audit and Review Committee.

Representative Ross Hunter, Chair

² "Inventory and Evaluation of the State's Public Infrastructure Programs and Funds." Prepared by Berk & Associates for the Washington State Office of Financial Management, December 16, 2005.

Joint Legislative Audit and Review Committee (JLARC)



E-mail: neff.barbara@leg.wa.gov
 Web site: <http://jlarc.leg.wa.gov>

LEGISLATIVE AUDITOR
 Ruta Fanning
 506 16th Avenue SE
 Olympia, WA 98501-2323
 Campus Mail: PO Box 40910
 Phone: 360-786-5171
 FAX: 360-786-5180
 TDD: 1-800-635-9993

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November 29, 2006

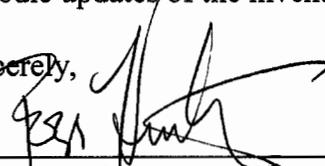
Victor Moore, Director
 Office of Financial Management
 PO Box 43113
 Olympia, WA 98504-3113

Dear Mr. Moore:

We are pleased to transmit the attached compilation of state programs that assist local governments and others with developing their basic, transportation, and other infrastructure projects. This inventory includes information on 75 separate programs. These programs provided more than \$1 billion in grants and loans for infrastructure projects in 2005. We feel this inventory will serve as a valuable tool for policymakers and potential project applicants alike.

The Legislature undertook the assembling of this information in part because no such comprehensive compilation existed. Having created this initial inventory, JLARC feels it is appropriate for the executive branch to assume responsibility for producing periodic inventory updates. We trust that you will assign this responsibility appropriately within the executive branch, and we look forward to seeing periodic updates of the inventory in the future.

Sincerely,


 Representative Ross Hunter
 Chair


 Representative Gary Alexander
 Secretary


 Senator Linda Evans Parlette
 Vice Chair

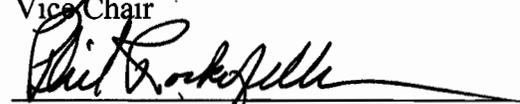

 Senator Phil Rockefeller
 Assistant Secretary

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Where Can Applicants Get Help With Their Infrastructure Projects?

From the Programs – and This Inventory Can Help Guide You:

- The summary information at the beginning of each JLARC volume can help you identify which programs may be right for your project;
- Many agencies offer special training sessions or other technical assistance for applicants
 - see the section on Timing and Steps in the Process in the individual program profiles;
- Most agencies offer websites with applications and other information such as program guidelines
 - see the Website section in the individual program profiles.

From the Infrastructure Assistance Coordinating Council:

The Infrastructure Assistance Coordinating Council (IACC) is a nonprofit organization made up of the staff from state and federal agencies that provide infrastructure funding, local government associations, nonprofit technical assistance firms, tribes, and universities. The purpose of the IACC is to improve the delivery of infrastructure assistance, both financial and technical, to local governments. To accomplish this, the IACC:

- Sponsors a statewide conference where the agencies assisting local governments with their infrastructure needs convene to discuss their programs with local government representatives;
- Arranges for special “tech-teams” at the conference to help a local government frame its infrastructure problem clearly, explore possible solutions, identify key regulatory and financing programs that should be involved, and get answers to as many questions as possible;
- Maintains a website with a database of infrastructure-related services available for local governments, including state, federal, local, and other resources (<http://www.infracfunding.wa.gov>);
- Is developing a web-based system to track upcoming local government infrastructure projects for a six-year planning cycle or longer for 13 different infrastructure systems. The concept behind this effort is for local governments to be able to demonstrate their infrastructure funding needs to the Legislature and to others.

From the Small Communities Initiative:

Small communities struggling to address water or wastewater system issues are recommended by the regional offices of the departments of Ecology or Health for assistance from the Small Communities Initiative. Staff are available from Olympia and Spokane. To learn more,

- Check out the website for the Small Communities Initiative (<http://www.cted.wa.gov/SCI>), which includes staff contact information;
- Look through the 2006 Small Communities Initiative Annual Report for examples of how other communities packaged financing for their water/wastewater projects;
- Contact your regional Department of Health or Ecology office to see if your community might be a good candidate for this program.

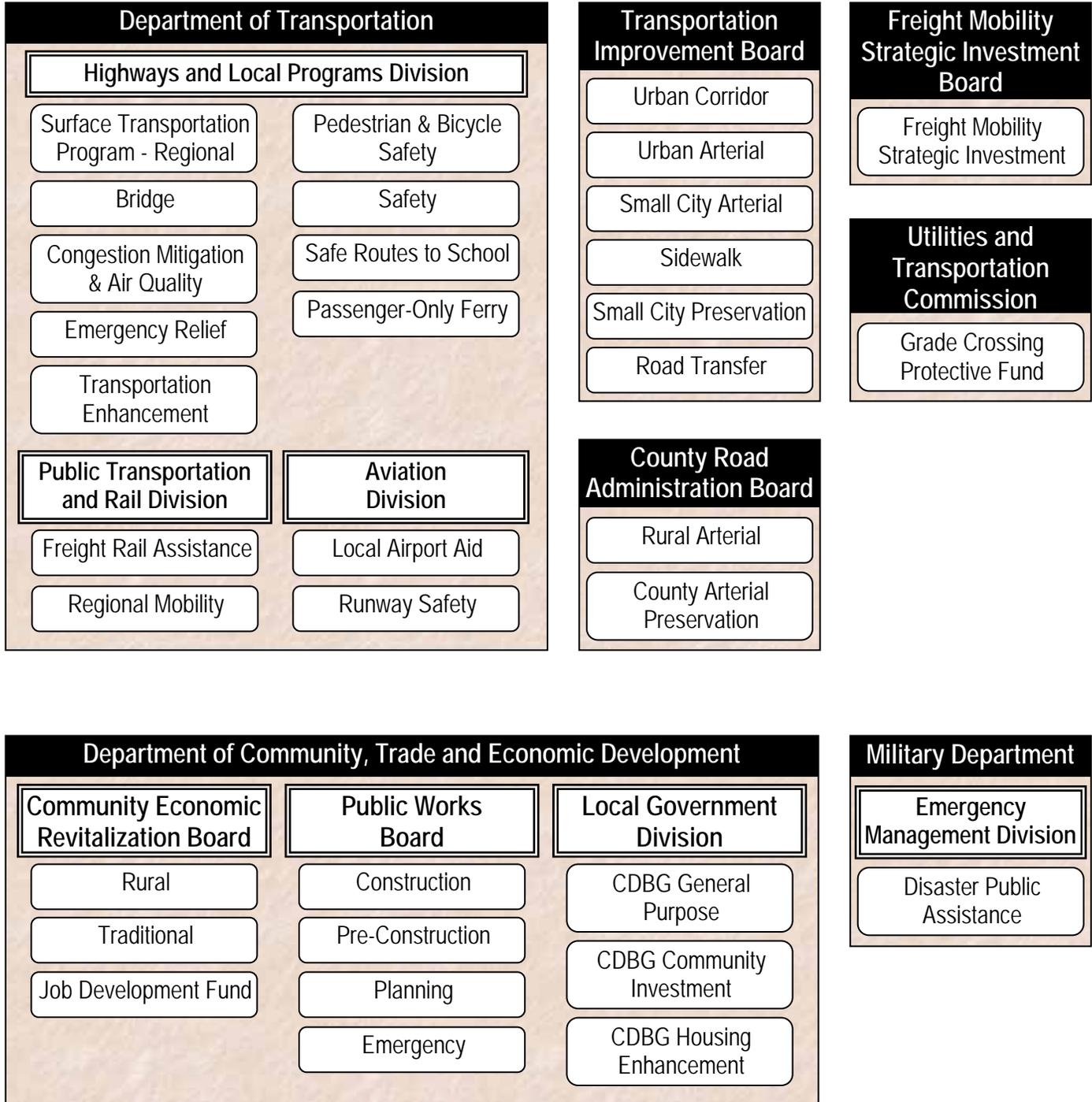
From Community, Trade and Economic Development’s Business and Project Development Unit:

Communities with a focus on infrastructure as a part of local economic development may seek assistance from CTED’s Business and Project Development Unit, with offices in Olympia, Seattle, Spokane, and the Tri-Cities. This same group helps businesses that want to locate or expand in Washington. For more information, visit <http://www.ChooseWashington.com>.

Many program staff are familiar with the wide range of infrastructure funding programs available in Washington. It is likely that, if a program is not the right fit for your project, staff can point you to other options. Assistance through the programs, the Small Communities Initiative, and the Business and Project Development Unit is subject to resource availability.

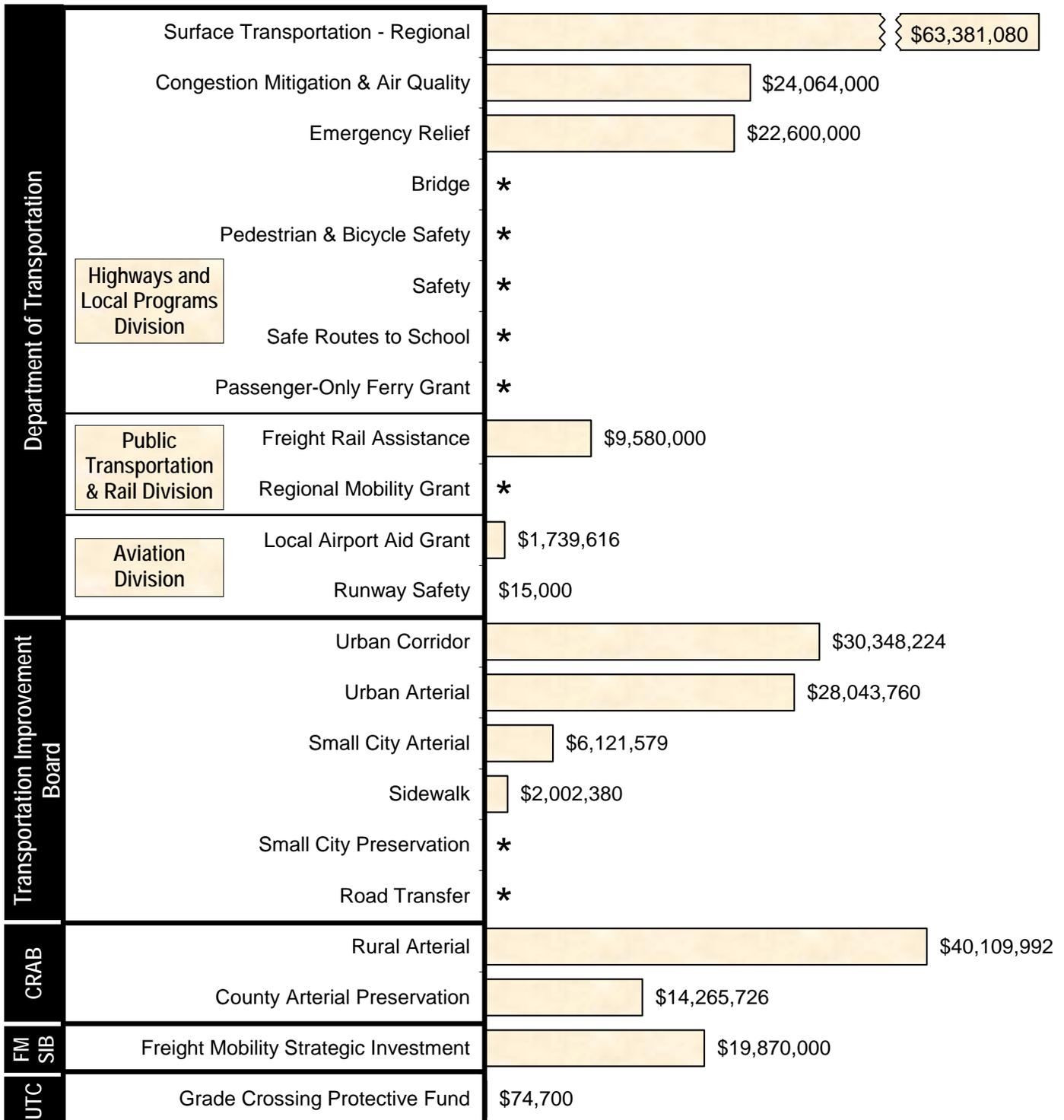
State Grant and Loan Programs That Can Fund Transportation Infrastructure Projects

State Agencies Managing Programs in this Volume of the JLARC Inventory



Resource Levels Vary for State Grant and Loan Programs That Can Fund Transportation Infrastructure Projects (Page 1 of 2)

Snapshot of Funding Levels for Projects Selected in 2005
 (The programs in the chart below fund only Transportation Projects)

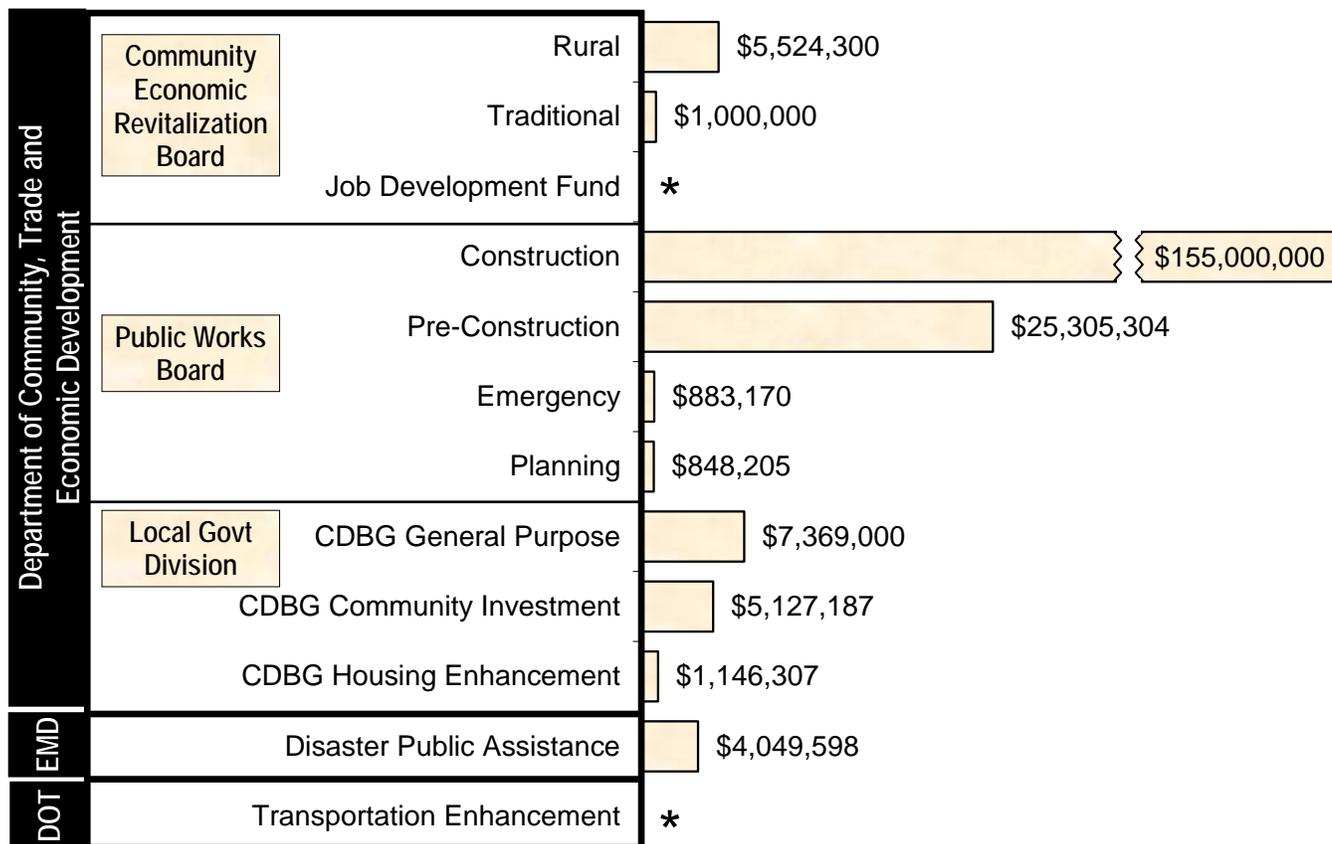


*No project selection in 2005.

Resource Levels Vary for State Grant and Loan Programs That Can Fund Transportation Infrastructure Projects (Page 2 of 2)

Snapshot of Funding Levels for Projects Selected in 2005

(The programs in the chart below fund more than one kind of project, including Transportation Projects)



*No project selection in 2005.

State Grant and Loan Programs That Can Fund Transportation Infrastructure Projects

Program	Grants? Loans?	Projects Selected in 2005 (# of projects; \$ awarded)	If different than previous column, Funds Distributed**	Categories of Transportation Infrastructure Projects							
				Roads and/or Bridges	Bicycle and Pedestrian Mobility	Transit and Park & Rides	Railroads or Grade Crossings	Airports	Ferries	Trans Planning & Mgt Environ Protection Historic Preservation	Emergency Situations
Surface Transportation Program – Regional Program	G	--	FFY 2005 \$63,381,080	✓	✓	✓				✓	
Bridge Program	G	--	FFY 2005 \$46,000,000	✓							
Congestion Mitigation and Air Quality Program	G	--	FFY 2005 \$24,064,000	✓	✓	✓				✓	
Safety Program	G	(See profile for change in 2006)		✓	✓		✓				
Emergency Relief Program	G	--	FFY 2005 \$22,600,000	✓							✓
Urban Corridor Program	G	12 projects; \$30,348,224	For 2005-07 \$92,600,000	✓	✓						
Urban Arterial Program	G	18 projects; \$28,043,760	For 2005-07 \$80,564,000	✓	✓						
Small City Arterial Program	G	19 projects; \$6,121,579	For 2005-07 \$14,240,000	✓	✓						
Small City Preservation Program	G	(First projects in 2006)		✓	✓						
Road Transfer Program	G	0 projects; \$0	For 2005-07 \$1,510,000	✓							
Rural Arterial Program	G	54 projects; \$40,109,992	For 2005-07 \$42,150,959	✓							✓
County Arterial Preservation Program	G	\$14,265,726 Distributed		✓							
Surface Transportation Program – Transportation Enhancement*	G	--	FFY 2005 \$10,500,000		✓					✓	

Program	Grants? Loans?	Projects Selected in 2005 (# of projects; \$ awarded)	If different than previous column, Funds Distributed**	Categories of Transportation Infrastructure Projects								
				Roads and/or Bridges	Bicycle and Pedestrian Mobility	Transit and Park & Rides	Railroads or Grade Crossings	Airports	Ferries	Trans Planning & Mgt Environ Protection Historic Preservation	Emergency Situations	
Sidewalk Program	G	22 projects; \$2,002,380			✓							
Pedestrian and Bicycle Safety Program	G	(First projects in 2006)			✓							
Safe Routes to School Program	G	(Projects in 2004 & 2006)			✓							
Regional Mobility Grant Program	G	(First projects in 2006)				✓						
Freight Mobility Strategic Investment Program	G	7 projects for 2005-07; \$19,870,000		✓			✓	✓	✓			
Emergent Freight Rail Assistance Program	G, L	9 projects; \$9,580,000					✓					
Grade Crossing Protective Fund Grant Program	G	6 projects; \$74,700	For 2005-07 \$411,000				✓					
Local Airport Aid Grant Program	G	38 projects; \$1,739,616						✓				✓
Runway Safety Grant Program	G	6 projects; \$15,000						✓				
Passenger-Only Ferry Grant Program	G	(New in 2006; no awards yet)								✓		
Public Works Trust Fund (PWTF) Construction Loan Program*	L	64 projects; \$155,000,000		✓								
PWTF Pre-Construction Loan Program*	L	43 projects; \$25,305,304		✓								
PWTF Planning Loan Program*	L	11 projects; \$848,205		✓						✓		

Program	Grants? Loans?	Projects Selected in 2005 (# of projects; \$ awarded)	If different than previous column, Funds Distributed**	Categories of Transportation Infrastructure Projects							
				Roads and/or Bridges	Bicycle and Pedestrian Mobility	Transit and Park & Rides	Railroads or Grade Crossings	Airports	Ferries	Trans Planning & Mgt Environ Protection Historic Preservation	Emergency Situations
PWTF Emergency Loan Program*	L	2 projects; \$883,170		✓							✓
Community Development Block Grant (CDBG) General Purpose Grant Program*	G	13 projects; \$7,369,000		✓	✓						
CDBG Community Investment Fund Grant Program*	G	10 projects; \$5,127,187		✓	✓						
CDBG Housing Enhancement Grant Program*	G	5 projects; \$1,146,307		✓	✓						
Community Economic Revitalization Board (CERB) Traditional Program*	G, L	1 project; \$1 million		✓			✓				
CERB Rural Program*	G, L	15 projects; \$5,524,300		✓			✓				
Job Development Fund*	G	(First projects in 2007)		✓			✓				
Emergency Management Disaster Public Assistance Program*	G	5 grants; \$4,049,598		✓							✓

* The programs marked in the first column with an asterisk are cross-listed with the collection of programs that fund Basic Infrastructure projects and/or Other Infrastructure projects (buildings, facilities, recreation). The information on the number of projects selected and the amount awarded is a total for *all* categories. *This* volume of the JLARC inventory focuses on these programs' funding of Transportation Infrastructure projects.

** A number of the grant programs that fund Transportation projects operate on a cost-reimbursement basis, so projects selected in one year may not begin to actually receive grant funds in the form of cost reimbursement until several years later. This makes for a significant difference between the dollar amounts for projects selected in a given year and the dollar amounts distributed for that year in the form of cost reimbursements. Other challenges that complicate listing the number of projects selected in 2005 with the corresponding dollar amount awarded include programs using a different time period (e.g., a federal fiscal year), programs using an award cycle that runs less frequently than a year or a biennium, or programs that pass through funds to regional or county transportation agencies that make the actual project selections.

**State Grant and Loan Programs That Can Fund Transportation Infrastructure Projects:
Who Is Eligible to Apply?**

Program	Cities and Towns	Counties	Port Districts	Other Special Purpose Districts	Tribes	State Agencies	Non-Profit Organizations	Private Businesses	Other
Surface Transportation Program – Regional Program	✓	✓	✓	✓	✓	✓			
Bridge Program	✓	✓							
Congestion Mitigation and Air Quality Program	✓	✓			✓	✓			
Safety Program	✓	✓			✓	✓			
Emergency Relief Program	✓	✓			✓	✓			
Urban Corridor Program	✓	✓		✓					
Urban Arterial Program	✓	✓							
Small City Arterial Program	✓								
Small City Preservation Program	✓								
Road Transfer Program	✓								
Rural Arterial Program		✓							
County Arterial Preservation Program		✓							
Surface Transportation Program – Transportation Enhancement*	✓	✓	✓	✓	✓	✓	✓		
Sidewalk Program	✓	✓							
Pedestrian and Bicycle Safety Program	✓	✓	✓	✓	✓	✓			
Safe Routes to School Program	✓	✓		✓	✓	✓			
Regional Mobility Grant Program	✓	✓		✓					

Program	Cities and Towns	Counties	Port Districts	Other Special Purpose Districts	Tribes	State Agencies	Non-Profit Organizations	Private Businesses	Other
Freight Mobility Strategic Investment Program	✓	✓	✓			✓			
Emergent Freight Rail Assistance Program	✓	✓	✓	✓	✓	✓	✓	✓	✓
Grade Crossing Protective Fund Grant Program	✓	✓	✓	✓	✓	✓	✓	✓	✓
Local Airport Aid Grant Program	✓	✓	✓	✓	✓				✓
Runway Safety Grant Program	✓	✓	✓	✓	✓				✓
Passenger-Only Ferry Grant Program		✓		✓					
Public Works Trust Fund (PWTF) Construction Loan Program*	✓	✓		✓					
PWTF Pre-Construction Loan Program*	✓	✓		✓					
PWTF Planning Loan Program*	✓	✓		✓					
PWTF Emergency Loan Program*	✓	✓		✓					
Community Development Block Grant (CDBG) General Purpose Grant Program*	✓	✓							
CDBG Community Investment Fund Grant Program*	✓	✓							
CDBG Housing Enhancement Grant Program*	✓	✓							
Community Economic Revitalization Board (CERB) Traditional Program*	✓	✓	✓	✓	✓				✓
CERB Rural Program*	✓	✓	✓	✓	✓				✓
Job Development Fund*	✓	✓	✓	✓	✓				✓
Emergency Management Disaster Public Assistance Program*	✓	✓	✓	✓	✓	✓	✓		

* The programs marked with an asterisk are cross-listed with the collections of programs that fund Basic Infrastructure projects and/or Other Infrastructure projects (buildings, facilities, recreation). *This* volume of the JLARC inventory focuses on these programs' funding of Transportation Infrastructure projects.

State Grant and Loan Programs That Fund Road and/or Bridge Projects: Distinguishing Characteristics³

Program	Special Qualifications: Who Is Eligible to Apply?	Special Qualifications: What Projects Are Eligible?	Timing of the Award Process
Surface Transportation Program – Regional Program	A number of different entities are eligible to apply. Agencies do not, however, apply to the state Department of Transportation. Instead, projects are evaluated and selected by Transportation Management Agencies, Metropolitan Planning Organizations, Regional Transportation Planning Organizations, and county lead agencies.	Federal law identifies what projects are eligible. Eligible projects include new construction, reconstruction, seismic retrofit, and operational improvements to roads and bridges. Projects are to be on federal functionally classified roads.	The federal funds for the program are apportioned to Washington once a year, and the Department of Transportation allocates these funds to the regional and county entities once a year. The regional and county entities have discretion over the timing of the award process at their level.
Bridge Program	Cities, towns, and counties are eligible for the program as described in this inventory. The local agencies must inventory their bridge structures in accordance with federal standards and state law, with the results entered according to the procedures of the State of Washington Inventory of Bridges and Structures.	Only bridge projects are eligible for funding from this program. This includes bridge rehabilitation and bridge replacement.	The federal funds for the program are apportioned to Washington once a year. Currently projects have been awarded through 2009. The Department of Transportation will make an annual assessment whether to issue a call for new projects, based on federal funds received and completion of projects already selected.
Congestion Mitigation and Air Quality Program	Cities, towns, counties, tribes, and state agencies can apply to this program, but only if they are within specified air quality non-attainment or maintenance areas. Currently these areas are Central Puget Sound, Vancouver, Spokane, Yakima, and Thurston. Like the Surface Transportation Program, entities do not apply to the state Department of Transportation; they instead apply to the transportation planning organizations within these five specified areas.	Highway maintenance and reconstruction projects are eligible for this program if the applicant makes the case that the project will make a tangible reduction in transportation-related air pollutant emissions.	The federal funds for the program are apportioned to Washington once a year, and the Department of Transportation allocates these funds to the transportation planning organizations in these five areas once a year. Each of these organizations holds its own project application and review process.
Safety Program	In the future, high accident areas on public roads will be identified using statewide accident data and a Statewide Highway Safety Improvement Plan.	Recent changes to the federal law have broadened project eligibility for this program. Projects must work toward a significant reduction in traffic fatalities and serious injuries on public roads.	Additional clarity on the operation of this program should be provided during the 2007 legislative session.

³See individual program profiles for additional detail.

Program	Special Qualifications: Who Is Eligible to Apply?	Special Qualifications: What Projects Are Eligible?	Timing of the Award Process
Emergency Relief Program	Cities, towns, counties, tribes, and state agencies can receive funds under this program, but only in emergency/disaster situations. Eligibility includes a formal proclamation of a State of Emergency by the Governor, with specific identification of the areas affected by the emergency or disaster. Local agencies do not “apply” to this program – see the profile for more on the formal process to receive funds.	Project funds are only available for federal aid routes within the area where the emergency has been declared.	Local agencies must take steps to gather information immediately after the disaster. The Department of Transportation applies to the Federal Highway Administration for funds. A decision by the Federal Highway Administration about the requested funds varies from a week or two up to months.
Urban Corridor Program	Eligible applicants are cities with a population of 5,000 or over, urban counties, and Transportation Benefit Districts. Per statute, the Transportation Improvement Board may not allocate funds to a city or county in noncompliance with the state’s Growth Management Act.	For road construction projects, the route must be functionally classified as a principal, minor, or collector arterial. The project must be consistent with a number of different plans and state/federal statutes, and must be partially funded by local government and/or private contributions. The emphasis of the program is mobility, local support, and growth and development.	The Transportation Improvement Board has an annual process with a call for projects in June and selection of projects in November.
Urban Arterial Program	Eligible applicants are cities with a population of 5,000 or more, cities and towns within an urban area, and counties with urban areas. Per statute, the Transportation Improvement Board may not allocate funds to a city or county in noncompliance with the state’s Growth Management Act.	Projects must be on roads functionally classified as a principal, minor, or collector arterial. Projects must be consistent with state, regional, and local transportation plans. An emphasis of the program is safety.	The Transportation Improvement Board has an annual process with a call for projects in June and selection of projects in November.
Small City Arterial Program	Cities and towns with populations less than 5,000 are eligible. Per statute, the Transportation Improvement Board may not allocate funds to a city in noncompliance with the state’s Growth Management Act.	Arterials eligible for reconstruction under this program must serve as the logical extension of a county arterial, or serve as a route connecting local traffic generators, or act as a bypass or truck route to relieve the central core area.	The Transportation Improvement Board has an annual process with a call for projects in June and selection of projects in November.
Small City Preservation Program	Cities and towns with populations less than 5,000 are eligible. Per statute, the Transportation Improvement Board may not allocate funds to a city in noncompliance with the state’s Growth Management Act. See the profile for additional criteria that the city or town must meet.	This program focuses on road maintenance through chip seal and pavement overlays. The road cannot be a state highway, and subsurface utilities must be in a serviceable condition and regularly maintained.	The first award process began with a call for projects in November 2005, with awards selected in January 2006. In the future, the program may be on the same schedule as other Transportation Improvement Board programs.

Program	Special Qualifications: Who Is Eligible to Apply?	Special Qualifications: What Projects Are Eligible?	Timing of the Award Process
Road Transfer Program	This program is eligible only to a set of cities and towns with populations less than 20,000 that have received the transfer of responsibility for state highways. A list of eligible cities and towns is spelled out in program rules. Per statute, the Transportation Improvement Board may not allocate funds to a city in noncompliance with the state's Growth Management Act.	A set of specific road segments is also spelled out in program rules. Eligible work on these segments is limited to maintenance.	This program does not have a regular application process. Maintenance needs for the road segments on the eligibility list are identified by the city or by a Transportation Improvement Board engineer.
Rural Arterial Program	Only counties are eligible for funding from this program. Counties with a population over 8,000 must certify each year that use of county road funds in the preceding year was limited to roads, which may include traffic law enforcement. Per statute, the County Road Administration Board may not allocate funds to a county in noncompliance with the state's Growth Management Act.	Eligible projects are improvement projects on county roads in rural areas that are classified as rural arterials and collectors using the federal functional classification system. Construction of replacement bridges is eligible for bridges funded by the federal bridge replacement program on access roads in rural areas. A proposed project must be part of a county's six-year program for rural arterial improvements.	The County Road Administration Board conducts a larger grant cycle in the first year of a biennium, awarding about 90% of estimated funds. The Board conducts a smaller round in the second year, based on updated gas tax revenue estimates.
County Arterial Preservation Program	Only counties are eligible for funding from this program. Each county must certify annually to the County Road Administration Board that it has a qualified Pavement Management System in place.	Program funds are for the preservation of paved county arterials throughout the state.	There is no application and award process for this program. Funds are distributed to counties on a monthly basis.
Freight Mobility Strategic Investment Program	Cities, towns, counties, port districts, and state agencies are eligible to apply.	Projects must meet statutory threshold eligibility criteria: (1) the project must be on a strategic freight corridor; (2) the project must have a total public benefit/ total public cost ratio of equal to or greater than one; and (3) the project must be primarily aimed at reducing identified barriers to freight movement, or primarily aimed at increasing capacity for freight movement, or primarily aimed at mitigating the impact on communities of increasing freight movement.	The Freight Mobility Strategic Investment Board solicits projects every two years to maintain an active six-year list of projects. When a project nears construction, the Board recommends the project to the Governor and the Legislature for funding.
Public Works Trust Fund (PWTF) Construction Loan Program	Eligible applicants must be using all local revenue sources which are reasonably available for funding public works; a city or county must be imposing a real estate excise tax of at least ¼ of 1 percent. Applicants must have a capital facilities plan and must be in compliance with the Growth Management Act.		The Public Works Board prepares a ranked project list once a year; the list is then submitted to the Legislature for approval each legislative session.

Program	Special Qualifications: Who Is Eligible to Apply?	Special Qualifications: What Projects Are Eligible?	Timing of the Award Process
PWTF Pre-Construction Loan Program	Eligible applicants must be using all local revenue sources which are reasonably available for funding public works; a city or county must be imposing a real estate excise tax of at least ¼ of 1 percent. Applicants must have a capital facilities plan and must be in compliance with the Growth Management Act.		The Public Works Board can consider applications to this program at any meeting; the Board meets about once a month.
PWTF Planning Loan Program	Eligible applicants must be using all local revenue sources which are reasonably available for funding public works; a city or county must be imposing a real estate excise tax of at least ¼ of 1 percent. Applicants must have a capital facilities plan and must be in compliance with the Growth Management Act.	The majority of these loans are for updates of existing plans, so all but a brand new jurisdiction would have to have a base plan in place already.	The Public Works Board can consider applications to this program at any meeting; the Board meets about once a month.
PWTF Emergency Loan Program	The same as those above for the other PWTF loan programs, plus the local government must officially declare an emergency.	This is for repair or restoration of infrastructure that has been damaged by natural disaster or determined to be a threat to public health or safety through unforeseen or unavoidable circumstances.	The Public Works Board can consider applications to this program at any meeting; the Board meets about once a month.
Community Development Block Grant (CDBG) General Purpose Grant Program	Eligible applicants are cities and towns with less than 50,000 population or counties with less than 200,000 population that do not receive funds directly from the federal Department of Housing and Urban Development.	This program can fund street projects. Projects must principally benefit low- and moderate-income people (LMI = 80% of county median income). The General Purpose Grant Program can fund the same projects as the Community Investment Fund Program, but the General Purpose Program uses an annual competitive process, and there is a \$1 million cap on projects.	CTED approves a prioritized project list once each year.
CDBG Community Investment Fund Program	Eligible applicants are cities and towns with less than 50,000 population or counties with less than 200,000 population that do not receive funds directly from the federal Department of Housing and Urban Development.	This program can fund street projects. Projects must principally benefit low- and moderate-income people (LMI = 80% of county median income). Projects must rank in the top three of the county project priority list. There is no dollar maximum on projects.	Applicants may apply to this CTED program at any time.
CDBG Housing Enhancement Grant Program	Eligible applicants are cities and towns with less than 50,000 population or counties with less than 200,000 population that do not receive funds directly from the federal Department of Housing and Urban Development.	This program can fund street projects. Projects must principally benefit low- and moderate-income people (LMI = 80% of county median income). Only projects receiving Housing Trust Fund dollars may receive these grants.	CTED selects program grant recipients twice each year, once in the Spring and once in the Fall. This is in conjunction with grants awarded through the Housing Trust Fund.

Program	Special Qualifications: Who Is Eligible to Apply?	Special Qualifications: What Projects Are Eligible?	Timing of the Award Process
Community Economic Revitalization Board (CERB) Traditional Program	CERB reviews whether local jurisdictions applying for funds are in compliance with the state's Growth Management Act. If a jurisdiction is not in compliance, CERB will consider how the non-compliance issues affect the proposed project site.	Transportation projects must have a direct and specific connection to job creation or retention. Statute defines eligible business types (manufacturing, industrial distribution, etc.). There must be convincing evidence that a specific private development or expansion is ready to occur and will only occur if the public infrastructure improvement is made.	Applicants may bring project proposals to CERB throughout the year. CERB has six regular meetings per year.
CERB Rural Program	Applicants must meet definitions of being a rural county or a rural natural resources impact area. CERB also reviews whether local jurisdictions applying for funds are in compliance with the state's Growth Management Act. If a jurisdiction is not in compliance, CERB will consider how the non-compliance issues affect the proposed project site.	Transportation projects must have a connection to job creation or retention. Statute defines eligible business types (manufacturing, industrial distribution, etc.). Unlike CERB's Traditional Program, this program can fund <i>prospective</i> development projects; an applicant must demonstrate the likelihood of project success with a feasibility study.	Applicants may bring project proposals to CERB throughout the year. CERB has six regular meetings per year.
Job Development Fund Program	Applicants must be able to supply a certification of compliance with the state's Growth Management Act.	The public sector transportation project must be linked to a current or prospective private development project that will result in the creation or retention of jobs upon completion of the public project. Unlike the other two CERB programs, statute does not define eligible business types.	This is a biennial award process. CERB and the Public Works Board are generating the first prioritized list of projects in the Fall of 2006; the list will be under consideration by the Legislature in the 2007 legislative session.
Emergency Management Disaster Public Assistance Program	An eligible applicant must have damaged transportation infrastructure in a disaster-declared county.	For projects to repair roads and bridges, the damage has to be caused by the declared disaster event, must not have been caused by negligence of others, and must not come under the authority of another federal agency. For example, the roadways eligible under the federally-funded Emergency Relief Program administered by DOT would not also be eligible under this program.	This Military Department's Emergency Management Division program is available only after a Presidential declaration of a disaster.

State Grant and Loan Programs That Fund **Bicycle and/or Pedestrian Mobility Projects**: Distinguishing Characteristics⁴

Program	Special Qualifications: Who Is Eligible to Apply?	Special Qualifications: What Projects Are Eligible?	Timing of the Award Process
Surface Transportation Program – Regional Program	A number of different entities are eligible to apply. Agencies do not, however, apply to the state Department of Transportation. Instead, projects are evaluated and selected by Transportation Management Agencies, Metropolitan Planning Organizations, Regional Transportation Planning Organizations, and county lead agencies.	Federal law identifies what projects are eligible. Eligible projects include bicycle and pedestrian facilities, and modifications of existing public sidewalks.	The federal funds for the program are apportioned to Washington once a year, and the Department of Transportation allocates these funds to the regional and county entities once a year. The regional and county entities have discretion over the timing of the award process at their level.
Congestion Mitigation and Air Quality Program	Cities, towns, counties, tribes, and state agencies can apply to this program, but only if they are within specified air quality non-attainment or maintenance areas. Currently these areas are Central Puget Sound, Vancouver, Spokane, Yakima, and Thurston. Like the Surface Transportation Program, entities do not apply to the state Department of Transportation; they instead apply to the transportation planning organizations within these five specified areas.	Bicycle and pedestrian facilities and programs are eligible for funding under this program if the applicant makes the case that the project will make a tangible reduction in transportation-related air pollutant emissions.	The federal funds for the program are apportioned to Washington once a year, and the Department of Transportation allocates these funds to the transportation planning organizations in these five areas once a year. Each of these organizations holds its own project application and review process.
Safety Program	In the future, high accident areas on public roads will be identified using statewide accident data and a Statewide Highway Safety Improvement Plan.	Recent changes to the federal law have broadened project eligibility for this program. Projects must work toward a significant reduction in traffic fatalities and serious injuries on public roads.	Additional clarity on the operation of this program should be provided during the 2007 legislative session.
Urban Corridor Program	Eligible applicants are cities with a population of 5,000 or over, urban counties, and Transportation Benefit Districts. Per statute, the Transportation Improvement Board may not allocate funds to a city or county in noncompliance with the state's Growth Management Act.	Any bicycle or pedestrian projects would be in conjunction with road construction projects under this program.	The Transportation Improvement Board has an annual process with a call for projects in June and selection of projects in November.
Urban Arterial Program	Eligible applicants are cities with a population of 5,000 or more, cities and towns within an urban area, and counties with urban areas. Per statute, the Transportation Improvement Board may not allocate funds to a city or county in noncompliance with the state's Growth Management Act.	Any bicycle or pedestrian projects would be in conjunction with road construction projects under this program.	The Transportation Improvement Board has an annual process with a call for projects in June and selection of projects in November.

⁴See individual program profiles for additional detail.

Program	Special Qualifications: Who Is Eligible to Apply?	Special Qualifications: What Projects Are Eligible?	Timing of the Award Process
Small City Arterial Program	Cities and towns with populations less than 5,000 are eligible. Per statute, the Transportation Improvement Board may not allocate funds to a city in noncompliance with the state's Growth Management Act.	Any bicycle or pedestrian projects would be in conjunction with road construction projects under this program.	The Transportation Improvement Board has an annual process with a call for projects in June and selection of projects in November.
Small City Preservation Program	Cities and towns with populations less than 5,000 are eligible. Per statute, the Transportation Improvement Board may not allocate funds to a city in noncompliance with the state's Growth Management Act. See the profile for additional criteria that the city or town must meet.	While the statute allows the Board to use program funds for sidewalk maintenance, the Board does not intend to do so other than as required for compliance with the federal Americans with Disabilities Act. The Board would instead point applicants to its separate Sidewalk Program below.	The first award process began with a call for projects in November 2005, with awards selected in January 2006. In the future, the program may be on the same schedule as other Transportation Improvement Board programs.
Surface Transportation Program – Transportation Enhancement	A number of different entities are eligible to apply, including non-profit organizations.	The provision of facilities for pedestrians and bicycles is one of the 12 qualifying activities under this federally-funded program. Projects are intended to expand travel choices and improve the cultural, historic, aesthetic, and environmental aspects of transportation infrastructure.	The Department of Transportation administers an application and award cycle every three years.
Sidewalk Program	Cities, towns, and urban counties are eligible to apply. There are some differences in criteria and matching requirements for urban projects vs. those for cities with populations less than 5,000. Per statute, the Transportation Improvement Board may not allocate funds to a city or county in noncompliance with the state's Growth Management Act.	This program funds the construction of new sidewalks, the retrofit of existing sidewalks to meet the requirements of the federal Americans with Disabilities Act, and the replacement of hazardous sidewalks. An urban project must be on a pedestrian route with linkages to a functionally classified route; small city projects must be on or related to a street on the Board-approved arterial system. The cost of right-of-way acquisition is not eligible.	The Transportation Improvement Board has an annual process with a call for projects in June and selection of projects in November.
Pedestrian and Bicycle Safety Program	A number of different government entities are eligible to apply.	This program funds projects that improve pedestrian and bicycle safety through engineering, education, and enforcement. Projects are intended to decrease the number of fatal and injury collisions involving pedestrian and bicycles.	To date, the Legislature has directed the Department of Transportation to issue a call for projects in 2005 and 2006. The Legislature approves project selection, so the legislative session affects the timing of the award process.
Safe Routes to School Program	A number of different government entities are eligible to apply. In the first round of funding for this new program, all award winners were school districts or individual schools.	Projects are to provide children with a safe, healthy alternative to riding the bus or being driven to school. Projects are to have engineering, education, and enforcement components, and need to be within two miles of primary or middle schools (grades K – 8).	To date, the Legislature has directed the Department of Transportation to issue a call for projects in 2005 and 2006. The Legislature approves project selection, so the legislative session affects the timing of the award process.

Program	Special Qualifications: Who Is Eligible to Apply?	Special Qualifications: What Projects Are Eligible?	Timing of the Award Process
Community Development Block Grant (CDBG) General Purpose Grant Program	Eligible applicants are cities and towns with less than 50,000 population or counties with less than 200,000 population that do not receive funds directly from the federal Department of Housing and Urban Development.	This program can fund sidewalks and streetlights. Projects must principally benefit low- and moderate-income people (LMI = 80% of county median income). The General Purpose Grant Program can fund the same projects as the Community Investment Fund Program, but the General Purpose Program uses an annual competitive process, and there is a \$1 million cap on projects.	CTED approves a prioritized project list once each year.
CDBG Community Investment Fund Program	Eligible applicants are cities and towns with less than 50,000 population or counties with less than 200,000 population that do not receive funds directly from the federal Department of Housing and Urban Development.	This program can fund sidewalks and streetlights. Projects must principally benefit low- and moderate-income people (LMI = 80% of county median income). Projects must rank in the top three of the county project priority list. There is no dollar maximum on projects.	Applicants may apply to this CTED program at any time.
CDBG Housing Enhancement Grant Program	Eligible applicants are cities and towns with less than 50,000 population or counties with less than 200,000 population that do not receive funds directly from the federal Department of Housing and Urban Development.	This program can fund sidewalks and streetlights. Projects must principally benefit low- and moderate-income people (LMI = 80% of county median income). Only projects receiving Housing Trust Fund dollars may receive these grants.	CTED selects program grant recipients twice each year, once in the Spring and once in the Fall. This is in conjunction with grants awarded through the Housing Trust Fund.

State Grant and Loan Programs That Fund **Transit and Park & Ride Projects**: Distinguishing Characteristics⁵

Program	Special Qualifications: Who Is Eligible to Apply?	Special Qualifications: What Projects Are Eligible?	Timing of the Award Process
Surface Transportation Program – Regional Program	A number of different entities are eligible to apply. Agencies do not, however, apply to the state Department of Transportation. Instead, projects are evaluated and selected by Transportation Management Agencies, Metropolitan Planning Organizations, Regional Transportation Planning Organizations, and county lead agencies.	Federal law identifies what projects are eligible. Eligible projects include transit capital projects and transit safety improvements.	The federal funds for the program are apportioned to Washington once a year, and the Department of Transportation allocates these funds to the regional and county entities once a year. The regional and county entities have discretion over the timing of the award process at their level.
Congestion Mitigation and Air Quality Program	Cities, towns, counties, tribes, and state agencies can apply to this program, but only if they are within specified air quality non-attainment or maintenance areas. Currently these areas are Central Puget Sound, Vancouver, Spokane, Yakima, and Thurston. Like the Surface Transportation Program, entities do not apply to the state Department of Transportation; they instead apply to the transportation planning organizations within these five specified areas.	Eligible projects include public transit projects, and transit maintenance and reconstruction projects. Projects are eligible for funding under this program if the applicant makes the case that the project will make a tangible reduction in transportation-related air pollutant emissions.	The federal funds for the program are apportioned to Washington once a year, and the Department of Transportation allocates these funds to the transportation planning organizations in these five areas once a year. Each of these organizations holds its own project application and review process.
Regional Mobility Grant Program	Cities, towns, counties, and public transit benefit districts are eligible to apply.	Projects are intended to improve the connectivity and efficiency of the transportation system; examples of eligible projects include intercounty connectivity service, parks and ride lots, and rush hour transit service.	To date, the Legislature has directed the Department of Transportation to issue a call for projects in 2005 and 2006. The Legislature approves project selection, so the legislative session affects the timing of the award process.

⁵See individual program profiles for additional detail. In addition to these programs, there are a number of grant programs that help to fund rolling stock for transit needs. The JLARC inventory uses the same screening criterion of the 2005 OFM infrastructure study of including programs that fund infrastructure assets in a fixed, rather than strictly movable, location.

State Grant and Loan Programs That Fund **Railroad or Grade Crossing Projects**: Distinguishing Characteristics⁶

Program	Special Qualifications: Who Is Eligible to Apply?	Special Qualifications: What Projects Are Eligible?	Timing of the Award Process
Safety Program	In the future, high accident areas on public roads will be identified using statewide accident data and a Statewide Highway Safety Improvement Plan.	Recent changes to the federal law have broadened project eligibility for this program. Projects must work toward a significant reduction in traffic fatalities and serious injuries on public roads.	Additional clarity on the operation of this program should be provided during the 2007 legislative session.
Freight Mobility Strategic Investment Program	Cities, towns, counties, port districts, and state agencies are eligible to apply.	Projects must meet statutory threshold eligibility criteria: (1) the project must be on a strategic freight corridor; (2) the project must have a total public benefit/ total public cost ratio of equal to or greater than one; and (3) the project must be primarily aimed at reducing identified barriers to freight movement, or primarily aimed at increasing capacity for freight movement, or primarily aimed at mitigating the impact on communities of increasing freight movement.	The Freight Mobility Strategic Investment Board solicits projects every two years to maintain an active six-year list of projects. When a project nears construction, the Board recommends the project to the Governor and the Legislature for funding.
Emergent Freight Rail Assistance Program	A variety of entities are eligible to apply, including nonprofit organizations and private businesses (for example, railroad companies).	Projects are intended to improve the freight rail system in the state. The following kinds of projects are eligible: acquiring, rebuilding, rehabilitation, or improving rail lines; purchasing or rehabilitating railroad equipment; railroad improvements to mitigate port access or mainline congestion; construction of loading facilities to increase business of light density lines or to mitigate the impacts of line abandonment; and preserving rail corridors by purchasing rights-of-way.	The Department of Transportation administers a biennial award cycle. The Legislature approves project selection, so the legislative session affects the timing of the award process.
Grade Crossing Protective Fund Grant Program	A variety of entities are eligible to apply, including nonprofit organizations and private businesses (for example, railroad companies).	Eligible projects are those designed to either reduce accident frequency and/or severity at highway/railroad crossings or to reduce pedestrian, trespassing, and motorist injuries and deaths on railroad rights-of-way other than crossings.	The Legislature appropriates funds for the program biennially. The Utilities and Transportation Commission issues a call for projects early in the first fiscal year. The Commission may issue a call in the second year if funds are still available.
Community Economic Revitalization Board (CERB) Traditional Program	CERB reviews whether local jurisdictions applying for funds are in compliance with the state's Growth Management Act. If a jurisdiction is not in compliance, CERB will consider how the non-compliance issues affect the proposed project site.	Transportation projects must have a direct and specific connection to job creation or retention. Statute defines eligible business types (manufacturing, industrial distribution, etc.). There must be convincing evidence that a specific private development or expansion is ready to occur and will only occur if the public infrastructure improvement is made.	Applicants may bring project proposals to CERB throughout the year. CERB has six regular meetings per year.

⁶See individual program profiles for additional detail.

Program	Special Qualifications: Who Is Eligible to Apply?	Special Qualifications: What Projects Are Eligible?	Timing of the Award Process
CERB Rural Program	Applicants must meet definitions of being a rural county or a rural natural resources impact area. CERB also reviews whether local jurisdictions applying for funds are in compliance with the state's Growth Management Act. If a jurisdiction is not in compliance, CERB will consider how the non-compliance issues affect the proposed project site.	Transportation projects must have a connection to job creation or retention. Statute defines eligible business types (manufacturing, industrial distribution, etc.). Unlike CERB's Traditional Program, this program can fund <i>prospective</i> development projects; an applicant must demonstrate the likelihood of project success with a feasibility study.	Applicants may bring project proposals to CERB throughout the year. CERB has six regular meetings per year.
Job Development Fund Program	Applicants must be able to supply a certification of compliance with the state's Growth Management Act.	The public sector transportation project must be linked to a current or prospective private development project that will result in the creation or retention of jobs upon completion of the public project. Unlike the other two CERB programs, statute does not define eligible business types.	This is a biennial award process. CERB and the Public Works Board are generating the first prioritized list of projects in the Fall of 2006; the list will be under consideration by the Legislature in the 2007 legislative session.

State Grant and Loan Programs That Fund **Airport Projects**: Distinguishing Characteristics⁷

Program	Special Qualifications: Who Is Eligible to Apply?	Special Qualifications: What Projects Are Eligible?	Timing of the Award Process
Freight Mobility Strategic Investment Program	Cities, towns, counties, port districts, and state agencies are eligible to apply.	Projects must meet statutory threshold eligibility criteria: (1) the project must be on a strategic freight corridor; (2) the project must have a total public benefit/total public cost ratio of equal to or greater than one; and (3) the project must be primarily aimed at reducing identified barriers to freight movement, or primarily aimed at increasing capacity for freight movement, or primarily aimed at mitigating the impact on communities of increasing freight movement.	The Freight Mobility Strategic Investment Board solicits projects every two years to maintain an active six-year list of projects. When a project nears construction, the Board recommends the project to the Governor and the Legislature for funding.
Local Airport Aid Grant Program	An applicant must own or control an airport that is open to the public. The airport must have an approved Airport Layout Plan in order to receive program funds for infrastructure projects.	The program currently funds projects related to airport pavement, safety, maintenance, security, and planning.	The Department of Transportation typically administers two to three funding rounds per biennium.
Runway Safety Grant Program	This is a sub-program of the Local Airport Aid Grant Program. An applicant must own or control an airport that is open to the public. In addition, the airport sponsor must coordinate an education and training event for local pilots with a Federal Aviation Administration Runway Safety Program Team.	As part of the process for this grant program, the FAA Runway Safety Program Team conducts a runway safety assessment. The results of the assessment are used to identify eligible projects, all with the goal of increased runway safety.	This is an ongoing process administered by the Department of Transportation.

⁷See individual program profiles for additional detail.

State Grant and Loan Programs That Fund **Ferry Projects**: Distinguishing Characteristics⁸

Program	Special Qualifications: Who Is Eligible to Apply?	Special Qualifications: What Projects Are Eligible?	Timing of the Award Process
Freight Mobility Strategic Investment Program	Cities, towns, counties, port districts, and state agencies are eligible to apply.	Projects must meet statutory threshold eligibility criteria: (1) the project must be on a strategic freight corridor; (2) the project must have a total public benefit/ total public cost ratio of equal to or greater than one; and (3) the project must be primarily aimed at reducing identified barriers to freight movement, or primarily aimed at increasing capacity for freight movement, or primarily aimed at mitigating the impact on communities of increasing freight movement.	The Freight Mobility Strategic Investment Board solicits projects every two years to maintain an active six-year list of projects. When a project nears construction, the Board recommends the project to the Governor and the Legislature for funding.
Passenger-Only Ferry Grant Program	County ferry districts and public transportation benefit areas are eligible to apply. A county that wants to create a ferry district to assume a passenger-only ferry route between Vashon and Seattle must meet certain population and location criteria and must first receive approval from the Governor after submitting a complete business plan to the Governor and to the Legislature by November 1, 2006. In order to be considered for assuming the route, the ferry district must ensure that operation of the route will not be contracted out to a private entity, that all existing labor agreements will be honored, and that operations will begin no later than July 1, 2007. A public transportation benefit area seeking funding for a passenger-only ferry route between Kingston and Seattle must also first receive approval from the Governor after submitting a complete business plan to the Governor and to the Legislature by November 1, 2006.	This program is intended to provide operating and capital grants for ferry systems to operate passenger-only ferry service.	No funds have been awarded under this new program as of September 2006.

⁸See the individual program profile for additional detail.

State Grant and Loan Programs That Fund Transportation Planning and Management, Environmental Protection, and/or Historic Preservation Projects: Distinguishing Characteristics⁹

Program	Special Qualifications: Who Is Eligible to Apply?	Special Qualifications: What Projects Are Eligible?	Timing of the Award Process
Surface Transportation Program – Regional Program	A number of different entities are eligible to apply. Agencies do not, however, apply to the state Department of Transportation. Instead, projects are evaluated and selected by Transportation Management Agencies, Metropolitan Planning Organizations, Regional Transportation Planning Organizations, and county lead agencies.	Federal law identifies what projects are eligible. Eligible projects include surface transportation planning; development and establishment of management systems; certain federal Clean Air Act transportation control measures; wetlands mitigation; and natural habitat mitigation.	The federal funds for the program are apportioned to Washington once a year, and the Department of Transportation allocates these funds to the regional and county entities once a year. The regional and county entities have discretion over the timing of the award process at their level.
Congestion Mitigation and Air Quality Program	Cities, towns, counties, tribes, and state agencies can apply to this program, but only if they are within specified air quality non-attainment or maintenance areas. Currently these areas are Central Puget Sound, Vancouver, Spokane, Yakima, and Thurston. Like the Surface Transportation Program, entities do not apply to the state Department of Transportation; they instead apply to the transportation planning organizations within these five specified areas.	Eligible projects include planning if the planning leads directly to construction of a program project; emission inspection and maintenance programs; planning and air quality monitoring projects; purchase and education about diesel retrofits; and truck stop electrification systems. Projects are to make a tangible reduction in transportation-related air pollutant emissions.	The federal funds for the program are apportioned to Washington once a year, and the Department of Transportation allocates these funds to the transportation planning organizations in these five areas once a year. Each of these organizations holds its own project application and review process.
Surface Transportation Program – Transportation Enhancement	A number of different entities are eligible to apply, including non-profit organizations.	The 12 qualifying activities under this federally-funded program include acquisition of scenic easements and scenic or historic sites; scenic or historic highway programs; historic preservation; rehabilitation and operation of historic transportation buildings, structures, or facilities; environmental mitigation; and establishment of transportation museums. Projects are intended to expand travel choices and improve the cultural, historic, aesthetic, and environmental aspects of transportation infrastructure. All projects must relate to surface transportation.	The Department of Transportation administers an application and award cycle every three years.

⁹See individual program profiles for additional detail.

Program	Special Qualifications: Who Is Eligible to Apply?	Special Qualifications: What Projects Are Eligible?	Timing of the Award Process
PWTF Planning Loan Program	Eligible applicants must be using all local revenue sources which are reasonably available for funding public works; a city or county must be imposing a real estate excise tax of at least ¼ of 1 percent. Applicants must have a capital facilities plan and must be in compliance with the Growth Management Act.	The majority of these loans are for updates of existing plans, so all but a brand new jurisdiction would have to have a base plan in place already.	The Public Works Board can consider applications to this program at any meeting; the Board meets about once a month.

**State Grant and Loan Programs That Fund Transportation Infrastructure Projects in Emergency Situations:
Distinguishing Characteristics¹⁰**

Program	Special Qualifications: Who Is Eligible to Apply?	Special Qualifications: What Projects Are Eligible?	Timing of the Award Process
Emergency Relief Program	Cities, towns, counties, tribes, and state agencies can receive funds under this program, but only in emergency/disaster situations. Eligibility includes a formal proclamation of a State of Emergency by the Governor, with specific identification of the areas affected by the emergency or disaster. Local agencies do not “apply” to this program – see the profile for more on the formal process to receive funds.	Project funds are only available for federal aid routes within the area where the emergency has been declared.	Local agencies must take steps to gather information immediately after the disaster. The Department of Transportation applies to the Federal Highway Administration for funds. A decision by the Federal Highway Administration about the requested funds varies from a week or two up to months.
Rural Arterial Program	Only counties are eligible for funding from this program. Counties with a population over 8,000 must certify each year that use of county road funds in the preceding year was limited to roads, which may include traffic law enforcement. Per statute, the County Road Administration Board may not allocate funds to a county in noncompliance with the state’s Growth Management Act. To be eligible for emergency project approval, the county must officially declare an emergency.	Eligible projects are improvement projects on county roads in rural areas that are classified as rural arterials and collectors using the federal functional classification system. Construction of replacement bridges is eligible for bridges funded by the federal bridge replacement program on access roads in rural areas. Normally a project would have to part of a county’s six-year program for rural arterial improvements, but this is for a situation where the county could not anticipate this need at the time its six-year plan was developed.	Statute directs the County Road Administration Board to consider projects of an “emergent nature.” By rule, the Board distinguishes between emergency projects and emergent projects. The Board can fund emergency projects where the work is the result of a sudden natural or man-made event which results in the destruction or severe damage to eligible roadway sections or structures. The Board can also consider funding for emergent projects where work is necessitated by sudden and anticipated development, growth, access needs, or legal decisions.
Local Airport Aid Grant Program	An applicant must own or control an airport that is open to the public. The airport must have an approved Airport Layout Plan in order to receive program funds for infrastructure projects.	The program currently funds projects related to airport pavement, safety, maintenance, security, or planning.	The Department of Transportation can consider the funding of emergency projects at airports that are the result of an unanticipated act of nature, vandalism, or an accident that has caused damage or destruction of airport facilities.
PWTF Emergency Loan Program	Eligible applicants must be using all local revenue sources which are reasonably available for funding public works; a city or county must be imposing a real estate excise tax of at least ¼ of 1 percent. Applicants must have a capital facilities plan and must be in compliance with the Growth Management Act. Additionally, the local government must officially declare an emergency.	This is for repair or restoration of infrastructure that has been damaged by natural disaster or determined to be a threat to public health or safety through unforeseen or unavoidable circumstances.	The Public Works Board can consider applications to this program at any meeting; the Board meets about once a month.

¹⁰See individual program profiles for additional detail.

Program	Special Qualifications: Who Is Eligible to Apply?	Special Qualifications: What Projects Are Eligible?	Timing of the Award Process
Emergency Management Disaster Public Assistance Program	An eligible applicant must have damaged transportation infrastructure in a disaster-declared county.	For projects to repair roads and bridges, the damage has to be caused by the declared disaster event, must not have been caused by negligence of others, and must not come under the authority of another federal agency. For example, the roadways eligible under the federally-funded Emergency Relief Program administered by DOT would not also be eligible under this program.	This Military Department's Emergency Management Division program is available only after a Presidential declaration of a disaster.

Program Profiles

Surface Transportation Program - Regional Program

Administered By:
Department of Transportation
Highways and Local Programs Division

General Information

Program Purpose: The Surface Transportation Program is a federally-funded program where funds are allocated through the state to regional and local organizations to improve the transportation system consistent with regional priorities. The program allocates funds to Transportation Management Areas, Metropolitan Planning Organizations, Regional Transportation Planning Organizations, and county lead agencies.

Mission Statement: The Highways and Local Programs Division serves as the steward of the local agency federal aid program by administering and managing federal funds from project development through construction administration. In addition, the Division provides technical assistance and training, and promotes cooperative planning and partnerships between the state Department of Transportation and local agencies.

Year Established: 1991

Legislative Intent: (Congressional)

Enabling State Statutes:
Not applicable (federal law)

(We did not find an express statement of legislative intent in the legislation authorizing this program.)

Administrative Rules:
Not applicable (federal law)

Is there a separate governing board? No. However, each of the regional and county organizations has its own governing board that approves project selections.

Budget Information

Recent Federal Fiscal Year Budgets	2003	2004	2005	2006	2007
New Appropriation for Administration*					
Federal Funds Apportioned to the State	80,000,000	77,400,000	63,400,000	62,800,000	68,100,000
Expenditure for Administration*					
Federal Funds Allocated For Grants	80,000,000	77,400,000	63,400,000	62,800,000	(estimated) 68,100,000

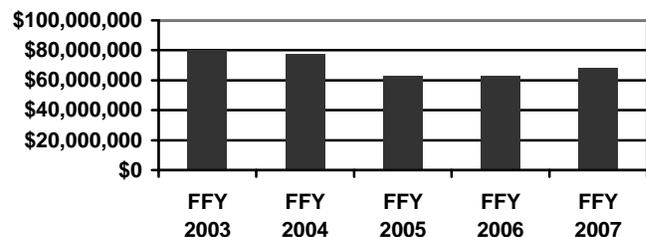
*Note: The Department explains that administrative funding for the federally-funded projects comes from the federal program. The Department has distributed FTEs throughout the federal programs for administration and oversight rather than assigning an amount for each individual program.

FTEs for the Program in 2005-07:
Approximately 12.0

Fund Account(s):
784-6 – Miscellaneous Transportation Programs Account – Federal

Fund Sources:
Federal Grants from the Federal Highway Administration

Funds Allocated for Grants



Recent Changes to Funding Pattern: None.

Additional Program/Project Funding Information	Frequency of the Grant/Loan Cycle: Annual allocation (federal fiscal year).	
	Does the Legislature Approve Project Selection? No.	
	Number of Projects Selected in 2005: The Department is not in charge of individual project selection; this is left up to the regional organizations and county lead agencies.	
	Total Amount Allocated in 2005: \$63,381,080	
	What Determines the Total Amount Available for Grants or Loans in a Given Time Period? The amount of federal funding apportioned to the state.	
	Maximum Amount That Can Be Awarded to a Project: None established.	
	Matching Requirements: Per federal requirements, a minimum 13.5% local match is required.	
	Interest Rate Charged: Not applicable (grants only).	Repayment Statistics: Not applicable (grants only).

Eligible Applicants and Projects	Who Is Eligible To Apply?	What Categories of Projects Are Eligible?	Award Type:
	<input checked="" type="checkbox"/> Cities and Towns	<input checked="" type="checkbox"/> Roads	<input checked="" type="checkbox"/> Grants
	<input checked="" type="checkbox"/> Counties	<input checked="" type="checkbox"/> Bridges	<input type="checkbox"/> Loans
	<input checked="" type="checkbox"/> Port Districts	<input type="checkbox"/> Railroads or Grade Crossings	
	<input checked="" type="checkbox"/> Other Special Purpose Districts	<input type="checkbox"/> Airports	
	<input checked="" type="checkbox"/> Tribes	<input type="checkbox"/> Ferries	
	<input checked="" type="checkbox"/> State Agencies	<input checked="" type="checkbox"/> Transit and Park & Rides	
<input type="checkbox"/> Non-Profit Organizations	<input checked="" type="checkbox"/> Bicycle & Pedestrian Mobility		
<input type="checkbox"/> Private Businesses	<input checked="" type="checkbox"/> Transportation Planning & Management		
<input type="checkbox"/> Other	<input checked="" type="checkbox"/> Environmental Protection		
	<input checked="" type="checkbox"/> Land/Historic Preservation		
	<input checked="" type="checkbox"/> Other		
	<input type="checkbox"/> Basic Infrastructure		
	<input type="checkbox"/> Other Infrastructure (Buildings, Facilities, Recreation)		
Eligible Projects: This program provides funding for projects on any federal aid highway including new construction or reconstruction of roads and bridges, transit capital projects, highway and transit safety improvements, etc., that are consistent in achieving regional priorities.			
Special Qualifications Regarding Who Can Apply: None.			
Special Qualifications Regarding Project Eligibility: Funds are available for work on federal functionally classified roads.			
Recent Changes in Eligible Applicants or Categories of Projects: None.			

Application and Award Process	Timing and Steps in the Process:	
	By January	The Department learns the amount of federal funding that is being apportioned to Washington for the program.
	January	The Department allocates the federal funds to Transportation Management Areas, Metropolitan Planning Organizations, Regional Transportation Planning Organizations, and county lead agencies. Federal requirements direct the amounts awarded to each entity.
	Varies by regional organization or county lead agency	Each entity develops criteria that relate to their regional priorities and establishes application procedures and a schedule for project selection. Committees established by each entity evaluate and prioritize proposed projects. Projects must be selected through a competitive process; the funds may not be distributed within a region based on population or any other formula method. Each entity could provide assistance at this stage to applicants about their applications and the process.
	What Drives the Timing of the Application and Award Process? The decision on timing at the regional or county level is made by each entity, and timing at this level varies from annual to once every three years.	
	Evaluation Criteria:	
The Department reports that each regional organization develops criteria consistent with its regional priorities, for example, growth management, congestion relief, safety, and/or economic development.		
Recent Changes to the Process or Evaluation Criteria: Projects must now be selected through a competitive process, with the criteria based on regional priorities. Funds may no longer be distributed within a region based on population or any other formula method.		

Program Goals, Objectives, and Performance Measures	Program Goals and Objectives:	
	The Department reports that this will vary by regional organization or county lead agency, to be consistent with regional priorities.	
	Performance Measures and Program Performance:	
The Department indicates that each local agency is required to report on the status of its projects. The Department is tracking project delivery based on the planned and actual results for the following milestones:		
<ul style="list-style-type: none"> • Preliminary engineering start; • Environmental documentation complete; • Right of way complete; • Bid advertisement date; and • Operationally complete. 		

Agency-Identified Challenges\Issues	<p>Program Challenges or Issues Identified by the Agency:</p> <p>The Department notes that the increased costs of labor and materials without the ability to increase the grant amounts have challenged agencies in the delivery of their projects.</p>
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Website	<p>For Additional Information:</p> <p>Department of Transportation website http://www.wsdot.wa.gov/TA/ProgMgt/Grants/STP.htm</p>
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**Surface Transportation Program – Regional Program
Funds Allocated in Federal Fiscal Year 2005**

Transportation Management Areas	<u>\$</u>
Southwest Regional Transportation Council	3,695,857
Puget Sound Regional Council	32,878,904
<u>Spokane Regional Transportation Council</u>	<u>4,523,790</u>
TMA Total	41,098,551
Metropolitan Planning Organizations	
Benton-Franklin Council of Governments	2,850,420
Lewis-Clark Valley MPO	312,811
Skagit MPO	1,045,027
Cowlitz-Wahkiakum Council of Governments	896,113
Thurston Regional Planning Council	1,822,687
Whatcom Council of Governments	1,608,268
Wenatchee Valley Transportation Council	1,289,217
<u>Yakima Valley Conference of Governments</u>	<u>2,234,690</u>
MPO Total	12,059,233
Remaining Distribution by County	
Adams	509,608
Clallam	625,899
Columbia	152,729
Ferry	225,571
Garfield	171,906
Grant	1,127,483
Grays Harbor	734,524
Island	679,238
Jefferson	291,734
Kittitas	380,872
Klickitat	453,043
Lewis	712,319
Lincoln	577,915
Mason	486,255
Okanogan	741,518
Pacific	263,287
Pend Oreille	257,179
San Juan	176,196
Skamania	143,098
Stevens	644,715
Wahkiakum	88,024
<u>Whitman</u>	<u>780,183</u>
County Total	10,223,296
Grand Total	63,381,080

Bridge Program

Administered By:

Department of Transportation
Highways and Local Programs Division

General Information

Program Purpose: The Bridge Program provides federal funding through the state to improve the condition of bridges in the state through replacement, rehabilitation, and systematic preventive maintenance. Bridges targeted for work under this program include bridges over waterways, other topographical barriers, other roadways, railroads, canals, ferry landings, etc., when those bridges have been determined to be deficient because of structural deficiencies, physical deterioration, or functional obsolescence.

Mission Statement: The Highways and Local Programs Division serves as the steward of the local agency federal aid program by administering and managing federal funds from project development through construction administration. In addition, the Division provides technical assistance and training, and promotes cooperative planning and partnerships between the state Department of Transportation and local agencies.

Year Established: 1991

Legislative Intent: (Congressional) PL 109-59 (2005), Section 1114

Enabling State Statutes:

Not applicable (federal law)

Congress finds and declares that it is in the vital interest of the United States that a highway bridge program be carried out to enable States to improve the condition of their highway bridges over waterways, other topographical barriers, other highways, and railroads through replacement and rehabilitation of bridges that the States and the Secretary determine are structurally deficient or functionally obsolete and through systematic preventive maintenance of bridges.

Administrative Rules:

Not applicable (federal law)

Is there a separate governing board? No. However, a Bridge Replacement Advisory Committee advises in the prioritization and recommendations of projects to the Director of the Highways and Local Programs Division. The Advisory Committee is composed of three representatives each for counties, cities, and the Department.

Budget Information

Recent Federal Fiscal Year Budgets	2003	2004	2005	2006	2007
New Appropriation for Administration*					
Federal Funds Apportioned to the State**	39,000,000	40,000,000	46,000,000	46,000,000	49,000,000
Expenditure for Administration*					
Funds Awarded for Grants	39,000,000	40,000,000	46,000,000	46,000,000	(estimated) 49,000,000

*Note: The Department explains that administrative funding for the federally-funded projects comes from the federal program. The Department has distributed FTEs throughout the federal programs for administration and oversight rather than assigning an amount for each individual program.

**Note: The amounts shown here are the bridge funds for local agency bridges; it does not include the amounts for the Department's bridges.

FTEs for the Program in 2005-07: 1.0

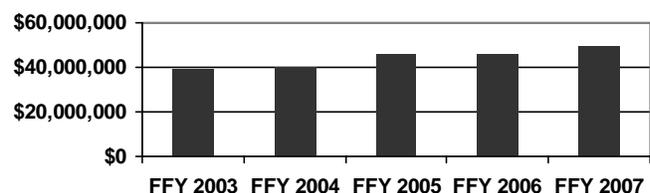
Fund Account(s):

784-6 – Miscellaneous Transportation Programs Account - Federal

Fund Sources:

Federal Grants from the Federal Highway Administration

Funds Awarded for Grants



Recent Changes to Funding Pattern: The total funds apportioned to the state are divided between state-owned and local agency-owned bridges based on the condition of the bridges. The Department reports that, when the program began, the funds were divided 50/50. However, as some projects have been completed, the need has shifted, and the funds have shifted accordingly. Funds are now closer to a 37/63 percent split between state and local projects.

Additional Program/Project Funding Information

Frequency of the Grant/Loan Cycle: There is an annual apportionment of funds to the state (federal fiscal year). At the state level, projects have been awarded through 2009. The Department will make an annual assessment as to whether to issue a call for new projects, based on funds received and the delivery of projects that have already been selected.

Does the Legislature Approve Project Selection? No.

Number of Projects Selected in 2005: 0

Total Amount Awarded to Projects Selected in 2005: \$0

What Determines the Total Amount Available for Grants or Loans in a Given Time Period?
The amount of federal funding apportioned to the state.

Maximum Amount That Can Be Awarded to a Project: None established.

Matching Requirements: There is no matching requirement for federal bridge funds for up to \$10 million. For bridge costs over \$10 million, a 20% non-federal match is required (state or local funds).

Interest Rate Charged:
Not applicable (grants only).

Repayment Statistics:
Not applicable (grants only).

Eligible Applicants and Projects

Who Is Eligible To Apply?

- Cities and Towns
- Counties
- Port Districts
- Other Special Purpose Districts
- Tribes
- State Agencies
- Non-Profit Organizations
- Private Businesses
- Other

What Categories of Projects Are Eligible?

- Roads
- Bridges
- Railroads or Grade Crossings
- Airports
- Ferries
- Transit and Park & Rides
- Bicycle & Pedestrian Mobility
- Transportation Planning & Management
- Environmental Protection
- Land/Historic Preservation
- Other
- Basic Infrastructure
- Other Infrastructure (Buildings, Facilities, Recreation)

Award Type:

- Grants
- Loans

Eligible Projects: The following bridge projects on public roads are eligible:

- Total replacement of a deficient bridge at or near its existing location;
- Total replacement of a deficient bridge by a new structure in the same general corridor;
- Removal of a deficient structure and provision of alternate access at or less than the cost of replacement;
- Rehabilitation or replacement of major structural members that increase the structural integrity and life of the bridge. This may include seismic retrofitting and painting of structure.

Special Qualifications Regarding Who Can Apply: Cities, towns, and counties may apply. Local agencies are required to inventory their bridge structures in accordance with the National Bridge Inspection Standards and state law, with the results entered according to the procedures of the State of Washington Inventory of Bridges and Structures.

Special Qualifications Regarding Project Eligibility:

- Long approach fills, connecting roadways, interchanges, ramps, and other extensive earth structures, when constructed beyond the attainable touchdown point are ineligible for federal participation in the bridge program;
- Bridges *replaced* using program funds are not eligible for additional funding for a 10-year period;
- Bridges *rehabilitated* using program funds are not eligible for additional funding for a 15-year period.

Recent Changes in Eligible Applicants or Categories of Projects: None.

Timing and Steps in the Process:

Note: Below are the general steps and timing for the process for this program. Currently projects have been awarded through 2009. The Department will make an annual assessment as to whether to issue a call for new projects, based on funds received and the delivery of projects that have already been selected.

By January	The Department learns the amount of federal funding that is being apportioned to Washington for the program.
Fall	The Department will issue a call for projects. Staff with the Highways and Local Programs Division is available to assist local agencies applying to the program.
Fall/Winter	Local agencies must inventory their structures in accordance with the National Bridge Inspection Standards and state law, with the results entered according to the procedures of the State of Washington Inventory of Bridges and Structures.
Spring – takes 3 to 4 months	Bridges are inspected by Department staff and the Bridge Replacement Advisory Committee.
Summer	Based on the inventory data and the inspections, the Advisory Committee establishes a priority listing of projects. Bridges are prioritized based on bridge condition and ability to implement the project.
Fall (one year after the project call)	The Bridge Replacement Advisory Committee recommends prioritized projects to the Director of Highways and Local Programs for approval. The Director may change the list. The Director makes the final selection for program awards.

What Drives the Timing of the Application and Award Process? The Department will determine when to issue the next call for projects based on funds received and the delivery of projects that have already been selected.

Evaluation Criteria:

The Department reports that project submittals are reviewed in the field to verify condition of the bridge, the proposed solution, and the estimated cost. Projects are prioritized by the type of solution (replacement, rehabilitation, or major maintenance), the condition of the bridge, and the local agency's ability to implement the project.

Recent Changes to the Process or Evaluation Criteria: The Department notes that it has recently modified the application to provide better information for evaluation of the bridges.

Application and Award Process

Program Goals, Objectives, and Performance Measures	Program Goals and Objectives: <p>The goal of the Bridge Program is to reduce the number of deficient bridges in the state.</p>
	Performance Measures and Program Performance: <p>The Department indicates that each local agency is required to report on the status of its projects. The Department is tracking project delivery based on the planned and actual results for the following milestones:</p> <ul style="list-style-type: none"> • Preliminary engineering start; • Environmental documentation complete; • Right of way complete; • Bid advertisement date; and • Operationally complete.
Agency-Identified Challenges\Issues	Program Challenges or Issues Identified by the Agency: <p>The Department notes that the increased costs of labor and materials exceed available funding each year.</p>
Website	For Additional Information: <p>Department of Transportation website http://www.wsdot.wa.gov/TA/Operations/Bridge/BRAC.htm</p>

Congestion Mitigation and Air Quality Program

Administered By:
 Department of Transportation
 Highways and Local Programs Division

General Information

Program Purpose: The Congestion Mitigation and Air Quality Program provides federal funding through the state for transportation projects and programs that will contribute to attainment of National Ambient Air Quality Standards. The program provides funds for projects and programs in air quality non-attainment and maintenance areas for the air pollutants ozone, carbon monoxide, and particulate matter in order to reduce transportation-related emissions.

Mission Statement: The Highways and Local Programs Division serves as the steward of the local agency federal aid program by administering and managing federal funds from project development through construction administration. In addition, the Division provides technical assistance and training, and promotes cooperative planning and partnerships between the state Department of Transportation and local agencies.

Year Established: 1991

Legislative Intent: (Congressional)

Enabling State Statutes:
 Not applicable (federal law)

(We did not find an express statement of legislative intent in the legislation authorizing this program.)

Administrative Rules:
 Not applicable (federal law)

Is there a separate governing board? No.

Budget Information

Recent Federal Fiscal Year Budgets	2003	2004	2005	2006	2007
New Appropriation for Administration*					
Federal Funds Apportioned to the State	23,000,000	25,700,000	24,000,000	24,500,000	25,900,000
Expenditure for Administration*					
Federal Funds Allocated For Grants	23,000,000	25,700,000	24,000,000	24,500,000	(estimated) 25,900,000

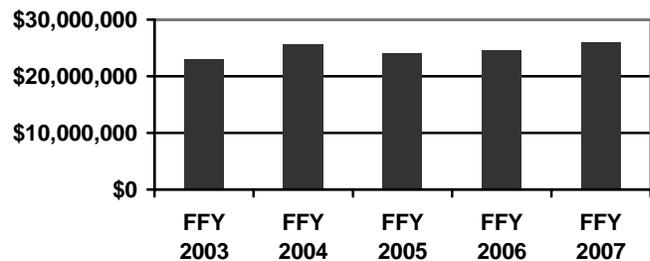
*Note: The Department explains that administrative funding for the federally-funded projects comes from the federal program. The Department has distributed FTEs throughout the federal programs for administration and oversight rather than assigning an amount for each individual program.

FTEs for the Program in 2005-07:
 Approximately 2.0

Fund Account(s):
 784-6 – Miscellaneous Transportation Programs Account - Federal

Fund Sources:
 Federal Grants from the Federal Highway Administration

Funds Allocated for Grants



Recent Changes to Funding Pattern: None.

Additional Program/Project Funding Information	Frequency of the Grant/Loan Cycle: Annual allocation (federal fiscal year).	
	Does the Legislature Approve Project Selection? No.	
	Number of Projects Selected in 2005: The Department is not in charge of individual project selection; this is left up to those entities within the air quality non-attainment and maintenance areas.	
	Total Amount Allocated in 2005: \$24,064,000	
	What Determines the Total Amount Available for Grants or Loans in a Given Time Period? The amount of federal funding apportioned to the state.	
	Maximum Amount That Can Be Awarded to a Project: None established.	
	Matching Requirements: Per federal requirements, a minimum 13.5% local match is required.	
Interest Rate Charged: Not applicable (grants only).		Repayment Statistics: Not applicable (grants only).

Eligible Applicants and Projects	Who Is Eligible To Apply?	What Categories of Projects Are Eligible?	Award Type:
	<input checked="" type="checkbox"/> Cities and Towns <input checked="" type="checkbox"/> Counties <input type="checkbox"/> Port Districts <input type="checkbox"/> Other Special Purpose Districts <input checked="" type="checkbox"/> Tribes <input checked="" type="checkbox"/> State Agencies <input type="checkbox"/> Non-Profit Organizations <input type="checkbox"/> Private Businesses <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Roads <input type="checkbox"/> Bridges <input type="checkbox"/> Railroads or Grade Crossings <input type="checkbox"/> Airports <input type="checkbox"/> Ferries <input checked="" type="checkbox"/> Transit and Park & Rides <input checked="" type="checkbox"/> Bicycle & Pedestrian Mobility <input checked="" type="checkbox"/> Transportation Planning & Management <input checked="" type="checkbox"/> Environmental Protection <input type="checkbox"/> Land/Historic Preservation <input checked="" type="checkbox"/> Other <input type="checkbox"/> Basic Infrastructure <input type="checkbox"/> Other Infrastructure (Buildings, Facilities, Recreation)	<input checked="" type="checkbox"/> Grants <input type="checkbox"/> Loans
	Eligible Projects: This program provides funds for projects such as planning and air quality monitoring projects; bicycle and pedestrian facilities and programs; traffic monitoring, management, and control operations; and highway and transit maintenance and reconstruction projects, with an emphasis on diesel retrofit where projects reduce transportation-related emissions.		
	Special Qualifications Regarding Who Can Apply: Program funds are dedicated to the three Washington air quality non-attainment areas: the Central Puget Sound, Vancouver, and Spokane areas, so applicants must be jurisdictions within those three zones. In addition, the Yakima and Thurston County areas are eligible to receive funds.		

Special Qualifications Regarding Project Eligibility:

- Project planning activities are eligible only if the project leads directly to construction of a program project. Studies to analyze future transportation needs are eligible only to the extent that they are needed to develop project-specific construction plans;
- Travel demand programs are eligible if the air quality benefits are determined and documented;
- Sidewalk extensions and wheelchair ramps are eligible if they are incidental to an eligible project, but are not eligible if they are constructed as modifications to existing curbs;
- Paving projects for dust control are eligible only in areas where particulate matter non-attainment has been attributed to transportation sources;
- Purchasing of alternative fuel buses and refueling stations for bus fleets requires transfer of program funds to the Federal Transit Administration and an eligibility determination by that agency;
- Transit conversion to alternative fuel requires transfer of program funds to the Federal Transit Administration and an eligibility determination by that agency;
- Converting municipal fleet operations to alternative fuel sources such as compressed natural gas is eligible in areas that require conversion as a measure to meet noncompliance under the federal Clean Air Act;
- System planning and other non-project specific planning is not eligible. Developing computerized systems such as a Geographic Information System is not eligible.

Recent Changes in Eligible Applicants or Categories of Projects: None.

Timing and Steps in the Process:

By January	The Department learns the amount of federal funding that is being apportioned to Washington for the program.
January	The Department allocates the federal funds to the five eligible areas in the state. The Department uses a formula for distribution of the funds that meets federal requirements and that reflects an agreement between the Department and the transportation planning organizations for the five areas.
Varies by area	Each transportation planning agency in the five areas holds its own application and review process to select and prioritize projects.

What Drives the Timing of the Application and Award Process? The decision on timing within each of the five areas is determined by the regional organization.

Evaluation Criteria:

The Department indicates that each regional organization develops criteria that are consistent with its regional priorities and relates to the types of eligible projects.

Recent Changes to the Process or Evaluation Criteria: None.

Application and Award Process

Program Goals, Objectives, and Performance Measures	Program Goals and Objectives:
	The goal of the Congestion Mitigation and Air Quality Program is to achieve a tangible reduction in transportation-related air pollutant emissions. The Department notes that all projects receiving funds must report to the Federal Highway Administration on the emission reduction that results from implementation of the project.
Agency-Identified Challenges/Issues	Performance Measures and Program Performance:
	The Department indicates that each local agency is required to report on the status of its projects. The Department is tracking project delivery based on the planned and actual results for the following milestones: <ul style="list-style-type: none"> • Preliminary engineering start; • Environmental documentation complete; • Right of way complete; • Bid advertisement date; and • Operationally complete.
Website	Program Challenges or Issues Identified by the Agency:
	None reported.
Website	For Additional Information:
	Department of Transportation website http://www.wsdot.wa.gov/TA/ProgMgt/Grants/CMAQ.htm

**Congestion Mitigation and Air Quality Program
Funds Allocated in Federal Fiscal Year 2005**

Area Within Washington	\$ Allocated
Central Puget Sound	18,627,000
Spokane	2,533,000
Vancouver	2,247,000
Yakima	335,000
<u>Thurston</u>	<u>322,000</u>
Total	24,064,000

Safety Program

Administered By:
 Department of Transportation
 Highways and Local Programs Division

General Information	Program Purpose: The Safety Program provides federal funding for transportation projects that are tied to strategic safety planning and performance. The Safety Program is structured to make significant progress in reducing highway fatalities and injuries. The program includes set-asides for a railway/highway crossing program and a high risk rural road program. Until recently, Safety projects were funded as part of the Surface Transportation Program; the Safety Program is now a separate federally-funded program.	
	Mission Statement: The Highways and Local Programs Division serves as the steward of the local agency federal aid program by administering and managing federal funds from project development through construction administration. In addition, the Division provides technical assistance and training, and promotes cooperative planning and partnerships between the state Department of Transportation and local agencies.	
	Year Established: 1991; established as a separate program in 2006	Legislative Intent: (Congressional) PL 109-59 (2005), Section 1401 (1) In general. – The Secretary shall carry out a highway safety improvement program. (2) Purpose. – The purpose of the highway safety improvement program shall be to achieve a significant reduction in traffic fatalities and serious injuries on public roads.
	Enabling State Statutes: Not applicable (federal law)	
Administrative Rules: Not applicable (federal law)		
Is there a separate governing board? No.		

Budget Information	Recent Federal Fiscal Year Budgets	2003	2004	2005	2006	2007										
	New Appropriation for Administration*															
	Federal Funds Apportioned to the State	11,400,000	13,100,000	10,500,000	14,900,000	16,000,000										
	Expenditure for Administration*															
	Funds Awarded for Grants**	11,400,000			(estimated) 29,200,000	To be determined										
	*Note: The Department explains that administrative funding for the federally-funded projects comes from the federal program. The Department has distributed FTEs throughout the federal programs for administration and oversight rather than assigning an amount for each individual program. **Note: For federal fiscal years 2003 through 2005, the Safety Program was a set-aside within the larger Surface Transportation Program. Beginning in 2006, the Safety Program became a separate program. The Legislature made the first selection of projects under this new arrangement in the 2006 Supplemental Transportation Budget.															
FTEs for the Program in 2005-07: Approximately 3.0		<div style="text-align: center;"> Funds Awarded for Grants <table border="1"> <caption>Funds Awarded for Grants</caption> <thead> <tr> <th>Fiscal Year</th> <th>Funds Awarded (\$)</th> </tr> </thead> <tbody> <tr> <td>FFY 2003</td> <td>11,400,000</td> </tr> <tr> <td>FFY 2004</td> <td>0</td> </tr> <tr> <td>FFY 2005</td> <td>0</td> </tr> <tr> <td>FFY 2006</td> <td>29,200,000 (estimated)</td> </tr> </tbody> </table> </div>					Fiscal Year	Funds Awarded (\$)	FFY 2003	11,400,000	FFY 2004	0	FFY 2005	0	FFY 2006	29,200,000 (estimated)
Fiscal Year	Funds Awarded (\$)															
FFY 2003	11,400,000															
FFY 2004	0															
FFY 2005	0															
FFY 2006	29,200,000 (estimated)															
Fund Account(s): 108-2 – Motor Vehicle Account - Federal																
Fund Sources: Federal Grants from the Federal Highway Administration																

	Recent Changes to Funding Pattern: As described above, the Safety Program became a separate program with separate funding in 2006.	
Additional Program/Project Funding Information	Frequency of the Grant/Loan Cycle: The apportionment of the federal funds to the state is annual (federal fiscal year).	
	Does the Legislature Approve Project Selection? The Legislature selected specific projects in 2006. However, the Department envisions a different process beginning in 2007.	
	Number of Projects Selected in 2005: 0 (first specific project selections in 2006).	
	Total Amount Awarded in 2005: \$0	
	What Determines the Total Amount Available for Grants or Loans in a Given Time Period? The amount of federal funding apportioned to the state.	
	Maximum Amount That Can Be Awarded to a Project: None established.	
	Matching Requirements: Per federal requirements, 0% to 10%, depending on the project.	
	Interest Rate Charged: Not applicable (grants only).	Repayment Statistics: Not applicable (grants only).

Eligible Applicants and Projects	Who Is Eligible To Apply?	What Categories of Projects Are Eligible?	Award Type:
	<input checked="" type="checkbox"/> Cities and Towns	<input checked="" type="checkbox"/> Roads	<input checked="" type="checkbox"/> Grants
	<input checked="" type="checkbox"/> Counties	<input type="checkbox"/> Bridges	<input type="checkbox"/> Loans
	<input type="checkbox"/> Port Districts	<input checked="" type="checkbox"/> Railroads or Grade Crossings	
	<input type="checkbox"/> Other Special Purpose Districts	<input type="checkbox"/> Airports	
	<input checked="" type="checkbox"/> Tribes	<input type="checkbox"/> Ferries	
<input checked="" type="checkbox"/> State Agencies	<input type="checkbox"/> Transit and Park & Rides		
<input type="checkbox"/> Non-Profit Organizations	<input checked="" type="checkbox"/> Bicycle & Pedestrian Mobility		
<input type="checkbox"/> Private Businesses	<input type="checkbox"/> Transportation Planning & Management		
<input type="checkbox"/> Other	<input type="checkbox"/> Environmental Protection		
	<input type="checkbox"/> Land/Historic Preservation		
	<input type="checkbox"/> Other		
	<input type="checkbox"/> Basic Infrastructure		
	<input type="checkbox"/> Other Infrastructure (Buildings, Facilities, Recreation)		
Eligible Projects: In 2006, the Legislature selected a set of intersection and corridor safety projects as well as rural county two-lane road safety pilot projects. In the future, eligible projects will be identified using a Statewide Highway Safety Improvement Plan, which the Department anticipates the Governor will approve by the end of 2006.			
Special Qualifications Regarding Who Can Apply: None.			
Special Qualifications Regarding Project Eligibility: Projects are to achieve a significant reduction in traffic fatalities and serious injuries on public roads by utilizing strategies identified in the Statewide Highway Safety Improvement Plan. Funds are available for work on federal functionally classified roads.			
Recent Changes in Eligible Applicants or Categories of Projects: The changes in federal law for 2006 broadened project eligibility for the program, allowing states more flexibility to target funds to their most critical safety needs.			

Application and Award Process	Timing and Steps in the Process:	
	The Department <i>anticipates</i> the following steps and timing in the award process, beginning in 2007. This assumes that the Governor approves a Statewide Highway Safety Improvement Plan by the end of 2006.	
	Winter/Spring	The Department identifies high accident locations on public roads, using statewide accident data.
	By January	The Department learns the amount of federal funding that is being apportioned to Washington for the program.
	Spring/Summer	The Department identifies project solutions and costs based on strategies identified in the Statewide Highway Safety Improvement Plan.
	Fall	The Department prioritizes projects for funding.
	What Drives the Timing of the Application and Award Process? There will be additional clarity on the timing and the steps in the award process once the Governor approves the Statewide Highway Safety Improvement Plan and the Legislature determines what, if any, involvement to have in appropriating funds and reviewing project lists.	
Evaluation Criteria:		
The degree to which projects reduce fatalities and serious injuries.		
Recent Changes to the Process or Evaluation Criteria: The changes in federal law for 2006 broadened project eligibility for the program, allowing states more flexibility to target funds to their most critical safety needs.		

Program Goals, Objectives, and Performance Measures	Program Goals and Objectives:
	The goal of the Safety Program is a statewide reduction in highway fatalities and serious injuries.
	Performance Measures and Program Performance:
	After completion of the safety improvement project, data will be analyzed over a three-year period to determine if the accident rate at the location has been reduced. The Department will also review annually the statewide reduction of fatalities and serious injuries.

Agency-Identified Challenges/Issues	Program Challenges or Issues Identified by the Agency:
	The Department notes potential challenges with the quality, accuracy, and timeliness of the accident data.

Website	For Additional Information:
	Department of Transportation website http://www.wsdot.wa.gov/TA/ProgMgt/Grants/Two_Lane_Roadway.htm http://www.wsdot.wa.gov/TA/ProgMgt/Grants/Intersection_Corridor.htm

Emergency Relief Program

Administered By:
 Department of Transportation
 Highways and Local Programs Division

General Information

Program Purpose: The Emergency Relief Program provides federal funds for repair or reconstruction of roadways and bridges on federal aid routes which have suffered serious damage as a result of natural disasters or as a result of catastrophic failures from an external cause. Natural disasters include floods, hurricanes, tidal waves, earthquakes, severe storms, or landslides.

Note that this program does not have a regular application and award cycle; it is instead a program triggered only in an emergency situation and only for federal aid routes.

Mission Statement: The Highways and Local Programs Division serves as the steward of the local agency federal aid program by administering and managing federal funds from project development through construction administration. In addition, the Division provides technical assistance and training, and promotes cooperative planning and partnerships between the state Department of Transportation and local agencies.

Year Established: 1991

Legislative Intent: (Congressional) 23 USC 125

Enabling State Statutes:
 Not applicable (federal law)

(a) General Eligibility. – Subject to this section and section 120, an emergency fund is authorized for expenditure by the Secretary for the repair or reconstruction of highways, roads, and trails, in any part of the United States, including Indian reservations, that the Secretary finds have suffered serious damage as a result of –

Administrative Rules:
 Not applicable (federal law)

- (1) natural disaster over a wide area, such as by a flood, hurricane, tidal wave, earthquake, severe storm, or landslide; or
- (2) catastrophic failure from any external cause.

Is there a separate governing board? No.

Budget Information

Recent Federal Fiscal Year Budgets	2003	2004	2005	2006	2007
New Appropriation for Administration*					
Federal Funds Apportioned to the State	7,200,000	3,500,000	22,600,000	(23,000,000 requested)	(to be determined)
Expenditure for Administration*					
Federal Funds Allocated for Grants**	7,200,000	3,500,000	22,600,000	(to be determined)	(to be determined)

*Note: The Department explains that administrative funding for the federally funded projects comes from the federal program. The Department has distributed FTEs throughout the federal programs for administration and oversight rather than assigning an amount for each individual program. For this program in particular, administration is tied to emergency situations.

**Note: The amounts above for the funds apportioned and allocated are the federal grants for both for the Department and for local agencies.

FTEs for the Program in 2005-07:

Not reported; note that FTEs would be as needed.

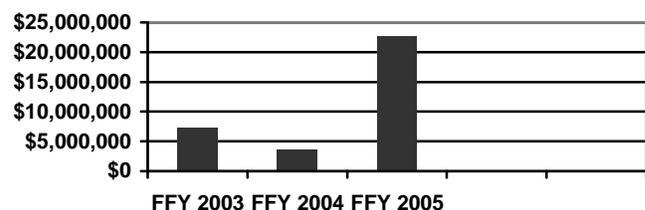
Fund Account(s):

784-6 – Miscellaneous Transportation Programs Account - Federal

Fund Sources:

Federal Grants from the Federal Highway Administration

Funds Allocated for Grants



Recent Changes to Funding Pattern: None.	
Additional Program/Project Funding Information	Frequency of the Grant/Loan Cycle: A grant cycle is triggered by an emergency situation.
	Does the Legislature Approve Project Selection? No.
	Number of Projects Selected in 2005: Not reported.
	Total Amount Allocated for Projects Selected in 2005: Not reported.
	What Determines the Total Amount Available for Grants or Loans in a Given Time Period? The U.S. Secretary of Transportation determines the amount available to individual states, based on estimates submitted after a disaster. Congress provides \$100 million annually to be available nationwide for this purpose.
	Maximum Amount That Can Be Awarded to a Project: None established.
	Matching Requirements: Federal reimbursement is made at 100% of eligible costs for emergency repairs accomplished within 180 days of the occurrence of the disaster. Repairs performed beyond the 180 days are funded at the current program participation ratio for the applicable federal aid program.
Interest Rate Charged: Not applicable (grants only).	Repayment Statistics: Not applicable (grants only).

Eligible Applicants and Projects	Who Is Eligible To Apply?	What Categories of Projects Are Eligible?	Award Type:
	<input checked="" type="checkbox"/> Cities and Towns	<input checked="" type="checkbox"/> Roads	<input checked="" type="checkbox"/> Grants
	<input checked="" type="checkbox"/> Counties	<input checked="" type="checkbox"/> Bridges	<input type="checkbox"/> Loans
	<input type="checkbox"/> Port Districts	<input type="checkbox"/> Railroads or Grade Crossings	
	<input type="checkbox"/> Other Special Purpose Districts	<input type="checkbox"/> Airports	
	<input checked="" type="checkbox"/> Tribes	<input type="checkbox"/> Ferries	
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<input type="checkbox"/> Private Businesses	<input type="checkbox"/> Transportation Planning & Management		
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	<input type="checkbox"/> Land/Historic Preservation		
	<input type="checkbox"/> Other		
	<input type="checkbox"/> Basic Infrastructure		
	<input type="checkbox"/> Other Infrastructure (Buildings, Facilities, Recreation)		
Eligible Projects: Eligible expenditures are those for preliminary engineering, rights-of-way, and emergency and permanent construction to restore essential travel, protect remaining facilities, and restore facilities to pre-disaster conditions on roads and bridges.			
Special Qualifications Regarding Who Can Apply: Funds are only available to counties, cities, towns, tribes, or the state in the area for which an emergency has been declared and the roads and bridges are located.			
Special Qualifications Regarding Project Eligibility: The projects must be on federal aid routes within the area for which an emergency has been declared.			
Recent Changes in Eligible Applicants or Categories of Projects: None.			

Application and Award Process	Timing and Steps in the Process:	
	Immediately after a disaster	At the local level, the local Emergency Management Office immediately notifies the state's Emergency Management Division. Local officials make a proclamation of emergency. Local agencies carefully document their expenses in coping with the disaster and gather additional evidence of the disaster such as newspaper clippings and photos.
		The local Emergency Management Office conducts damage assessments to determine the magnitude, dollar value, effects, and impacts of the emergency/disaster. The local agency provides these damage reports to the state's Emergency Management Division.
	Varies, depending on the disaster	Using the information received from the local agencies, the state Emergency Management Division informs the Governor's Office. If the situation warrants state assistance, the Emergency Management Division coordinates the state's response to assist the local agencies. To receive funding under this Emergency Relief Program, the Governor must officially proclaim a State of Emergency and identify the specific areas affected.
		The Department of Transportation prepares and transmits a "letter of intent" to the Federal Highway Administration to apply to the Emergency Relief Program. The letter includes an estimate of damage to state and local eligible roads.
		The Federal Highway Administration acknowledges this letter and directs the Department and the local agencies to proceed with repairs.
	Varies from a week or two up to several months	The Federal Highway Administration makes a determination regarding the Department's request and sends a letter to the Governor.
What Drives the Timing of the Application and Award Process? The major driver is the disaster event itself.		
Evaluation Criteria:		
Not identified.		
Recent Changes to the Process or Evaluation Criteria: None.		

Program Goals, Objectives, and Performance Measures	Program Goals and Objectives:
	The goal of the Emergency Relief Program is to restore federal aid routes damaged by disasters.
Performance Measures and Program Performance:	
None identified.	

Agency-Identified Challenges\Issues	<p>Program Challenges or Issues Identified by the Agency:</p> <p>None reported.</p>
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Website	<p>For Additional Information:</p> <p>Department of Transportation website http://www.wsdot.wa.gov/TA/Operations/LAG/ER.HTM</p>
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Urban Corridor Program

Administered By:

Transportation Improvement Board

General Information

Program Purpose: The Urban Corridor Program funds road construction projects to address congestion caused by economic development or rapid growth. Projects may be located in cities with a population of 5,000 or greater, in urban areas within counties, and in Transportation Benefit Districts. Program projects are typically large and often cross jurisdictional boundaries, requiring a great deal of cooperation and coordination. Program funds often leverage other funds.

The Transportation Improvement Board (TIB) administers the Urban Corridor Program as well as the similarly-named Urban Arterial Program (which has its own profile in the JLARC inventory). The Urban Arterial Program also funds road construction projects in cities and urban counties, but that program puts a greater emphasis on improving safety, while the Urban Corridor Program has a greater emphasis on mobility, local support, and growth and development.

Mission Statement: The Transportation Improvement Board funds high priority transportation projects in communities throughout the state to enhance the movement of people, goods, and services.

Year Established: 1988

Legislative Intent: RCW 47.26.084

Enabling State Statutes: Chapter 47.26 RCW, esp RCW 47.26.084 – 086

The Transportation Improvement Account is hereby created in the Motor Vehicle Fund. The intent of the program is to improve mobility of people and goods in Washington state by supporting economic development and environmentally responsive solutions to our statewide transportation system needs.

Administrative Rules: Chapter 479-14 WAC

Is there a separate governing board? Yes, the program is administered by the Transportation Improvement Board. The Board is comprised of 21 members representing different areas of transportation needs. There are six city members, six county members including a representative for the County Road Administration Board, two WSDOT officials, two transit representatives, a member representing ports, a Governor appointee (usually from the Office of Financial Management), a member representing non-motorized transportation, a member representing special needs transportation, and a private sector member.

Budget Information

Recent Biennial Budgets	1997-99	1999-01	2001-03	2003-05	2005-07
New Appropriation for Administration	1,425,000	1,489,000	1,484,000	1,617,500	1,624,500
New Appropriation for Grants	107,301,000	118,125,000	118,605,000	98,215,000	94,400,000
Expenditure for Administration	1,437,002	1,444,008	1,433,478	1,532,642	(estimated) 1,624,500
Grant Funds Distributed*	105,265,481	116,881,081	102,991,016	86,842,526	(estimated) 92,600,000

*Note: Grant awards are managed on a cost-reimbursement basis. The distribution of grant awards shown above reflects project selections made in prior biennia, with reimbursements crossing biennia.

FTEs for the Program in 2005-07: 6.5

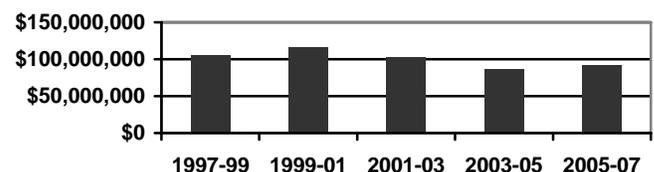
Fund Account(s):

144 – Transportation Improvement Account

Fund Sources:

- Motor fuel tax;
- 80% of interest earned;
- Bond proceeds are also used, as authorized and strategically necessary.

Grant Funds Distributed



Recent Changes to Funding Pattern: The share of the gas tax that goes to the Transportation Improvement Account is fixed at 1.3 cents per gallon. Revenue fluctuates based on the volume of gasoline sold. TIB reports that recent price increases have led to decreased gasoline sales and so to a decrease in account revenues.

TIB also reports that, prior to 2001, the program made award commitments without sufficient regard for the timing of the projects. This led to cash-flow problems in recent years as projects asked for reimbursement payments that totaled more than the available balance of funds in the Transportation Improvement Account. TIB indicates that this problem has been solved through improved financial management and the sale of bonds that will be paid off from future revenue.

Frequency of the Grant/Loan Cycle: Annual (state fiscal year).

Does the Legislature Approve Project Selection? No.

Number of Projects Selected in 2005: 12 (originally 13 but one was withdrawn in 2006).

Total Amount for Projects Selected in 2005: \$30,348,224 (excluding the withdrawal).

What Determines the Total Amount Available for Grants or Loans in a Given Time Period? Legislative appropriation in the state Transportation Budget, based on anticipated gas tax receipts. The Board then further refines the estimate of the amount available for each year's funding round using a model based on outstanding projects, demand for current projects, and fund balance. The amount available at any given time for cost reimbursements depends on the actual deposits into the account.

Maximum Amount That Can Be Awarded to a Project: None established. As a policy, TIB reports it prefers a *minimum* grant per project to be over \$1 million since most of these significant transportation projects cost at least that much.

Matching Requirements: Per rule, the minimum local/private match ranges from 10% to 20% of the total cost of the project, based on city valuation or county road levy valuation. Statute directs TIB to give priority consideration to projects with the greatest percentage of local government and/or private contribution.

Interest Rate Charged: Not applicable (grants only).	Repayment Statistics: Not applicable (grants only).
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<p>Who Is Eligible To Apply?</p> <p><input checked="" type="checkbox"/> Cities and Towns</p> <p><input checked="" type="checkbox"/> Counties</p> <p><input type="checkbox"/> Port Districts</p> <p><input checked="" type="checkbox"/> Other Special Purpose Districts</p> <p><input type="checkbox"/> Tribes</p> <p><input type="checkbox"/> State Agencies</p> <p><input type="checkbox"/> Non-Profit Organizations</p> <p><input type="checkbox"/> Private Businesses</p> <p><input type="checkbox"/> Other</p>	<p>What Categories of Projects Are Eligible?</p> <p><input checked="" type="checkbox"/> Roads</p> <p><input checked="" type="checkbox"/> Bridges</p> <p><input type="checkbox"/> Railroads or Grade Crossings</p> <p><input type="checkbox"/> Airports</p> <p><input type="checkbox"/> Ferries</p> <p><input type="checkbox"/> Transit and Park & Rides</p> <p><input checked="" type="checkbox"/> Bicycle & Pedestrian Mobility</p> <p><input type="checkbox"/> Transportation Planning & Management</p> <p><input type="checkbox"/> Environmental Protection</p> <p><input type="checkbox"/> Land/Historic Preservation</p> <p><input type="checkbox"/> Other</p> <p><input type="checkbox"/> Basic Infrastructure</p> <p><input type="checkbox"/> Other Infrastructure (Buildings, Facilities, Recreation)</p>	<p>Award Type:</p> <p><input checked="" type="checkbox"/> Grants</p> <p><input type="checkbox"/> Loans</p>
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Eligible Projects: This program funds road and related construction projects, with an emphasis on concurrency and mobility. Per statute, eligible projects include but are not limited to multi-agency projects and arterial improvement projects in fast-growing areas.

Special Qualifications Regarding Who Can Apply: Per statute, urban counties, incorporated cities with a population of 5,000 or over, and Transportation Benefit Districts are eligible to apply to this program. Per statute, the Board may not allocate funds or make payments of funds to any city, town, or county in noncompliance with the state's Growth Management Act.

Special Qualifications Regarding Project Eligibility: The route must be functionally classified as a principal, minor, or collector arterial. Per statute, the project must be consistent with the Growth Management Act, the Clean Air Act, and the Commute Trip Reduction law, and consideration must be given to the project's relationship, both actual and potential, with the statewide rail passenger program and rapid mass transit. Projects must be consistent with any adopted highway high capacity transportation plan, must consider existing or reasonably foreseeable congestion levels attributable to economic development or growth and all modes of transportation and safety, and must be partially funded by local government and/or private contributions.

Recent Changes in Eligible Applicants or Categories of Projects:

- New cities that incorporate become eligible to compete for funding from this program if they meet the 5,000 population threshold;
- Cities that see increases in population to 5,000 or above become eligible; and
- Federal urban area boundaries may be redrawn to include additional unincorporated areas of urban counties.

Application and Award Process

Timing and Steps in the Process:

Legislative session – Spring	The Legislature and Governor conclude work on the state Transportation Budget, including the appropriation for this program.
May	The Board adopts its schedule and funding allocations for the coming grant cycle.
June 1	Call for projects.
June	Board staff host application workshops around the state for all of the Board's programs. Materials and applications are also posted on the agency's website. Applicants can contact the Board's project engineers for advice and assistance during the application process.
August 31	Applications are due to the Board.
September – October	Board engineers review the applications and conduct an on-site field review. They score the projects using the criteria below and use these scores to create a priority array of projects for each of three regions in the state (East, West, and Puget Sound).
November	The Board reviews these priority arrays and selects projects for funding. Note: Usually these selected applicants will receive cost reimbursements for their projects in four to seven years.

What Drives the Timing of the Application and Award Process? The process follows the completion of the Transportation Budget and allows applicants two months to complete the application, which the Board reports is detailed and involved.

Evaluation Criteria:

Statute directs the Board to endeavor to provide geographical diversity in selecting projects for funding. By rule, the Board has grouped the counties into three regions, and the Board distributes the total funds across the three regions based on arterial land miles and population.

With regard to individual applications, the evaluation of applications is a scoring process based on points given to factors within the following categories:

- Mobility;
- Local Support;
- Growth and Development;
- Safety; and
- Mode Accessibility

Recent Changes to the Process or Evaluation Criteria: The Board has increased the number of points for Mobility, decreasing the points for Safety and Mode Accessibility. The Board also changed from the previous term of "Funding Partners" to the term "Local Support" with the intent of reflecting that there needs to be local jurisdictional financial support for the project, not just state or federal funds.

Program Goals, Objectives, and Performance Measures

Program Goals and Objectives:

The Urban Corridor Program supports economic development and provides environmentally responsive solutions to our statewide transportation system needs.

Performance Measures and Program Performance:

The Urban Corridor Program has both activity-based and financially-based performance measures.

Activity-based performance measures include:

- Target number of completed projects vs. actual;
- Projects by phase completion;
- Contact management information;
 - Staff contact agencies without projects once per year to ensure that they know about the program;
 - Staff contact agencies with delayed projects on a quarterly basis;
 - Ongoing contact with agencies that have projects so the engineers know about project progress;
- Delayed Projects—includes projects that have been reported to the Board and given drop-dead dates for project completion;
- Length of miles improved;
- Leveraged funds;
- Customer satisfaction data; and
- Accident data and assessed values of properties impacted.

(continued on next page)

Financially-based performance measures include:

- Fund balance;
- Days to pay;
- Project expenditures;
- Outstanding payment requests (in dollars);
- Total dollars paid month to date;
- Revenue budget vs. actual;
- Expenditure budget vs. actual (allotments to actual); and
- Increases in project costs.

TIB has a Performance Management Dashboard on an intranet. Staff are able to view real-time data which is updated through internal integrated systems, or manually due to mainframe system limitations. Goals are established and baseline data is reflected in a stoplight (red, yellow, green) manner. At the end of May 2006, the fund balance was below the target of \$5.0 million (any time the balance falls below \$2.5 million, the value shows as red, while balances between \$2.5 and \$5.0 million show as yellow). Cash flow and outstanding payments were yellow, while other measures were green.

The agency reports that it is still recovering from poor financial management in aligning awarded project timing to expected revenues in State Fiscal Year 2000. Since project life averages about 7 years, 2006 and 2007 will be hard hit from the overprogramming of 2001. TIB indicates it has responded to the situation by making decisions on current and future program sizes and payment cycles.

The Delayed Projects list is used to monitor projects that are behind schedule, identifying where the agency needs to take an active role in project completion. Since this data has been available, the agency reports it has been able to cut the delayed project list from over 150 to 72 currently (48% reduction) in one year.

**Agency-Identified
Challenges\Issues**

Program Challenges or Issues Identified by the Agency:

The Board notes the following concerns:

- Increased costs of labor and materials without an increase in revenue. This limits the ability to fully fund some larger projects which would provide greater benefits through economies of scale. Small grants are less effective. While leveraging of funds is encouraged, having the ability for TIB to provide a greater amount per grant gives the recipient local agency capacity to stimulate other funding sources (federal, local, etc.);
- Unfunded mandates erode effectiveness of funds. This is especially true in smaller communities that do not have the tax base to implement the well-intended rules and regulations passed based on large community needs.

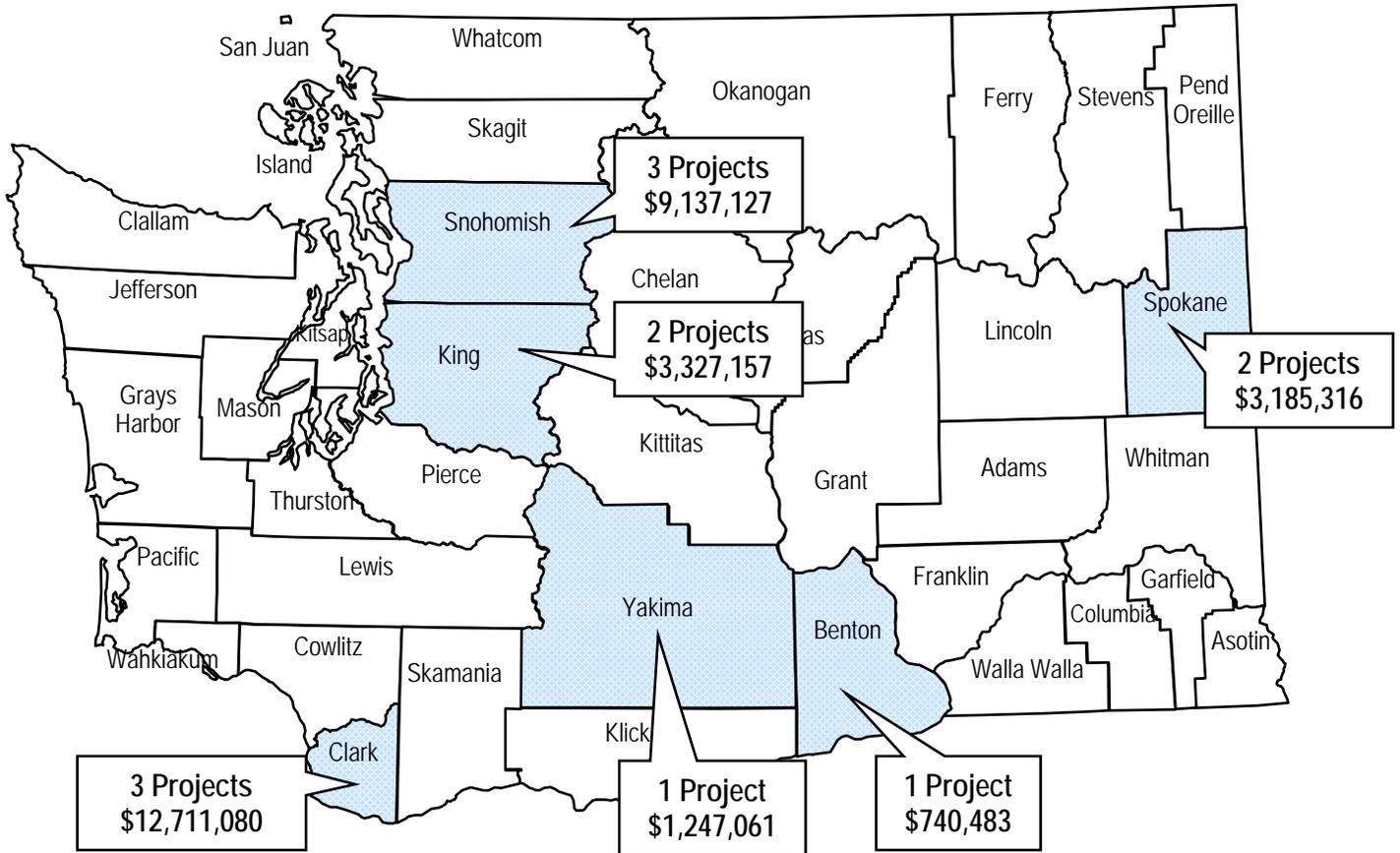
Website

For Additional Information:

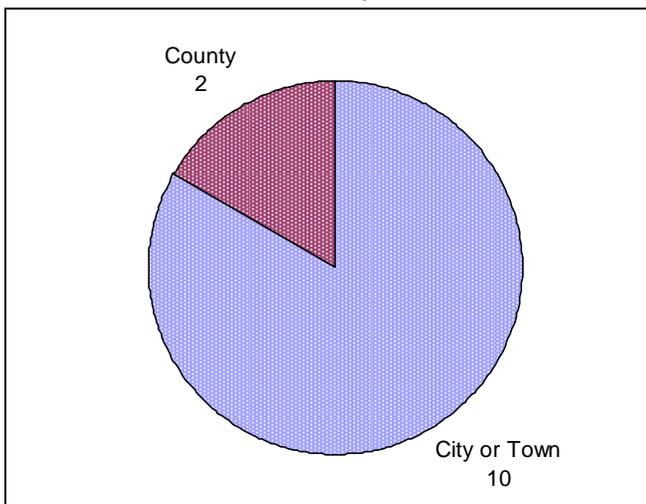
Transportation Improvement Board website
<http://www.tib.wa.gov/Urban/TPP.htm>

Urban Corridor Program – Projects Selected in 2005

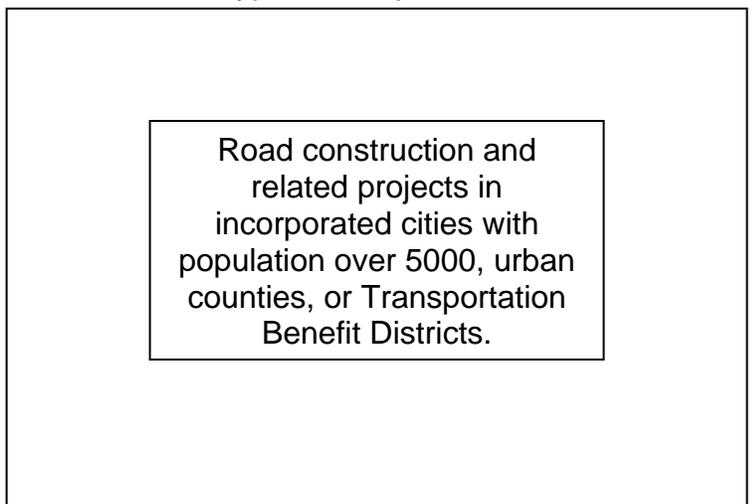
Location of Awards by County



Grant Recipients



Types of Projects Funded



Urban Arterial Program

Administered By:

Transportation Improvement Board

General Information	<p>Program Purpose: The Urban Arterial Program funds road construction projects for preservation and modernization of the street system with an emphasis on safety (correcting hazards), pavement condition (rebuilding aged infrastructure), and congestion relief. The Transportation Improvement Board (TIB) splits its overall Arterial Improvement Program into this program for larger urban areas and the Small City Arterial Program (which has its own profile in the JLARC inventory) so that smaller jurisdictions do not have to compete with larger ones for funding. Program funds often leverage other funds.</p> <p>In addition to this Urban Arterial Program, the Board also administers the similarly-named Urban Corridor Program (which also has a separate profile in the JLARC inventory). The Urban Corridor Program funds road construction projects in cities and urban counties, but that program puts a greater emphasis on mobility, local support, and growth and development, while this Urban Arterial Program has a greater emphasis on improving safety.</p>	
	<p>Mission Statement: The Transportation Improvement Board funds high priority transportation projects in communities throughout the state to enhance the movement of people, goods, and services.</p>	
	<p>Year Established: 1967 under the Urban Arterial Board (TIB's predecessor)</p>	<p>Legislative Intent: RCW 47.26.010</p> <p>Due to unprecedented industrial development and population increases, the state of Washington is confronted with emergency needs for improvement of state highways, county roads, and city streets in urban areas. It is the intent of the Legislature to provide sufficient new highway revenues to alleviate and prevent intolerable traffic congestion in urban areas without the disruption of the long range statewide highway program essential to the economic well-being of the people of this state.</p>
	<p>Enabling State Statutes: Chapter 47.26 RCW</p>	
	<p>Administrative Rules: WAC 479-12-100 through 150</p>	
<p>Is there a separate governing board? Yes, the program is administered by the Transportation Improvement Board. The Board is comprised of 21 members representing different areas of transportation needs. There are six city members, six county members including a representative for the County Road Administration Board, two WSDOT officials, two transit representatives, a member representing ports, a Governor appointee (usually from the Office of Financial Management), a member representing non-motorized transportation, a member representing special needs transportation, and a private sector member.</p>		

Budget Information	Recent Biennial Budgets	1997-99	1999-01	2001-03	2003-05	2005-07
	New Appropriation for Administration*	289,134	1,307,996	1,549,039	1,614,158	1,630,000
	New Appropriation for Grants	56,869,866	68,125,004	79,600,837	80,995,941	81,096,000
	Expenditure for Administration*	289,134	1,307,996	1,500,316	1,532,663	(estimated) 1,625,000
	Grant Funds Distributed**	40,997,300	56,834,530	73,341,845	75,139,690	(estimated) 80,564,000
<p>*Note: With the exception of 1997-99, the appropriation and expenditure information above for administration includes the administration of <u>all four</u> programs using the Urban Arterial Trust Account (Urban Arterial Program, Small City Arterial Program, Sidewalk Program, and Road Transfer Program).</p> <p>**Note: Grant awards are managed on a cost-reimbursement basis. The distribution of grant awards shown above reflects project selections made in prior biennia, with reimbursements crossing biennia.</p>						

Additional Program/Project Funding Information	FTEs for the Program in 2005-07: 2.5	<p>Grant Funds Distributed</p> <table border="1" style="display: none;"> <caption>Grant Funds Distributed Data</caption> <thead> <tr> <th>Period</th> <th>Amount (\$)</th> </tr> </thead> <tbody> <tr> <td>1997-99</td> <td>40,000,000</td> </tr> <tr> <td>1999-01</td> <td>55,000,000</td> </tr> <tr> <td>2001-03</td> <td>75,000,000</td> </tr> <tr> <td>2003-05</td> <td>75,000,000</td> </tr> <tr> <td>2005-07</td> <td>80,000,000</td> </tr> </tbody> </table>	Period	Amount (\$)	1997-99	40,000,000	1999-01	55,000,000	2001-03	75,000,000	2003-05	75,000,000	2005-07	80,000,000
	Period		Amount (\$)											
	1997-99		40,000,000											
1999-01	55,000,000													
2001-03	75,000,000													
2003-05	75,000,000													
2005-07	80,000,000													
Fund Account(s): 112 – Urban Arterial Trust Account														
Fund Sources:														
<ul style="list-style-type: none"> • Motor fuel tax; • 80% of interest earned (20% to the State General Fund); • Bond proceeds are also used, as authorized and strategically necessary. 														
Recent Changes to Funding Pattern: The share of the gas tax that goes to the Urban Arterial Trust Account is fixed at 1.7 cents per gallon. Revenue fluctuates based on the volume of gasoline sold. TIB reports that recent price increases have led to decreased gasoline sales and so to a decrease in account revenues.														

Additional Program/Project Funding Information	Frequency of the Grant/Loan Cycle: Annual (state fiscal year).	
	Does the Legislature Approve Project Selection? No.	
	Number of Projects Selected in 2005: 18 (originally 19 but one withdrawn).	
	Total Amount for Projects Selected in 2005: \$28,043,760 (excluding the withdrawn project).	
	What Determines the Total Amount Available for Grants or Loans in a Given Time Period? Legislative appropriation in the state Transportation Budget, based on anticipated gas tax receipts. The Board then further refines the estimate of the amount available for each year's funding round using a model based on outstanding projects, demand for current projects, and fund balance. The amount available at any given time for cost reimbursements depends on the actual deposits into the account.	
	Maximum Amount That Can Be Awarded to a Project: None established. The board reports that a typical grant is in the range of \$2 – 3 million.	
	Matching Requirements: Per rule, the minimum local match ranges from 10% to 20% of the total cost of the project, based on city valuation or county road levy valuation.	
	Interest Rate Charged: Not applicable (grants only).	Repayment Statistics: Not applicable (grants only).

Eligible Applicants and Projects	Who Is Eligible To Apply? <input checked="" type="checkbox"/> Cities and Towns <input checked="" type="checkbox"/> Counties <input type="checkbox"/> Port Districts <input type="checkbox"/> Other Special Purpose Districts <input type="checkbox"/> Tribes <input type="checkbox"/> State Agencies <input type="checkbox"/> Non-Profit Organizations <input type="checkbox"/> Private Businesses <input type="checkbox"/> Other	What Categories of Projects Are Eligible? <input checked="" type="checkbox"/> Roads <input checked="" type="checkbox"/> Bridges <input type="checkbox"/> Railroads or Grade Crossings <input type="checkbox"/> Airports <input type="checkbox"/> Ferries <input type="checkbox"/> Transit and Park & Rides <input checked="" type="checkbox"/> Bicycle & Pedestrian Mobility <input type="checkbox"/> Transportation Planning & Management <input type="checkbox"/> Environmental Protection <input type="checkbox"/> Land/Historic Preservation <input type="checkbox"/> Other <input type="checkbox"/> Basic Infrastructure <input type="checkbox"/> Other Infrastructure (Buildings, Facilities, Recreation)	Award Type: <input checked="" type="checkbox"/> Grants <input type="checkbox"/> Loans
	Eligible Projects: This program funds road and related construction projects, including (per rule) improvements on federally classified arterials, improvements involving state highway and transit when they are part of a joint project with eligible agencies, and projects which have definite urban characteristics as defined by local comprehensive plans. Projects are to reduce congestion, to improve safety and geometrics, and to address structural concerns.		
	Special Qualifications Regarding Who Can Apply: Eligible agencies are counties with urban areas, cities and towns within an urban area, and cities with a population of 5,000 or more. Per statute, the Board may not allocate funds or make payments of funds to any city, town, or county in noncompliance with the state's Growth Management Act. [Note: Cities and towns with populations less than 5,000 can apply to the Small City Arterial Program.]		
	Special Qualifications Regarding Project Eligibility: Projects must be on roads functionally classified as a principal, minor, or collector arterial. Projects must be consistent with state, regional, and local transportation plans.		
	Recent Changes in Eligible Applicants or Categories of Projects: None.		

Application and Award Process	Timing and Steps in the Process:	
	Legislative session – Spring	The Legislature and Governor conclude work on the state Transportation Budget, including the appropriation to the Urban Arterial Trust Account.
	May	The Board adopts its schedule and funding allocations for the coming grant cycle.
	June 1	Call for projects.
	June	Board staff host application workshops around the state for all of the Board's programs. Materials and applications are also posted on the agency website. Applicants can contact the Board's project engineers for advice and assistance during the application process.
	August 31	Applications are due to the Board.
	September – October	Board engineers review the applications and conduct an on-site field review. They score the projects using the criteria below and use these scores to create a priority array of projects for each of five regions in the state (Northeast, Southeast, Puget Sound, Northwest, and Southwest).
	November	The Board reviews these priority arrays and selects projects for funding.

Note: Usually these selected applicants will receive reimbursements for their project costs in three to five years.

What Drives the Timing of the Application and Award Process? The process follows the completion of the Transportation Budget and allows applicants two months to complete the application, which the Board reports is detailed and involved.

Evaluation Criteria:

By rule, the Board has grouped the counties into five regions, and the Board distributes the total funds across the five regions based on arterial lane miles and population.

With regard to individual applications, the evaluation of applications is a scoring process based on points given to factors within the following categories:

- Safety;
- Mobility;
- Pavement Condition;
- Mode Accessibility; and
- Local Support.

Recent Changes to the Process or Evaluation Criteria:

- Within the Mobility category, renamed one factor for more clarity and added a New Network Connection factor to allow new routes that expand network capacity to be more competitive;
- Within the Pavement Condition category, adds a factor to allow a new route to be more competitive;
- Within the Mode Accessibility category, made three changes including one to encourage inclusion of bicycle improvements in project scopes.

Program Goals, Objectives, and Performance Measures

Program Goals and Objectives:

The goal of the Urban Arterial Program is to preserve and modernize the street system with an emphasis on safety, pavement condition, and congestion relief. The program focuses on correcting hazards and rebuilding aged infrastructure.

Performance Measures and Program Performance:

The Urban Arterial Program has both activity-based and financially-based performance measures. Activity-based performance measures include:

- Target number of completed projects vs. actual;
- Projects by phase completion;
- Contact management information
 - Staff contact agencies without projects once per year to ensure that they know about the program;
 - Staff contact agencies with delayed projects on a quarterly basis;
 - Ongoing contact with agencies that have projects so the engineers know about project progress;
- Delayed projects – includes projects that have been reported to the Board and given drop-dead dates for project completion;
- Miles of roadway;
- Lineal feet of sidewalk; and
- Accident reduction (beginning June 2006).

(continued on next page)

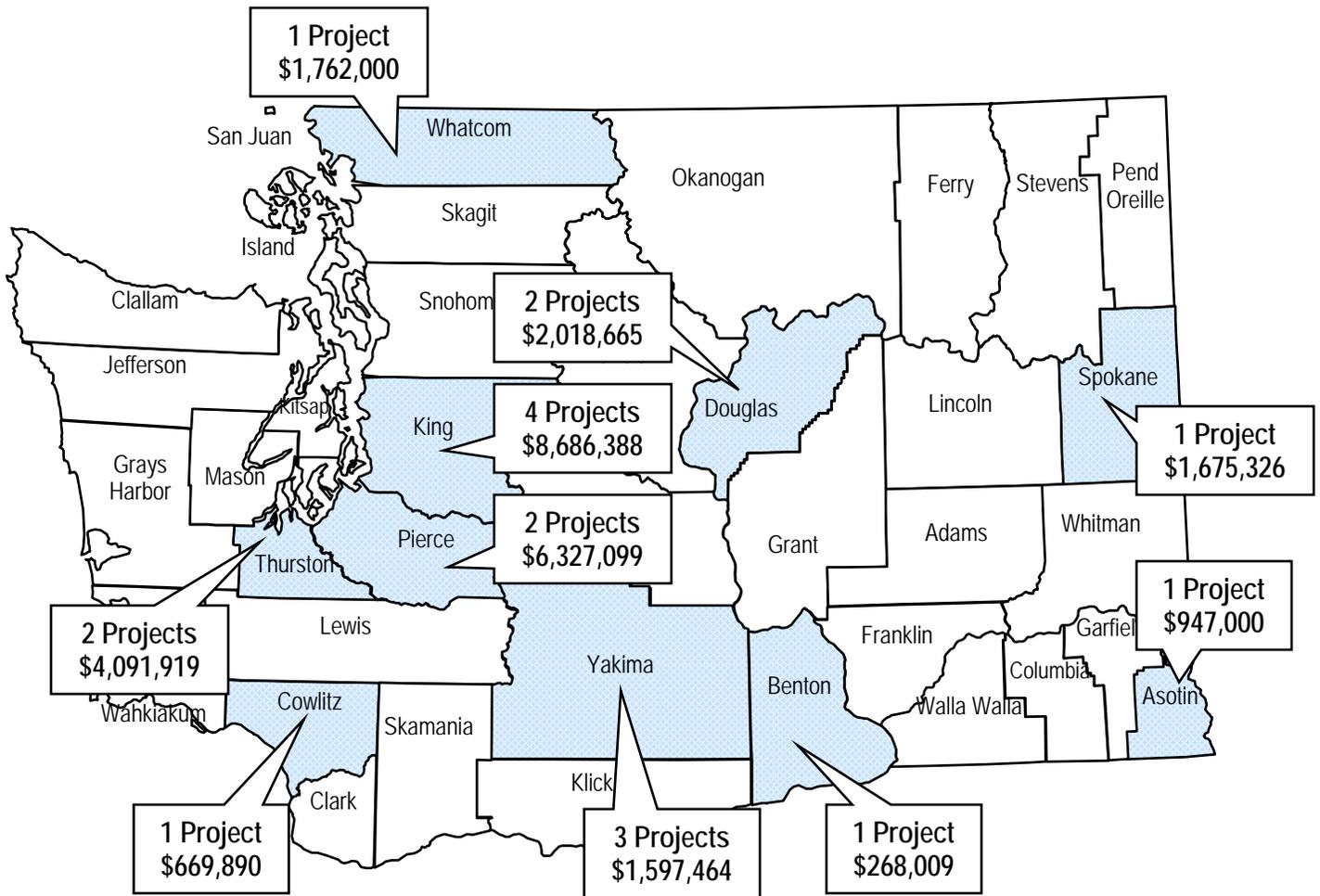
<div style="writing-mode: vertical-rl; transform: rotate(180deg);"> <p>Agency-Identified Challenges/Issues</p> </div>	<p>Financially-based performance measures include:</p> <ul style="list-style-type: none"> • Fund balance; • Days to pay; • Project expenditures; • Outstanding payment requests; • Total dollars paid month to date; • Revenue budget vs. actual; • Expenditure budget vs. actual (allotments vs. actual); and • Increases in project costs. <p>TIB has a Performance Management Dashboard on an intranet. Staff are able to view real-time data which is updated through internal integrated systems, or manually due to mainframe system limitations. Goals are established and baseline data is reflected in a stoplight (red, yellow, green) manner.</p> <p>The Board reports that the fund balance in the Urban Arterial Trust Account is healthy and that project closeouts are on target.</p>
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<div style="writing-mode: vertical-rl; transform: rotate(180deg);"> <p>Agency-Identified Challenges/Issues</p> </div>	<p>Program Challenges or Issues Identified by the Agency:</p> <p>The Board notes the following concerns:</p> <ul style="list-style-type: none"> • Requests exceed available resources by four to five times, and requests are increasing each year. A smaller percentage of projects are funded each successive cycle; • Increased costs of labor and materials without an increase in revenue. This limits the ability to fully fund some larger projects which would provide greater benefits due to economies of scale. Small grants are less effective. While leveraging of funds is encouraged, having the ability for TIB to provide a greater amount per grant gives the recipient local agency capacity to stimulate other funding sources (federal, local, etc.); • Unfunded mandates erode effectiveness of funds. This is especially true in smaller communities that do not have the tax base to implement the well-intended rules and regulations passed based on large communities needs.
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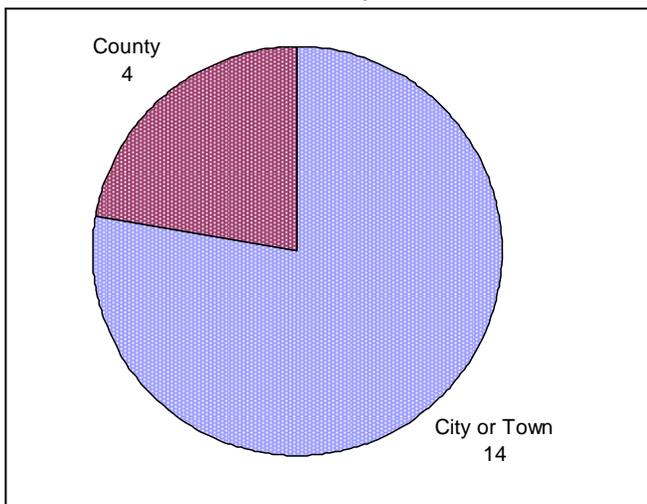
<div style="writing-mode: vertical-rl; transform: rotate(180deg);"> <p>Website</p> </div>	<p>For Additional Information:</p> <p>Transportation Improvement Board website http://www.tib.wa.gov/Urban/AIP.htm</p>
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Urban Arterial Program – Projects Selected in 2005

Location of Awards by County



Grant Recipients



Types of Projects Funded

Road construction and related projects in incorporated cities with population over 5000 and urban areas in counties.

Small City Arterial Program

Administered By:

Transportation Improvement Board

General Information

Program Purpose: The Small City Arterial Program provides funds for projects in small cities and towns that expand or improve the arterial road network by addressing the structural condition of the roadway, roadway geometry deficiencies, and safety issues. The program was created to keep small cities from having to compete with larger ones for arterial improvement funds (cities with populations of 5,000 or over can apply to the separate Urban Arterial Program – see that profile).

In addition to this Small City Arterial Program, the Transportation Improvement Board (TIB) also administers the similarly-named Small City Preservation Program (also in the JLARC inventory). This Small City Arterial Program focuses on reconstruction, while the Preservation Program focuses on maintenance.

Mission Statement: The Transportation Improvement Board funds high priority transportation projects in communities throughout the state to enhance the movement of people, goods, and services.

Year Established: 1995

Legislative Intent: RCW 47.26.115

Enabling State Statutes:
RCW 47.26.115

The intent of the Small City Program is to preserve and improve the roadway system consistent with local needs of incorporated cities and towns with a population of less than five thousand. The Board shall adopt rules and procedures to govern the allocation of funds distributed to the Small City Program.

Administrative Rules:
WAC 479-12-200 through 250

Is there a separate governing board? Yes, the program is administered by the Transportation Improvement Board. The Board is comprised of 21 members representing different areas of transportation needs. There are six city members, six county members including a representative for the County Road Administration Board, two WSDOT officials, two transit representatives, a member representing ports, a Governor appointee (usually from the Office of Financial Management), a member representing non-motorized transportation, a member representing special needs transportation, and a private sector member.

Budget Information

Recent Biennial Budgets	1997-99	1999-01	2001-03	2003-05	2005-07
New Appropriation for Administration*	102,426				
New Appropriation for Grants	9,818,574	20,000,000	16,345,572	11,802,171	14,452,000
Expenditure for Administration*	51,834				
Grant Funds Distributed**	9,462,750	19,245,352	21,566,821	15,934,053	(estimated) 14,240,000

*Note: With the exception of 1997-99 shown above, see the profile for the Urban Arterial Program for information on appropriations and expenditures for administration for all four of the TIB programs funded from the Urban Arterial Trust Account.

**Note: Grant awards are managed on a cost-reimbursement basis. The distribution of grant awards shown above reflects project selections made in prior biennia, with reimbursements crossing biennia.

FTEs for the Program in 2005-07: 2.0

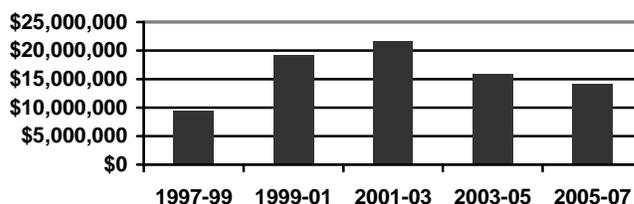
Fund Account(s):

112 – Urban Arterial Trust Account

Fund Sources:

- Motor fuel tax;
- 80% of interest earned (20% to the State General Fund);
- Bond proceeds

Grant Funds Distributed



Recent Changes to Funding Pattern: The share of the gas tax that goes to the Urban Arterial Trust Account is fixed at 1.7 cents per gallon. Revenue fluctuates based on the volume of gasoline sold. TIB reports that recent price increases have led to decreased gasoline sales and so to a decrease in account revenues.

Frequency of the Grant/Loan Cycle: Annual (state fiscal year).

Does the Legislature Approve Project Selection? No.

Number of Projects Selected in 2005: 19 (originally 20 but one withdrawn).

Total Amount for Projects Selected in 2005: \$6,121,579 (excluding the withdrawn project).

What Determines the Total Amount Available for Grants or Loans in a Given Time Period? Legislative appropriation in the state Transportation Budget, based on anticipated gas tax receipts. The Board then further refines the estimate of the amount available for each year's funding round using a model based on outstanding projects, demand for current projects, and fund balance. The amount available at any given time for cost reimbursements depends on the actual deposits into the account.

Maximum Amount That Can Be Awarded to a Project: Currently no maximum. Until 2004, the Board reports that it had set a cap of \$500,000 per project. As construction costs increased, the Board came to see the cap as an arbitrary barrier to funding projects at an appropriate scale. Since the cap was removed, the Board reports that the average award has increased by approximately \$65,000.

Matching Requirements: Per rule, there is no local match for cities or towns with a population of 500 or less. Cities with populations greater than 500 but less than 5,000 must provide a minimum 5% match.

Interest Rate Charged:
Not applicable (grants only).

Repayment Statistics:
Not applicable (grants only).

Who Is Eligible To Apply?

- Cities and Towns
- Counties
- Port Districts
- Other Special Purpose Districts
- Tribes
- State Agencies
- Non-Profit Organizations
- Private Businesses
- Other

What Categories of Projects Are Eligible?

- Roads
- Bridges
- Railroads or Grade Crossings
- Airports
- Ferries
- Transit and Park & Rides
- Bicycle & Pedestrian Mobility
- Transportation Planning & Management
- Environmental Protection
- Land/Historic Preservation
- Other
- Basic Infrastructure
- Other Infrastructure (Buildings, Facilities, Recreation)

Award Type:

- Grants
- Loans

Eligible Projects: This program funds road and related construction projects in small cities and towns. Projects address the structural condition of the roadway, roadway geometry deficiencies, and safety issues.

Additional Program/Project Funding Information

Eligible Applicants and Projects

Special Qualifications Regarding Who Can Apply: Eligible agencies are incorporated cities and towns that have a population less than 5,000. Per statute, the Board may not allocate funds or make payments of funds to any city or town in noncompliance with the state’s Growth Management Act. [Note: Cities and towns with larger populations can apply to the Urban Arterial Program.]

Special Qualifications Regarding Project Eligibility: Per rule, in order to be eligible, an arterial must be defined by at least one of the following standards:

- Serves as the logical extension of a county arterial into the corporate boundary; or
- Serves as a route connecting local (traffic) generators such as schools, medical facilities, social centers, recreational areas, commercial centers, or industrial sites within the corporate boundary; or
- Acts as a bypass or truck route to relieve the central core area.

Recent Changes in Eligible Applicants or Categories of Projects: None.

Timing and Steps in the Process:

Legislative session – Spring	The Legislature and Governor conclude work on the state Transportation Budget, including the appropriation to the Urban Arterial Trust Account.
May	The Board adopts its schedule and funding allocations for the coming grant cycle.
June 1	Call for projects.
June	Board staff host application workshops around the state for all of the Board’s programs. Materials and applications are also posted on the agency website. Applicants can contact the Board’s project engineers for advice and assistance during the application process.
August 31	Applications are due to the Board.
September - October	Board engineers review the applications and conduct an on-site field review. They score the projects using the criteria below and use these scores to create a priority array of projects for each of three regions in the state (East, West, and Puget Sound).
November	The Board reviews these priority arrays and selects projects for funding. Note: Usually these selected applicants will receive cost reimbursements for their projects in four to seven years.

What Drives the Timing of the Application and Award Process? The process follows the completion of the Transportation Budget and allows applicants two months to complete the application, which the Board reports is detailed and involved.

Evaluation Criteria:

By rule, the Board has grouped the counties into three regions, and the Board distributes the total funds across the three regions based on population ratios.

With regard to individual applications, the evaluation of applications is a scoring process based on points given to factors within the following categories:

- Safety;
- Pavement Condition; and
- Local Support.

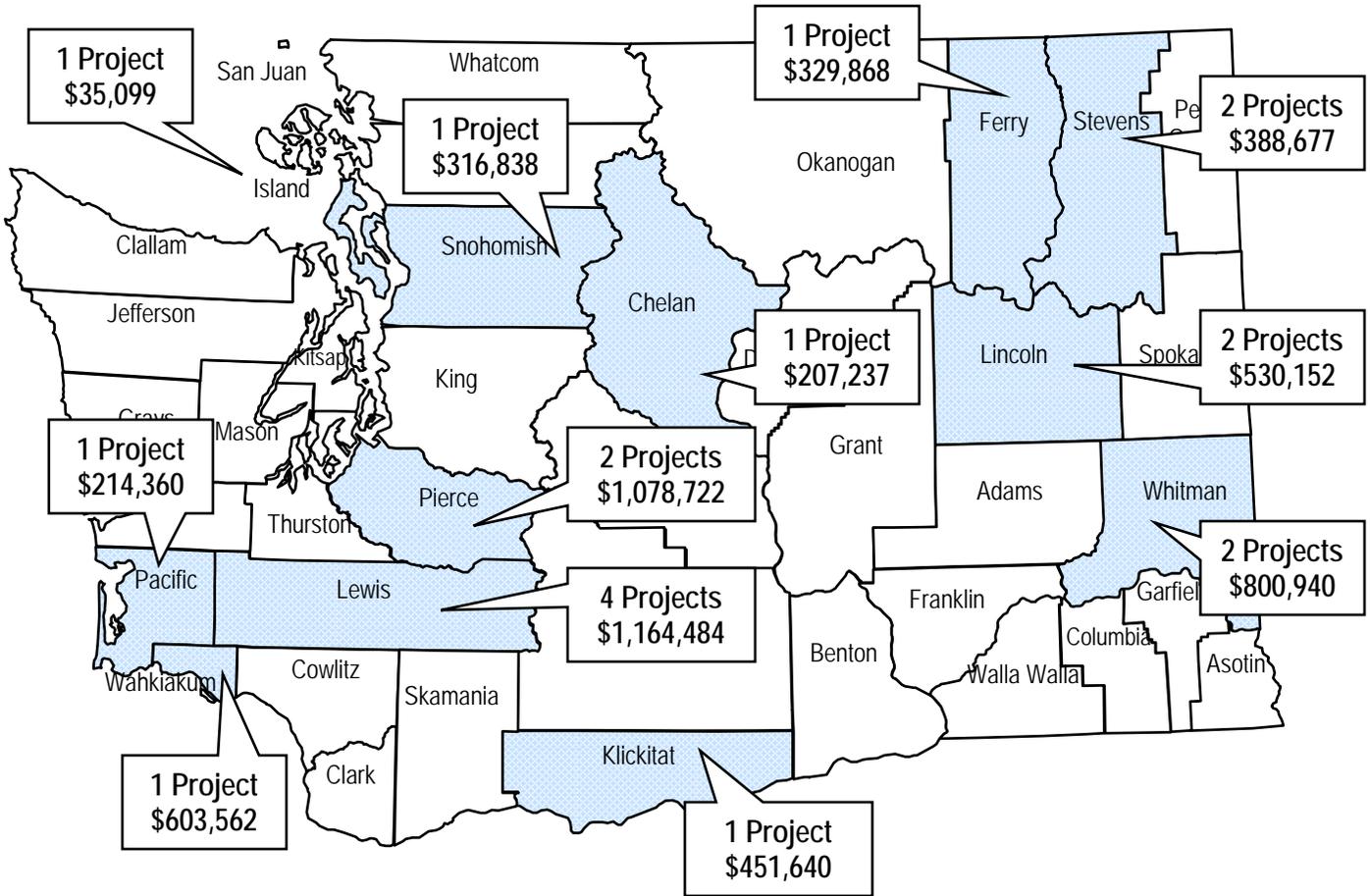
Recent Changes to the Process or Evaluation Criteria: The Board adopted a number of changes within the Local Support category. Changes include adding a Planning category to encourage local planning and community development efforts; reducing the maximum points for Local Match Above Minimum; adding a factor to capture Time-Sensitive Funding Opportunities; and increasing/adjusting points for Community Impact.

Application and Award Process

Program Goals, Objectives, and Performance Measures	<p>Program Goals and Objectives:</p> <p>The goal of the Small City Arterial Program is to address roadway conditions, deficiencies, and safety issues on arterial streets in small cities and towns.</p>
	<p>Performance Measures and Program Performance:</p> <p>The Small City Arterial Program has both activity-based and financially-based performance measures.</p> <p>Activity-based performance measures include:</p> <ul style="list-style-type: none"> • Target number of completed projects vs. actual; • Projects by phase completion; • Contact management information; • Delayed projects – includes projects that have been reported to the Board and given drop-dead dates for project completion; • Miles of roadway; • Lineal feet of sidewalk; and • Accident reduction (beginning June 2006). <p>Financially-based performance measures include:</p> <ul style="list-style-type: none"> • Fund balance; • Days to pay; • Project expenditures; • Outstanding payment requests; • Total dollars paid month to date; • Revenue budget vs. actual; • Expenditure budget vs. actual (allotments vs. actual); and • Increases in project costs. <p>TIB has a Performance Management Dashboard on an intranet. Staff are able to view real-time data which is updated through internal integrated systems, or manually due to mainframe system limitations. Goals are established and baseline data is reflected in a stoplight (red, yellow, green) manner.</p>
Agency-Identified Challenges/Issues	<p>Program Challenges or Issues Identified by the Agency:</p> <p>The Board notes the following concerns:</p> <ul style="list-style-type: none"> • The needs of small cities are usually overlooked since most grants are based on population. Identified needs are far greater than available funds. • Small cities have difficulties obtaining sufficient local matching funds due in part to reductions in state gas tax revenue and the elimination of direct federal allocations of funds. • Federal funds are difficult for small cities to administer. There are many performance and reporting requirements that do not vary regardless of whether the agency gets a few thousand dollars or millions of dollars. This causes difficulties for small cities because they have limited (or no) ability to add administrative staff to monitor and comply with the federal requirements. In addition, agencies must be certified to use federal funds, and many small agencies can't meet the certification standards. They have to pay someone to act as "CA" (certification acceptance) on their behalf. <p>Having the ability to swap federal funds for state funds (with fewer strings and reporting requirements attached) would be the most reasonable way to achieve this. The small agency would "deposit" their federal funds into the exchange bank and receive state funds at a 1 to 1 ratio. Agencies with the infrastructure to account for and monitor federal money would be able to "withdraw" the federal funds that are in the bank.</p>
	<p>Web site</p> <p>For Additional Information:</p> <p>Transportation Improvement Board website http://www.tib.wa.gov/SmallCity/SCP.htm</p>

Small City Arterial Program – Projects Selected in 2005

Location of Awards by County



Grant Recipients

Grant recipients are cities and towns with populations less than 5,000.

Types of Projects Funded

Road and related construction projects to address roadway conditions, deficiencies, and safety issues.

Small City Preservation Program

Administered By:

Transportation Improvement Board

General Information

Program Purpose: The Small City Preservation Program provides funding for rehabilitation and maintenance of the roadway system (chip seal and pavement overlay) in incorporated cities or towns with populations of less than 5,000. The program focuses on timing projects in concert with other nearby road projects in order to reduce the price premium usually paid on small projects and rural projects.

In addition to this new Small City Preservation Program, the Transportation Improvement Board (TIB) also administers the similarly-named Small City Arterial Program (which has its own profile in the JLARC inventory). The Small City Arterial Program focuses on reconstruction, while this Small City Preservation Program focuses on maintenance.

Mission Statement: The Transportation Improvement Board funds high priority transportation projects in communities throughout the state to enhance the movement of people, goods, and services.

Year Established: 2005

Legislative Intent: SSB 5775 (2005), Section 1

Enabling State Statutes:
RCW 47.26.340 – 345

Administrative Rules:
Under development

The State Legislature finds that it is in the state's interest to support the economic vitality of all cities and towns and recognizes that those cities and towns with a population of less than 5,000 are unable to fully maintain and preserve their street system. Therefore, the Legislature finds it necessary to create a Small City Pavement and Sidewalk Account.

Is there a separate governing board? Yes, the program is administered by the Transportation Improvement Board. The Board is comprised of 21 members representing different areas of transportation needs. There are six city members, six county members including a representative for the County Road Administration Board, two WSDOT officials, two transit representatives, a member representing ports, a Governor appointee (usually from the Office of Financial Management), a member representing non-motorized transportation, a member representing special needs transportation, and a private sector member.

Budget Information

Recent Biennial Budgets	1997-99	1999-01	2001-03	2003-05	2005-07
New Appropriation for Administration*					0
New Appropriation for Grants					2,000,000
Expenditure for Administration*					(not estimated)
Funds Awarded for Grants					(estimated) 1,982,818

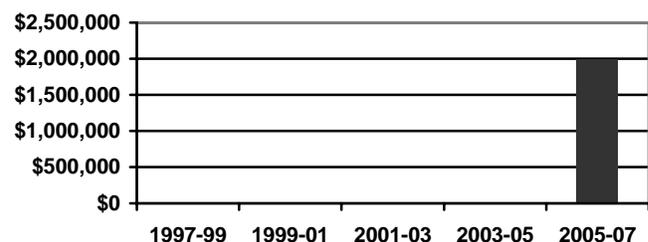
*Note: The Board notes that the Legislature did not appropriate funds for the administration of this new program. Currently the Board is paying for administrative expenses from its other two accounts (Transportation Improvement Account and Urban Arterial Trust Account).

FTEs for the Program in 2005-07: 0.8

Fund Account(s):
08M – Small City Pavement and Sidewalk Account

- Fund Sources:**
- Motor fuel tax
 - 100% of interest earned

Funds Awarded for Grants



Recent Changes to Funding Pattern: The Board reports that the \$2 million appropriated to this new program came from an increase in the state gas tax. The Board also notes that a similar program was funded at \$5 million in 2000 but was not continued.

Additional Program/Project Funding Information	Frequency of the Grant/Loan Cycle: If the Legislature continues to appropriate funds for this new program, the Board anticipates an annual grant cycle (state fiscal year).	
	Does the Legislature Approve Project Selection? No.	
	Number of Projects Selected in 2005: 0 (First round of projects selected in January 2006).	
	Total Amount Awarded in 2005: \$0	
	What Determines the Total Amount Available for Grants or Loans in a Given Time Period? Legislative appropriation in the state Transportation Budget, based on anticipated gas tax receipts.	
	Maximum Amount That Can Be Awarded to a Project: None established.	
	Matching Requirements: While statute does not establish a particular percentage match, it does direct the Board to determine allocation of funds based on factors that include a city or town's ability to provide a local match. That match may be in the form of a funding match based on a city's assessed valuation; community involvement and support, including volunteer participation; or partnership efforts with federal or other state programs, including CTED's Mainstreet Program.	
Interest Rate Charged: Not applicable (grants only).		Repayment Statistics: Not applicable (grants only).

Eligible Applicants and Projects	Who Is Eligible To Apply?	What Categories of Projects Are Eligible?	Award Type:
	<input checked="" type="checkbox"/> Cities and Towns <input type="checkbox"/> Counties <input type="checkbox"/> Port Districts <input type="checkbox"/> Other Special Purpose Districts <input type="checkbox"/> Tribes <input type="checkbox"/> State Agencies <input type="checkbox"/> Non-Profit Organizations <input type="checkbox"/> Private Businesses <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Roads <input type="checkbox"/> Bridges <input type="checkbox"/> Railroads or Grade Crossings <input type="checkbox"/> Airports <input type="checkbox"/> Ferries <input type="checkbox"/> Transit and Park & Rides <input checked="" type="checkbox"/> Bicycle & Pedestrian Mobility <input type="checkbox"/> Transportation Planning & Management <input type="checkbox"/> Environmental Protection <input type="checkbox"/> Land/Historic Preservation <input type="checkbox"/> Other <input type="checkbox"/> Basic Infrastructure <input type="checkbox"/> Other Infrastructure (Buildings, Facilities, Recreation)	<input checked="" type="checkbox"/> Grants <input type="checkbox"/> Loans
Eligible Projects: Sealcoat (chip seal) and pavement overlay. While the statute allows the Board to use program funds for sidewalk maintenance, the Board indicates that it does not intend to do so other than as required for compliance with the federal Americans with Disabilities Act, given that applicants can apply to the Board's separate Sidewalk Program and that this new Small City Preservation Program received more applications for sealcoat and pavement overlay projects than can be funded.			

Application and Award Process	<p>Special Qualifications Regarding Who Can Apply: Cities and towns with a population less than 5,000 are eligible to apply. Per statute, the city or town must also meet one or more of the following criteria:</p> <ul style="list-style-type: none"> • The city or town has identified a street in a six-year transportation improvement plan or through the use of a pavement management system; • The city or town has provided pavement rating information on the proposed street improvement or street network improvement; • The city or town has provided sidewalk information on the proposed sidewalk system improvement; • The city or town has provided information, where available, on traffic conditions for truck routes, bus routes, and traffic volumes; and • The city or town has the ability to provide a local match. <p>Per statute, the Board may not allocate funds or make payments of funds to any city or town in noncompliance with the state's Growth Management Act.</p>
	<p>Special Qualifications Regarding Project Eligibility: The proposed project must be on a public street on a city-owned right-of-way. The road cannot be a state highway. Subsurface utilities must be in serviceable condition and regularly maintained.</p>
	<p>Recent Changes in Eligible Applicants or Categories of Projects: Not applicable (program new in 2005).</p>

Application and Award Process	<p>Timing and Steps in the Process:</p>	
	<p>Note: The dates below reflect the timing of the program's first award cycle, given the appropriation in the 2005 Transportation Budget. If the Legislature continues funding for the program, the Board anticipates that its timing will be in line with the other TIB programs.</p>	
	November 18, 2005	The Board puts out a \$2 million call for projects.
	December 1, 2005	Applications are available from the Board.
	January 4, 2006	Applications to the Board must be postmarked.
	January 27, 2006	The Board evaluates the applications and selects projects.
	Summer 2006	Construction starts.
	<p>What Drives the Timing of the Application and Award Process? The timing for this particular cycle was driven by the 2005 appropriation and the need to have the funds available for the summer 2006 construction season.</p>	
<p>Evaluation Criteria:</p> <p>Evaluation of project applications is a scoring process based on points given to factors within the following categories:</p> <ul style="list-style-type: none"> • Pavement Condition Rating; • Roadway Width; • Roadway Loading; • Sidewalk Maintenance; and • Economy of Scale. <p>Projects are funded as far down the list as available dollars allow. Projects remain on the list and could receive funds if other projects come in under budget or if funds otherwise become available.</p>		
<p>Recent Changes to the Process or Evaluation Criteria: Not applicable (process is new).</p>		

Program Goals, Objectives, and Performance Measures	<p>Program Goals and Objectives:</p> <p>The Small City Preservation Program provides funding for rehabilitation and maintenance of the small city roadway system, in some cases in partnership with WSDOT and county paving projects. By partnering with other agencies and bundling projects together, economies of scale can reduce unit costs and help small cities avoid the price premium usually applied to very small or rural projects.</p>
	<p>Performance Measures and Program Performance:</p> <ul style="list-style-type: none"> • Number of projects fully funded; • Number of projects completed; • Cost savings vs. traditional small city price; • Target number of completed projects vs. actual; • Contact management where staff contact agencies with projects on an ongoing basis to ensure that the project is being completed; • Length of miles improved; and • Customer satisfaction. <p>This information will be available to staff through the Performance Management Dashboard on an intranet. Staff are able to view real-time data which is updated through internal integrated systems or manually due to mainframe system limitations. The Board also reports that it will be working to institutionalize this product with each region of the state Department of Transportation.</p>
Agency-Identified Challenges/Issues	<p>Program Challenges or Issues Identified by the Agency:</p> <p>The Board notes that:</p> <ul style="list-style-type: none"> • Funding is limited, and requests have far exceeded available funds; • If road maintenance is delayed, then more expensive solutions will be needed in the future. It is better to invest in the ongoing maintenance than to have to rebuild a road.
	Website

Road Transfer Program

Administered By:

Transportation Improvement Board

General Information	<p>Program Purpose: The Road Transfer Program provides state funding to offset extraordinary road maintenance costs associated with the transfer of responsibility of state highways to cities. This program is referred to in statute as the City Hardship Assistance Program.</p> <p>The Road Transfer Program is non-competitive and does not have a routine application and award process. A defined list of roads is eligible, and only certain types of maintenance to those roads are fundable. The program does not always have enough projects to use all appropriated funds. Leftover funds are returned to the Motor Vehicle Fund at the end of each biennium and are distributed to cities and towns following the normal distribution of city motor vehicle fuel tax receipts.</p>	
	<p>Mission Statement: The Transportation Improvement Board (TIB) funds high priority transportation projects in communities throughout the state to enhance the movement of people, goods, and services.</p>	
	<p>Year Established: 1991</p>	<p>Legislative Intent: RCW 47.26.164</p>
	<p>Enabling State Statutes: RCW 47.26.164</p>	<p>The [Transportation Improvement] Board shall adopt reasonable rules necessary to implement the City Hardship Assistance Program as recommended by the road jurisdiction study. The following criteria shall be used to implement the program:</p> <p>(1) Only those cities with a net gain in cost responsibility due to jurisdictional transfers in Chapter 342, Laws of 1991, as determined by the Board, may participate; . . .</p> <p>(4) The Board shall also be authorized to allocate funds from the City Hardship Assistance Program to cities with a population under 20,000 to offset extraordinary costs associated with the transfer of roadways other than pursuant to Chapter 342, Laws of 1991, that occur after January 1, 1991.</p>
	<p>Administrative Rules: WAC 479-12-300 through 370</p>	
<p>Is there a separate governing board? Yes, the program is administered by the Transportation Improvement Board. The Board is comprised of 21 members representing different areas of transportation needs. There are six city members, six county members including a representative from the County Road Administration Board, two WSDOT officials, two transit representatives, a member representing ports, a Governor appointee (usually from the Office of Financial Management), a member representing non-motorized transportation, a member representing special needs transportation, and a private sector member.</p>		

Budget Information	Recent Biennial Budgets	1997-99	1999-01	2001-03	2003-05	2005-07
	New Appropriation for Administration*					
	New Appropriation for Grants		1,457,000	1,073,897	1,545,380	1,510,000
	Expenditure for Administration*					
	Grant Funds Distributed		290,989	732,427	1,522,186	(estimated) 1,510,000
<p>*Note: See the profile for the Urban Arterial Program for information on appropriations and expenditures for administration for all four of the TIB programs funded from the Urban Arterial Trust Account.</p>						

Additional Program/Project Funding Information	FTEs for the Program in 2005-07: None – the program is “as needed.”	Grant Funds Distributed
	Fund Account(s): 112 – Urban Arterial Trust Account	
	Fund Sources: <ul style="list-style-type: none"> • Motor fuel tax; • 80% of interest earned (20% to the State General Fund); • Bond proceeds 	
Recent Changes to Funding Pattern: The share of the gas tax that goes to the Urban Arterial Trust Account is fixed at 1.7 cents per gallon. Revenue fluctuates based on the volume of gasoline sold. TIB reports that recent price increases have led to decreased gasoline sales and so to a decrease in account revenues.		

Additional Program/Project Funding Information	Frequency of the Grant/Loan Cycle: The Legislature appropriates funds biennially. The program does not have a routine application and award process.	
	Does the Legislature Approve Project Selection? No; however the Legislature does confer baseline eligibility through approval of all road jurisdiction transfers.	
	Number of Projects Selected in 2005: 0	
	Total Amount Awarded in 2005: \$0	
	What Determines the Total Amount Available for Grants or Loans in a Given Time Period? Legislative appropriation in the state Transportation Budget, based on anticipated gas tax receipts.	
	Maximum Amount That Can Be Awarded to a Project: None established.	
	Matching Requirements: Per rule, there is no local match requirement.	
Interest Rate Charged: Not applicable (grants only).	Repayment Statistics: Not applicable (grants only).	

Eligible Applicants and Projects	Who Is Eligible To Apply? <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Cities and Towns <input type="checkbox"/> Counties <input type="checkbox"/> Port Districts <input type="checkbox"/> Other Special Purpose Districts <input type="checkbox"/> Tribes <input type="checkbox"/> State Agencies <input type="checkbox"/> Non-Profit Organizations <input type="checkbox"/> Private Businesses <input type="checkbox"/> Other 	What Categories of Projects Are Eligible? <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Roads <input type="checkbox"/> Bridges <input type="checkbox"/> Railroads or Grade Crossings <input type="checkbox"/> Airports <input type="checkbox"/> Ferries <input type="checkbox"/> Transit and Park & Rides <input type="checkbox"/> Bicycle & Pedestrian Mobility <input type="checkbox"/> Transportation Planning & Management <input type="checkbox"/> Environmental Protection <input type="checkbox"/> Land/Historic Preservation <input type="checkbox"/> Other <input type="checkbox"/> Basic Infrastructure <input type="checkbox"/> Other Infrastructure (Buildings, Facilities, Recreation) 	Award Type: <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Grants <input type="checkbox"/> Loans

Application and Award Process	Eligible Projects: Program funds may only be used to reimburse “extraordinary costs” associated with rehabilitating roadways transferred from the state to eligible cities and towns. Extraordinary costs are those identified on field inspection as requiring maintenance due to deteriorated pavement, broken or worn concrete, or structural deficiencies causing such conditions to exist or persist.	
	Special Qualifications Regarding Who Can Apply: Eligible cities and towns are specifically listed in WAC 479-12-340, provided they continue to have a population less than 20,000. Other cities or towns receiving transferred highways are also eligible, as long as they continue to have a population less than 20,000. Per statute, the Board may not allocate funds or make payments of funds to any city or town in noncompliance with the state’s Growth Management Act.	
	Special Qualifications Regarding Project Eligibility: A set of specific road segments is listed in WAC 479-12-340. Eligible work is limited to maintenance. Programs funds may not be used for landscaping or for the cost involved with adding lanes or turn lanes.	
	Recent Changes in Eligible Applicants or Categories of Projects: None.	

Application and Award Process	Timing and Steps in the Process:	
	Ongoing	Maintenance needs for the road segments on the eligibility list are identified by the city or Board engineer observation.
		Projects are evaluated by the Board based on pavement management rating and engineer observation. Projects that meet program criteria as determined by Board engineers are approved by the Board and funded.
	What Drives the Timing of the Application and Award Process? Identification of needs and availability of funds.	
	Evaluation Criteria:	
	<ul style="list-style-type: none"> • Structural ability to carry loads (pavement condition); • Deterioration rate for the roadway; • Safety; and • Other factors: <ul style="list-style-type: none"> ○ Relationship to other local agency projects; ○ Extent of previous participation in the program; and ○ Other criteria deemed appropriate by the Board on a case-by-case basis. 	
Recent Changes to the Process or Evaluation Criteria: None.		

Program Goals, Objectives, and Performance Measures	Program Goals and Objectives: The goal of the Road Transfer Program is to offset extraordinary costs associated with the transfer of state highways to cities.
	Performance Measures and Program Performance: Due to the low volume of projects and the common funding account, performance is incorporated into Urban Arterial Program measures. The Board reports that all identified maintenance projects are funded as of June 2006.

Agency-Identified Challenges\Issues	<p>Program Challenges or Issues Identified by the Agency:</p> <p>The Board notes that:</p> <ul style="list-style-type: none"> • Every odd-numbered year, unused funding is returned to cities and towns using the direct distribution formula. This may limit the ability to fund a high-cost emerging need; • Eligible work is limited to only maintenance and so does not allow for improvements that could fix safety problems.
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Website	<p>For Additional Information:</p> <p>Transportation Improvement Board website http://www.tib.wa.gov/SmallCity/CHAP.htm</p>
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Rural Arterial Program

Administered By:
County Road Administration Board

General Information

Program Purpose: The Rural Arterial Program funds improvement projects on certain county roads and bridges in rural areas of the state. More specifically, the program focuses on correcting adverse geometry, narrow widths, and safety hazards as well as major structural failure for the neediest county arterial roads through a process that recognizes each county's top priorities, requires regional competition, and assures roads are built to current statewide design standards. Statute directs the County Road Administration Board to apportion program funds based on the division of the state into five regions (Puget Sound, Northwest, Northeast, Southwest, and Southeast). There is a distinct project priority rating system for each region.

The Rural Arterial Program is a competitive grant program within each region. The Board also administers the County Arterial Preservation Program (which has its own profile in the JLARC inventory). The latter is a non-competitive program which allocates state gas tax funds to counties for the preservation of paved county arterial roads.

Mission Statement: The mission of the County Road Administration Board is to preserve and enhance the transportation infrastructure of the Washington Counties by providing standards of good practice, fair administration of funding programs, visionary leadership, and integrated progressive and professional technical services.

Year Established: 1983

Legislative Intent: RCW 36.79.010

Enabling State Statutes:
Chapter 36.79 RCW

Administrative Rules:
Chapters 136-100 through 136-210 WAC

There is created in the Motor Vehicle Fund the Rural Arterial Trust Account. All moneys deposited in the Motor Vehicle Fund to be credited to the Rural Arterial Trust Account shall be expended for (1) the construction and improvement of county rural arterials and collectors, (2) the construction of replacement bridges funded by the Federal Bridge Replacement Program on access roads in rural areas, and (3) those expenses of the [County Road Administration] Board associated with the administration of the Rural Arterial Program.

Is there a separate governing board? Yes, the program is administered by the County Road Administration Board. The Board is comprised of six county commissioners/council members and three county engineers.

Budget Information

Recent Biennial Budgets	1997-99	1999-01	2001-03	2003-05	2005-07
New Appropriation for Administration	(included in the new appropriation amounts below)		741,000	769,000	823,000
New Appropriation for Grants	57,397,000	60,568,000	56,965,000	61,660,000	64,933,000
Expenditure for Administration	(estimated) 755,195	(estimated) 778,632	741,000	769,000	(estimated) 823,000
Funds Awarded for Grants*	44,865,814	40,672,814	35,787,910	38,856,857	(estimated) 42,150,959

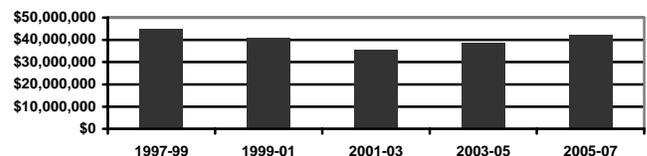
*Note: Grant awards are managed on a cost-reimbursement basis, and the balance of the Rural Arterial Trust Account is greatly affected by seasonal billings. The Board reports this is one reason for its programming of spending being lower than the appropriated amounts. The Board also notes its statutory mandate to have funds available to address emergency funding needs as they arise, most frequently related to rainfall or flooding issues.

FTEs for the Program in 2005-07: 1.0

Fund Account(s):
102 – Rural Arterial Trust Account

- Fund Sources:**
- Motor fuel tax;
 - 80% of interest earnings on the account (20% to the State General Fund)

Funds Awarded for Grants



Recent Changes to Funding Pattern: None.

Additional Program/Project Funding Information

Frequency of the Grant/Loan Cycle: The Board conducts a larger grant cycle in the first year of the biennium, awarding about 90% of estimated funds. The Board then conducts a smaller round in the second year for the remaining funds, based on updated revenue estimates.

Does the Legislature Approve Project Selection? No.

Number of Projects Selected in 2005: 54

Total Amount Awarded in 2005: \$40,109,992

What Determines the Total Amount Available for Grants or Loans in a Given Time Period? Legislative appropriation in the state Transportation Budget, based on anticipated gas tax receipts. The amount available at any given time for cost reimbursements depends on the actual deposits into the account.

Maximum Amount That Can Be Awarded to a Project: There are maximums, but they vary for each region (established for each region in rule).

Matching Requirements: Per rule, grant funds require 10% matching funds from the county for all regions except the Northwest Region, where a 20% match is required.

Interest Rate Charged:
Not applicable (grants only).

Repayment Statistics:
Not applicable (grants only).

Eligible Applicants and Projects

Who Is Eligible To Apply?

- Cities and Towns
- Counties
- Port Districts
- Other Special Purpose Districts
- Tribes
- State Agencies
- Non-Profit Organizations
- Private Businesses
- Other

What Categories of Projects Are Eligible?

- Roads
- Bridges
- Railroads or Grade Crossings
- Airports
- Ferries
- Transit and Park & Rides
- Bicycle & Pedestrian Mobility
- Transportation Planning & Management
- Environmental Protection
- Land/Historic Preservation
- Other
- Basic Infrastructure
- Other Infrastructure (Buildings, Facilities, Recreation)

Award Type:

- Grants
- Loans

Eligible Projects: Per statute, eligible projects are improvement projects on those county roads in rural areas classified as rural arterials and collectors in accordance with the federal functional classification system and the construction of replacement bridges funded by the federal bridge replacement program on access roads in rural areas. Board staff verify the road classification as part of the review process. If certain conditions are met, the Board may consider funding for projects of an "emergent nature," which may be emergencies or work necessitated by sudden and unanticipated development, growth, access needs, or legal decisions.

Special Qualifications Regarding Who Can Apply: Only counties are eligible for funding from this program. Any county with a population over 8,000 must certify to the Board each year that its use of its county road funds in the preceding year was limited to roads, which may include traffic law enforcement. State statute precludes the Board from allocating program funds or making payments to any county identified as being in noncompliance with the state's Growth Management Act.

Special Qualifications Regarding Project Eligibility: As mentioned earlier, projects must be on those county roads in rural areas classified as rural arterials and collectors in accordance with the federal functional classification system and the construction of replacement bridges funded by the federal bridge replacement program on access roads in rural areas. Per state statute, “rural areas” are areas of the state outside of areas designated as urban areas by the state Transportation Commission with the approval of the Secretary of the U.S. Department of Transportation in accordance with federal law. State statute also calls for coordination of proposed projects with municipal and state projects when a rural arterial enters a city or town or connects with a state highway. The proposed project must be part of the county’s six-year program for rural arterial improvements.

Recent Changes in Eligible Applicants or Categories of Projects: The Board reports that four of the five regions recently adopted criteria for the funding of safety projects (the fifth region already had criteria for safety projects).

Timing and Steps in the Process:

Note: The timing described below is for the first (and larger) funding round in the biennium.

Quarterly	The Board receives funding estimates based on estimated gas tax revenues from the state Department of Transportation.
March of even-numbered years	Counties submit their preliminary project lists to the Board.
By June	Board staff conduct a field review of each proposed project and provide to each county an evaluation of all elements related to the visual portion of the project’s rating.
September	Based on all rating elements mentioned earlier, counties submit their final project applications to the Board. Board staff check the applications for eligibility and accuracy, and then place each region’s projects into a ranked preliminary priority array.
October	The Board reviews the preliminary arrays for each region, and afterward provides a copy to each county in the region. These arrays are preliminary only and are provided to the counties to assist them in their internal budgeting and programming. No notations are included as to whether a particular project will or will not be funded.
November	The Board submits its program budget proposal to the Office of Financial Management, for review and incorporation into the Governor’s proposed Transportation Budget.
February (of every year)	Each applying county provides its certification regarding the use of its county road funds in the preceding 12 months and also confirms that its proposed project is on the county’s current six-year program for rural arterial improvements.
Spring of odd-numbered years	The Legislature and Governor complete work on the biennial state Transportation Budget, including appropriating funds for this program.
April	The Board meets to approve the priority arrays and fund specific projects.
July 1	Funds are made available to projects.

What Drives the Timing of the Application and Award Process? The timing of the Board’s process puts the grant program in sync with the Transportation Budget development process.

Application and Award Process

Evaluation Criteria:

The counties in each of the five regions use the statutory criteria below to select and prioritize projects in their respective six-year road programs. Each arterial section proposed to be improved is evaluated based on:

- Its structural ability to carry loads imposed upon it;
- Its capacity to move traffic at reasonable speeds;
- Its adequacy of alignment and related geometrics;
- Its accident experience; and
- Its fatal accident experience.

The Board reviews and may revise a county's six-year program. There is then a separate rule for each of the five regions about project prioritization in that region using the above criteria.

For final project proposals submitted to the Board, Board staff review the proposals to ensure that:

- All necessary information is included;
- The project is from the preliminary list of projects submitted;
- The project is eligible for funding;
- The project is in the current, adopted six-year transportation program;
- The project schedule indicates that the construction of the project will begin not later than six years from the date of project approval by the Board; and
- The total project priority rating is mathematically correct, and the visual rating scores determined during the field review are included.

Recent Changes to the Process or Evaluation Criteria: Four of the five regions have adopted safety criteria within the last two years (the fifth region had already done so).

Program Goals, Objectives, and Performance Measures

Program Goals and Objectives:

The goal of the program is to provide funding for county arterials that are suffering the highest deterioration in structure, geometry, safety, and capacity, so that freight haul, commute, and recreation access needs of local communities are met.

Performance Measures and Program Performance:

As a performance measure, the Board notes the eligibility criterion that each applying county must certify that its annual road levy revenue has been used only for road purposes, which may include traffic law enforcement. The Board reports that no counties have been out of compliance since program inception.

Agency-Identified Challenges\Issues	<p>Program Challenges or Issues Identified by the Agency:</p> <p>The Board notes that:</p> <ul style="list-style-type: none"> • Additional funding is needed to keep pace with the continuing deterioration of the 12,550 miles in the county rural arterial road system. Since the program began, costs of construction per mile have more than quadrupled. Examples include asphalt, steel for culverts and guard rails, and cement. One more issue here is storm water; the treatment of runoff to streams is just beginning to be known to cities, counties, and the state. The number of new projects funded each biennium has decreased; 90 projects were funded in the 1991-93 array, compared to the 54 reported in this profile from 2005. • Another issue is the streamlining of the environmental review and permitting processes that counties must do. Many of these processes need to be further standardized. • The program and all county funding sources for rural arterial roads must reflect the real, current needs. These needs are diverse and changing along with the population of the state. Therefore counties need strong support when these needs are expressed by their elected officials both to the Board and to the Legislature.
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Website	<p>For Additional Information:</p> <p>County Road Administration Board website http://www.crab.wa.gov/Grants/NewRAP.asp</p>
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County Arterial Preservation Program

Administered By:
County Road Administration Board

General Information

Program Purpose: The County Arterial Preservation Program is a non-competitive, direct allocation of state gas tax funds to counties; counties then use these funds for preservation of paved county arterials throughout the state. Unlike the majority of programs in this inventory, this program does not have an application and award process.

The County Arterial Preservation Program is administered by the County Road Administration Board. The Board also administers the Rural Arterial Program (which has its own profile in the JLARC inventory). The latter is a competitive program that funds improvements on certain county roads and bridges in rural areas of the state.

Mission Statement: The mission of the County Road Administration Board is to preserve and enhance the transportation infrastructure of the Washington Counties by providing standards of good practice, fair administration of funding programs, visionary leadership, and integrated progressive and professional technical services.

Year Established: 1990

Legislative Intent: RCW 46.68.090

Enabling State Statutes:
RCW 46.68.090(2)(i)

(1) All moneys that have accrued or may accrue to the Motor Vehicle Fund from the motor vehicle fuel tax and special fuel tax shall be first expended for purposes enumerated in (a) and (b) of this subsection. The remaining net tax amount shall be distributed monthly by the State Treasurer in accordance with subsections (2) through (7) of this section.

Administrative Rules:
Chapter 136-600 WAC

(2)(i) For distribution to the County Arterial Preservation Account, hereby created in the Motor Vehicle Fund an amount equal to 1.9565 percent. These funds shall be distributed by the County Road Administration Board to counties in proportions corresponding to the number of paved arterial lane miles in the unincorporated area of each county and shall be used for improvements to sustain the structural, safety, and operational integrity of county arterials. The County Road Administration Board shall adopt reasonable rules and develop policies to implement this program and to assure that a pavement management system is used.

Is there a separate governing board? Yes, the program is administered by the County Road Administration Board. The Board is comprised of six county commissioners/council members and three county engineers.

Budget Information

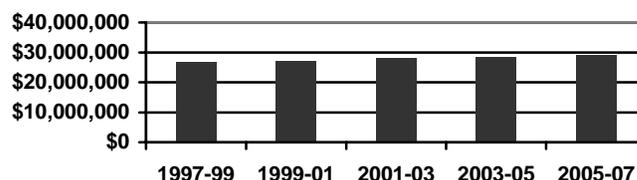
Recent Biennial Budgets	1997-99	1999-01	2001-03	2003-05	2005-07
New Appropriation for Administration	(included in the new appropriation amounts below)		700,000	719,000	780,000
New Appropriation for Grants	27,940,000	28,542,000	28,681,000	28,747,000	32,697,000
Expenditure for Administration	665,952	679,389	700,000	719,000	(estimated) 780,000
Funds Awarded for Grants	26,638,072	27,175,586	27,927,263	28,323,841	(estimated) 29,000,000

FTEs for the Program in 2005-07: 1.0

Fund Account(s):
186 – County Arterial Preservation Account

Fund Sources:
Motor fuel tax

Funds Awarded for Grants



Recent Changes to Funding Pattern: None.	
Additional Program/Project Funding Information	Frequency of the Grant/Loan Cycle: Monthly pass-through funding to counties.
	Does the Legislature Approve Project Selection? No.
	Number of Projects Selected in 2005: Projects are approved individually by each county rather than selected by the Board. The Board estimates 50 to 60 projects were executed.
	Total Amount Awarded in 2005: \$14,265,726 was distributed to counties through the program.
	What Determines the Total Amount Available for Grants or Loans in a Given Time Period? Legislative appropriation in the state Transportation Budget, based on anticipated gas tax receipts. The amount distributed to the counties depends on the actual deposits into the account.
	Maximum Amount That Can Be Awarded to a Project: None established.
	Matching Requirements: None.
Interest Rate Charged: Not applicable (grants only).	Repayment Statistics: Not applicable (grants only).

Eligible Applicants and Projects	Who Is Eligible To Apply?	What Categories of Projects Are Eligible?	Award Type:
	<input type="checkbox"/> Cities and Towns	<input checked="" type="checkbox"/> Roads	<input checked="" type="checkbox"/> Grants
	<input checked="" type="checkbox"/> Counties	<input type="checkbox"/> Bridges	<input type="checkbox"/> Loans
	<input type="checkbox"/> Port Districts	<input type="checkbox"/> Railroads or Grade Crossings	
	<input type="checkbox"/> Other Special Purpose Districts	<input type="checkbox"/> Airports	
	<input type="checkbox"/> Tribes	<input type="checkbox"/> Ferries	
<input type="checkbox"/> State Agencies	<input type="checkbox"/> Transit and Park & Rides		
<input type="checkbox"/> Non-Profit Organizations	<input type="checkbox"/> Bicycle & Pedestrian Mobility		
<input type="checkbox"/> Private Businesses	<input type="checkbox"/> Transportation Planning & Management		
<input type="checkbox"/> Other	<input type="checkbox"/> Environmental Protection		
	<input type="checkbox"/> Land/Historic Preservation		
	<input type="checkbox"/> Other		
	<input type="checkbox"/> Basic Infrastructure		
	<input type="checkbox"/> Other Infrastructure (Buildings, Facilities, Recreation)		
Eligible Projects: Resurfacing work on paved arterials under county jurisdiction.			
Special Qualifications Regarding Who Can Apply: Only counties are eligible for funding from this program. Each county must certify annually (May 1) that it has a qualified Pavement Management System in place in order to be eligible for program funds.			
Special Qualifications Regarding Project Eligibility: For projects that involve structural resurfacing, the existing road must meet minimum width standards established by rule. Per rule, the use of program funds is limited to three groups of activities: (1) implementation of computerized systems; (2) direct and attributable indirect costs associated with paved surface preservation and rehabilitation activities on existing roadways, and maintenance management activities related to all county arterials; and (3) resurfacing work associated with the reconstruction and/or widening of existing paved arterials.			
Recent Changes in Eligible Applicants or Categories of Projects: None.			

Application and Award Process	Timing and Steps in the Process:
	As mentioned earlier, this program does not have a grant application and award process. There is the annual county certification to the Board of the county's qualified Pavement Management System.
	What Drives the Timing of the Application and Award Process? Funds are distributed to counties on a monthly basis.
	Evaluation Criteria:
	None in addition to the eligibility requirements. Per statute, funds are distributed based on the number of paved arterial lane miles in the unincorporated area of each county.
	Recent Changes to the Process or Evaluation Criteria: None.

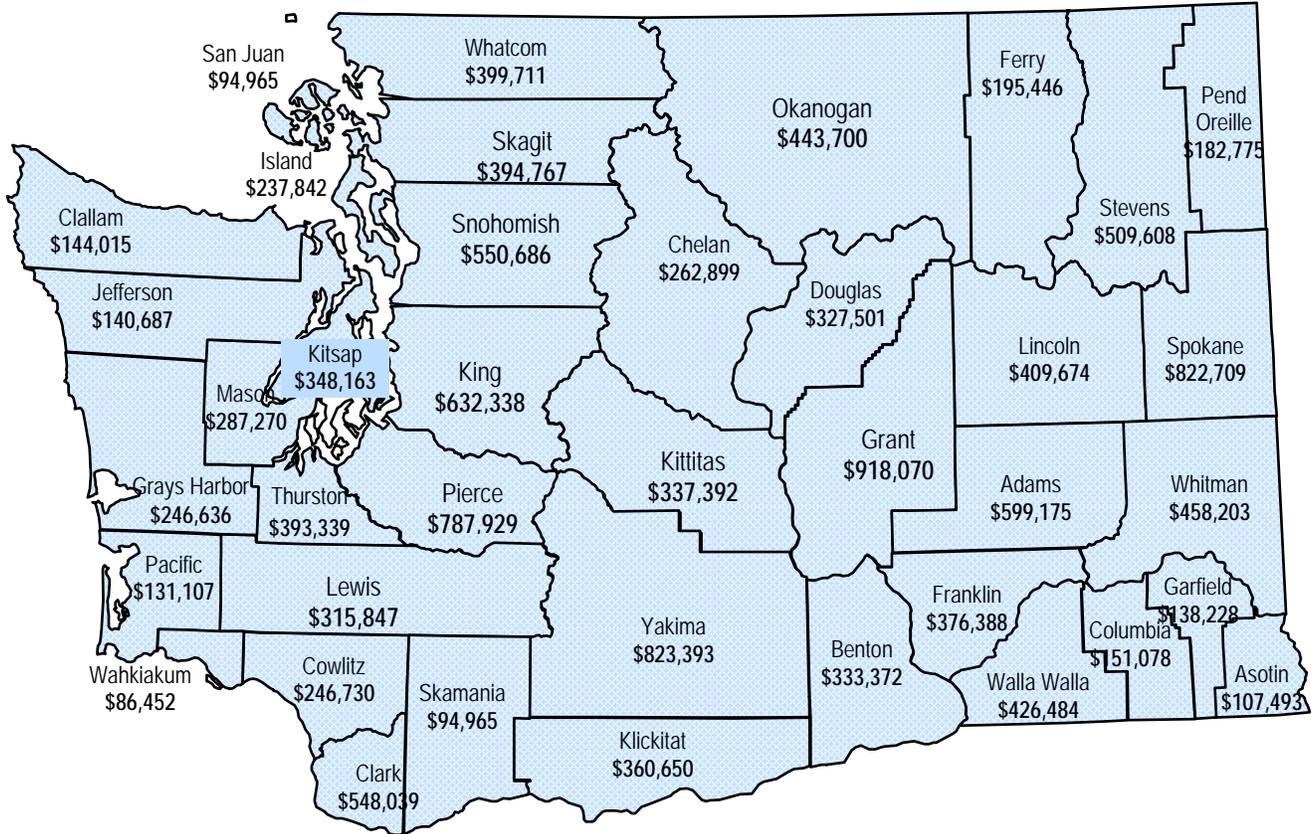
Program Goals, Objectives, and Performance Measures	Program Goals and Objectives:
	The goals of the program are to have counties use a pavement management system, monitor the condition of existing road surfaces in the county, and apply program funds in the most cost effective manner on the appropriate road sections in the system. The Board reports that these measures greatly reduce the long-term costs of repairing and maintaining the arterial road system.
	Performance Measures and Program Performance:
	The performance measure is a measure of arterial pavement structural condition. Pavement structural condition is a rating of paved roadway surface, based on the type and extent of defects inventoried. A rating of zero equals failed pavement, while 100 equals brand new pavement. The annual pavement management system in each county records the overall annual health of paved arterial road surfaces in that county. This can be compared to the previous year's conditions.

Agency-Identified Challenges/Issues	Program Challenges or Issues Identified by the Agency:
	The Board notes that the program plays a minority role in relation to the need.

Website	For Additional Information:
	County Road Administration Board website http://www.crab.wa.gov/grants/newcapp.asp

County Arterial Preservation Program Award Distributions, 2005

Location of Awards by County



Grant Recipients

All grant recipients are counties.

Types of Projects Funded

Preservation of paved county arterial roads.

Surface Transportation Program – Transportation Enhancement

Administered By:
 Department of Transportation
 Highways and Local Programs Division

General Information

Program Purpose: Transportation Enhancement activities are federally-funded, community-based projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic, and environmental aspects of the transportation infrastructure. Program projects must be in one of 12 eligible activities and must relate to surface transportation.

JLARC is cross-listing this Transportation Program with the collection of programs that fund Other Infrastructure (Buildings, Facilities, Recreation) because the 12 eligible categories include historic preservation; rehabilitation and operation of historic transportation buildings such as historic railroad facilities; and the establishment of transportation museums. This program can also fund pedestrian and bicycle trails. Any project must relate to surface transportation.

Mission Statement: The Highways and Local Programs Division serves as the steward of the local agency federal aid program by administering and managing federal funds from project development through construction administration. In addition, the Division provides technical assistance and training, and promotes cooperative planning and partnerships between the state Department of Transportation and local agencies.

Year Established: 1991	Legislative Intent: (Congressional) (We did not find an express statement of legislative intent in the legislation authorizing this program.)
Enabling State Statutes: Not applicable (federal law)	
Administrative Rules: Not applicable (federal law)	

Is there a separate governing board? No. However, the Secretary of Transportation appoints a Transportation Enhancement Committee as an advisory board. The Committee consists of representatives from cities, counties, tribes, pedestrian, bicycle, trail, historic/scenic groups, and the Department.

Budget Information

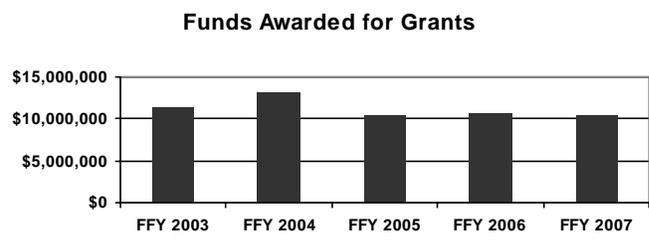
Recent Federal Fiscal Year Budgets	2003	2004	2005	2006	2007
New Appropriation for Administration*					
Federal Funds Apportioned to the State	11,400,000	13,100,000	10,500,000	10,600,000	10,500,000
Expenditure for Administration*					
Funds Awarded for Grants	11,400,000	13,100,000	10,500,000	10,600,000	(estimated) 10,500,000

*Note: The Department explains that administrative funding for the federally-funded projects comes from the federal program. The Department has distributed FTEs throughout the federal programs for administration and oversight rather than assigning an amount for each individual program.

FTEs for the Program in 2005-07:
Approximately 3.0

Fund Account(s):
784-6 – Miscellaneous Transportation Programs Account – Federal

Fund Sources:
Federal Grants from the Federal Highway Administration



Recent Changes to Funding Pattern: None.

Additional Program/ Project Funding Information	Frequency of the Grant/Loan Cycle: Every three years.	
	Does the Legislature Approve Project Selection? No.	
	Number of Projects Selected in 2005: 0 (A set of projects was approved in 2006.)	
	Total Amount Awarded in 2005: \$0	
	What Determines the Total Amount Available for Grants or Loans in a Given Time Period? The amount of federal funding apportioned to the state.	
	Maximum Amount That Can Be Awarded to a Project: None established.	
	Matching Requirements: No match required.	
	Interest Rate Charged: Not applicable (grants only).	Repayment Statistics: Not applicable (grants only).

Eligible Applicants and Projects	Who Is Eligible To Apply?	What Categories of Projects Are Eligible?	Award Type:
	<input checked="" type="checkbox"/> Cities and Towns <input checked="" type="checkbox"/> Counties <input checked="" type="checkbox"/> Port Districts <input checked="" type="checkbox"/> Other Special Purpose Districts <input checked="" type="checkbox"/> Tribes <input checked="" type="checkbox"/> State Agencies <input checked="" type="checkbox"/> Non-Profit Organizations <input type="checkbox"/> Private Businesses <input type="checkbox"/> Other	<input type="checkbox"/> Roads <input type="checkbox"/> Bridges <input type="checkbox"/> Railroads or Grade Crossings <input type="checkbox"/> Airports <input type="checkbox"/> Ferries <input type="checkbox"/> Transit and Park & Rides <input checked="" type="checkbox"/> Bicycle & Pedestrian Mobility <input type="checkbox"/> Transportation Planning & Management <input checked="" type="checkbox"/> Environmental Protection <input checked="" type="checkbox"/> Land/Historic Preservation <input checked="" type="checkbox"/> Other <input type="checkbox"/> Basic Infrastructure <input checked="" type="checkbox"/> Other Infrastructure (Buildings, Facilities, Recreation)	<input checked="" type="checkbox"/> Grants <input type="checkbox"/> Loans
	<p>Eligible Projects: Federal law states that all enhancement projects must relate to surface transportation and must include at least one of the 12 qualifying activities listed below:</p> <ul style="list-style-type: none"> • Provision of facilities for pedestrians and bicycles; • Provision of safety and educational activities for pedestrians and bicyclists; • Acquisition of scenic easements and scenic or historic sites; • Scenic or historic highway programs (including the provision of tourist and welcome center facilities); • 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 the conversion and use of the corridors for pedestrian and bicycle trails); • Inventory, control, and removal of outdoor advertising; • Archaeological planning and research; • Environmental mitigation to address water pollution due to highway runoff or to reduce vehicle-caused wildlife mortality while maintaining habitat connectivity; and • Establishment of transportation museums. 		
Special Qualifications Regarding Who Can Apply: None identified.			

Application and Award Process	Special Qualifications Regarding Project Eligibility: Projects must be related to surface transportation and must contain at least one of the 12 qualifying activities above. This excludes aviation or boating projects from funding.
	Recent Changes in Eligible Applicants or Categories of Projects: None. However, see the information below on the current study by the Joint Transportation Committee.

Application and Award Process	Timing and Steps in the Process:	
	By January	The Department learns the amount of federal funding that is being apportioned to Washington for the program.
	The timing for the next funding round is currently under development pending the outcome of a study by the Joint Transportation Committee.	The Department puts out a call for projects.
		Regional Transportation Planning Organizations provide assistance to applicants within their areas on the process and eligibility.
		Projects are initially evaluated and prioritized by the Regional Transportation Planning Organizations. The project applications are then forwarded to the Transportation Enhancement Committee.
		The Transportation Enhancement Committee reviews the applications and submits a prioritized project list to the Secretary of Transportation.
		The Secretary of Transportation approves projects for funding.
	What Drives the Timing of the Application and Award Process? The Transportation Enhancement Committee discusses the timing with the Regional Transportation Planning Organizations for the application and prioritization process to determine the optimal timing.	
	Evaluation Criteria:	
	The Department reports that the criteria differ depending on the regional planning organization and its regional priorities.	
Recent Changes to the Process or Evaluation Criteria: None.		

Program Goals, Objectives, and Performance Measures	Program Goals and Objectives:	
	The goal of the Transportation Enhancement Program is to create a more balanced, multi-modal approach to mobility and accessibility. Program activities are intended to allow communities to develop projects that improve the quality of a community and enhance the transportation experience for people traveling by all modes.	
	Performance Measures and Program Performance:	
	The Department indicates that each local agency is required to report on the status of its projects. The Department is tracking project delivery based on the planned and actual results for the following milestones:	
	<ul style="list-style-type: none"> • Preliminary engineering start; • Environmental documentation complete; • Right of way complete; • Bid advertisement date; and • Operationally complete. 	
	During the 2006 interim, the Joint Transportation Committee is conducting an evaluation of the Transportation Enhancement Program. The JTC's review includes information about the categories of projects submitted for consideration, a review of the allocation of funds awarded across categories, a review of the scoring criteria, and an assessment of whether certain categories of projects are disproportionately funded or unfunded. The JTC will complete its evaluation in January 2007.	

Agency-Identified Challenges\Issues	<p>Program Challenges or Issues Identified by the Agency:</p> <p>The Department notes that requests exceed available resources and that requests are increasing each year due to the diversity and limited resources for these types of projects.</p>
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Website	<p>For Additional Information:</p> <p>Department of Transportation website http://www.wsdot.wa.gov/TA/ProgMgt/Grants/Enhance.htm</p>
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Sidewalk Program

Administered By:
Transportation Improvement Board

General Information

Program Purpose: The Sidewalk Program funds the construction, retrofitting, or replacement of sidewalks to promote pedestrian safety and mobility as a viable transportation choice. There are separate applications and requirements for urban areas and small cities (less than 5,000 population).

Mission Statement: The Transportation Improvement Board (TIB) funds high priority transportation projects in communities throughout the state to enhance the movement of people, goods, and services.

Year Established: 1995

Legislative Intent:

Enabling State Statutes:
Chapter 47.26 RCW generally (not specifically identified in statute)

(Legislative intent is not spelled out specifically for the Sidewalk Program.)

Administrative Rules:
WAC 479-12-400 through 440

Is there a separate governing board? Yes, the program is administered by the Transportation Improvement Board. The Board is comprised of 21 members representing different areas of transportation needs. There are six city members, six county members including a representative for the County Road Administration Board, two WSDOT officials, two transit representatives, a member representing ports, a Governor appointee (usually from the Office of Financial Management), a member representing non-motorized transportation, a member representing special needs transportation, and a private sector member.

Budget Information

Recent Biennial Budgets	1997-99	1999-01	2001-03	2003-05	2005-07
New Appropriation for Administration*					
New Appropriation for Grants	(Not provided)	10,000,000	8,601,694	4,857,508	4,367,000
Expenditure for Administration*					
Grant Funds Distributed**	(Not provided)	7,177,689	9,729,044	4,109,493	(estimated) 4,360,000

*Note: See the profile for the Urban Arterial Program for information on appropriations and expenditures for administration for all four of the TIB programs funded from the Urban Arterial Trust Account.

**Note: Grant awards are managed on a cost-reimbursement basis. The distribution of grant awards shown above reflects project selections made in prior years, with reimbursements crossing biennia.

FTEs for the Program in 2005-07: 1.5

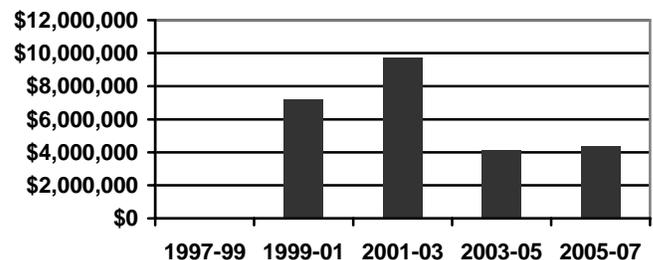
Fund Account(s):

112 – Urban Arterial Trust Account

Fund Sources:

- Motor fuel tax;
- 80% of interest earned (20% to the State General Fund)
- Bond proceeds

Grant Funds Distributed



Recent Changes to Funding Pattern: The share of the gas tax that goes to the Urban Arterial Trust Account is fixed at 1.7 cents per gallon. Revenue fluctuates based on the volume of gasoline sold. TIB reports that recent price increases have led to decreased gasoline sales and so to a decrease in account revenues.

Additional Program/Project Funding Information	Frequency of the Grant/Loan Cycle: Annual (state fiscal year).	
	Does the Legislature Approve Project Selection? No.	
	Number of Projects Selected in 2005: 22	
	Total Amount for Projects Selected in 2005: \$2,002,380	
	What Determines the Total Amount Available for Grants or Loans in a Given Time Period? Legislative appropriation in the state Transportation Budget, based on anticipated gas tax receipts. The Board then further refines the estimate of the amount available for each year's funding round using a model based on outstanding projects, demand for current projects, and fund balance. The amount available at any given time for cost reimbursements depends on the actual deposits into the account.	
	Maximum Amount That Can Be Awarded to a Project: None established.	
	Matching Requirements: By rule, the Board has established different matching requirements for different sized cities. For projects in cities with a population of 5,000 or greater, the minimum match is 20%. For smaller cities with a population less than 5,000 but greater than 500, the minimum local match is 5%. For cities with a population of 500 or less, there is no match requirement.	
Interest Rate Charged: Not applicable (grants only).	Repayment Statistics: Not applicable (grants only).	

Eligible Applicants and Projects	Who Is Eligible To Apply?	What Categories of Projects Are Eligible?	Award Type:
	<input checked="" type="checkbox"/> Cities and Towns <input checked="" type="checkbox"/> Counties <input type="checkbox"/> Port Districts <input type="checkbox"/> Other Special Purpose Districts <input type="checkbox"/> Tribes <input type="checkbox"/> State Agencies <input type="checkbox"/> Non-Profit Organizations <input type="checkbox"/> Private Businesses <input type="checkbox"/> Other	<input type="checkbox"/> Roads <input type="checkbox"/> Bridges <input type="checkbox"/> Railroads or Grade Crossings <input type="checkbox"/> Airports <input type="checkbox"/> Ferries <input type="checkbox"/> Transit and Park & Rides <input checked="" type="checkbox"/> Bicycle & Pedestrian Mobility <input type="checkbox"/> Transportation Planning & Management <input type="checkbox"/> Environmental Protection <input type="checkbox"/> Land/Historic Preservation <input type="checkbox"/> Other <input type="checkbox"/> Basic Infrastructure <input type="checkbox"/> Other Infrastructure (Buildings, Facilities, Recreation)	<input checked="" type="checkbox"/> Grants <input type="checkbox"/> Loans
	Eligible Projects: Construction of new sidewalks, retrofit of existing sidewalks to meet the requirements of the federal Americans with Disabilities Act, and replacement of hazardous sidewalks.		
Special Qualifications Regarding Who Can Apply: Incorporated cities and towns, and urban counties are eligible to apply. There are differences in the criteria and matching requirements for urban areas vs. smaller cities (less than 5,000 population). Per statute, the Board may not allocate funds or make payments of funds to any city, town or county in noncompliance with the state's Growth Management Act.			

Special Qualifications Regarding Project Eligibility:

Per rule, minimum project requirements are:

- An urban project must be on a pedestrian route with linkages to a functionally classified route. Small city projects must be on or related to a street on the Board-approved arterial system;
- The primary purpose of the project must be transportation;
- The cost of right-of-way acquisition is not eligible; and
- Projects should be scheduled to be completed in 2.5 years or less (slight Board extension from actual rule).

Recent Changes in Eligible Applicants or Categories of Projects: None.

Timing and Steps in the Process:

Legislative session – Spring	The Legislature and Governor conclude work on the state Transportation Budget, including the appropriation to the Urban Arterial Trust Account.
May	The Board adopts its schedule and funding allocations for the coming grant cycle.
June 1	Call for projects.
June	Board staff host application workshops around the state for all of the Board’s programs. Materials and applications are also posted on the agency website. Applicants can contact the Board’s project engineers for advice and assistance during the application process.
August 31	Applications are due to the Board.
September – October	Board engineers review the applications and conduct an on-site field review. They score the projects using the criteria below and use these scores to create a priority array of projects for each of three regions in the state (East, West, and Puget Sound).
November	The Board reviews these priority arrays and selects projects for funding. Note: Sidewalk projects generally take two to three years to complete.

What Drives the Timing of the Application and Award Process? The process follows the completion of the Transportation Budget and allows applicants two months to complete the application, which the Board reports is detailed and involved.

Evaluation Criteria:

By rule, the Board has grouped the counties into three regions. For urban projects, the apportionment of funds to a region is based on population and functionally classified lane miles. Of the funds for small city projects, the apportionment to each region is based on population.

With regard to individual applications, the evaluation is a scoring process based on points given to factors in the following categories:

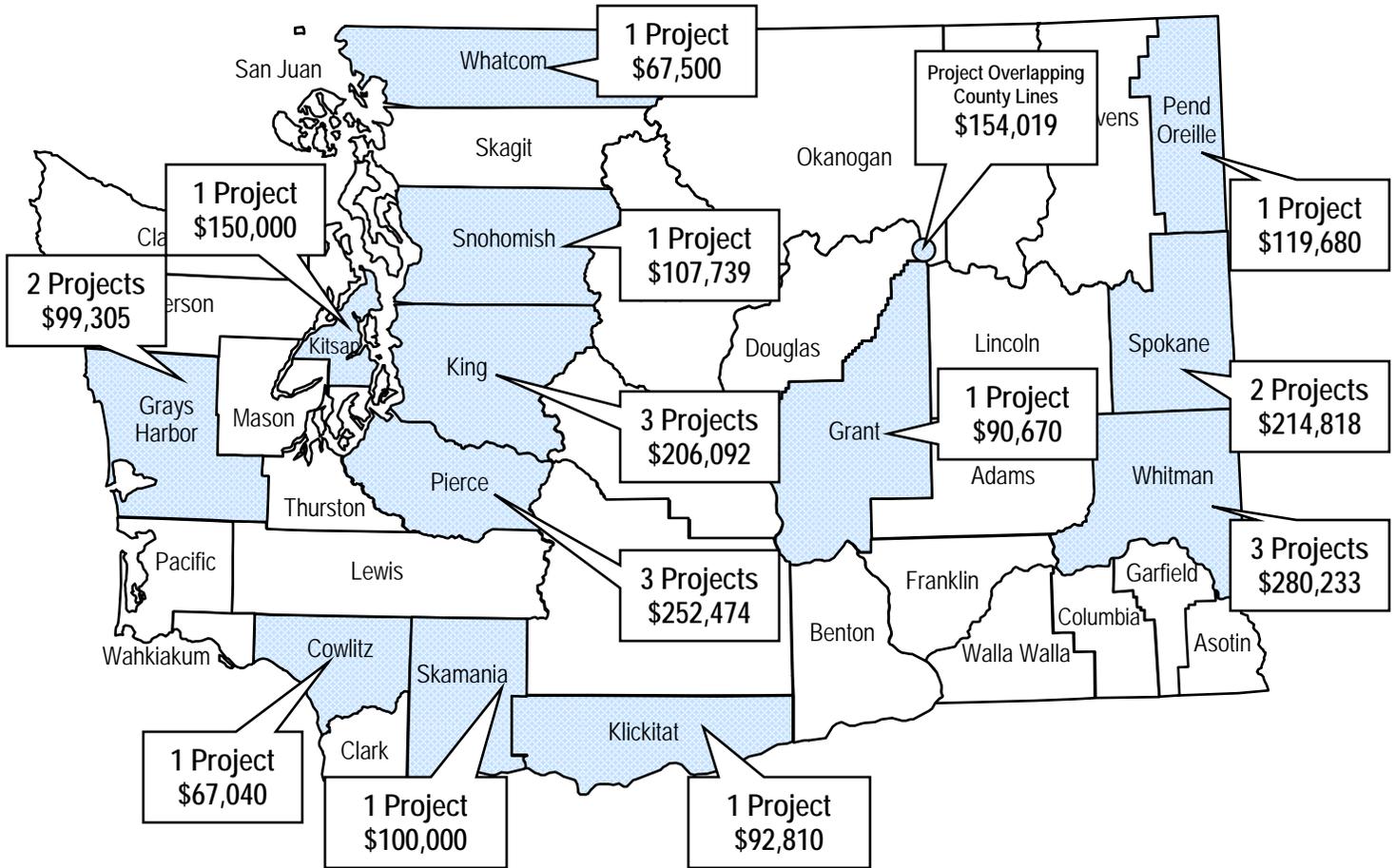
- Pedestrian Safety;
- Pedestrian Access; and
- Local Support.

Recent Changes to the Process or Evaluation Criteria: Within the category of Pedestrian Access, the Board added a factor to consider the need for safe pedestrian facilities near childcare facilities.

Program Goals, Objectives, and Performance Measures	<p>Program Goals and Objectives:</p> <p>The goals for the Sidewalk Program are:</p> <ul style="list-style-type: none"> • Promoting economic development and revitalization in downtown areas; • Continuity of pedestrian facilities; and • Safety.
	<p>Performance Measures and Program Performance:</p> <p>The Sidewalk Program has both activity-based and financially-based performance measures. Activity-based performance measures include:</p> <ul style="list-style-type: none"> • Target number of completed projects vs. actual; • Projects by phase completion; • Contact management information; • Delayed projects – includes projects that have been reported to the Board and given drop-dead dates for project completion; • Lineal feet of sidewalk improved; • Leveraged funds; • Customer satisfaction data; and • Accident data is being added for pedestrian safety. <p>Financially-based performance measures include:</p> <ul style="list-style-type: none"> • Fund balance; • Days to pay; • Project expenditures; • Outstanding payment requests; • Total dollars paid month to date; • Revenue budget vs. actual; • Expenditure budget vs. actual (allotments to actual); and • Increases in project costs. <p>The delayed projects list monitors projects that are behind schedule, identifying where the agency needs to take an active role in project completion. As of September 2006, there are nine delayed sidewalk projects, but all have recovery plans to get back on schedule.</p>
Agency-Identified Challenges/Issues	<p>Program Challenges or Issues Identified by the Agency:</p> <p>Consistent with the concerns the Board expresses about the other programs it manages,</p> <ul style="list-style-type: none"> • Funding is not commensurate with the needs presented; • Unfunded mandates erode the available funds; and • Increased costs of labor and materials without an increase in revenue.
Website	<p>For Additional Information:</p> <p>Transportation Improvement Board website http://www.tib.wa.gov/Urban/PSMP.htm http://www.tib.wa.gov/SmallCity/SCSP.htm</p>

Sidewalk Program – Projects Selected in 2005

Location of Awards by County



Grant Recipients

A mix of smaller and larger cities

Types of Projects Funded

Construction of new sidewalks, retrofit of existing sidewalks to meet requirements of the federal Americans with Disabilities Act, and replacement of hazardous sidewalks.

Pedestrian and Bicycle Safety Program

Administered By:
 Department of Transportation
 Highways and Local Programs Division

General Information

Program Purpose: The Pedestrian and Bicycle Safety Program aids public agencies in funding cost-effective projects that improve pedestrian and bicycle safety through engineering, education, and enforcement for projects such as pedestrian and bicycle paths, sidewalks, and safe routes to school and transit. The purpose of the program is to reduce the number of fatal and injury collisions involving pedestrians and bicycles by providing safety improvements.

In addition to this state-funded program that promotes general pedestrian and bicycle safety, the Division also administers the Safe Routes to Schools Program, which is a primarily federally-funded program with an emphasis on pedestrian and bicycle safety for school children.

Mission Statement: The Highways and Local Programs Division serves as the steward of the local agency federal aid program by administering and managing federal funds from project development through construction administration. In addition, the Division provides technical assistance and training, and promotes cooperative planning and partnerships between the state Department of Transportation and local agencies.

Year Established: 2005 **Legislative Intent:** Not specified in statute.

Enabling State Statutes:
 ESSB 6091 (2005), Sec 310(11)
 SSB 6241 (2006), Sec 309(14)
 (State Transportation Budgets)

Administrative Rules:
 None.

Is there a separate governing board? No.

Budget Information

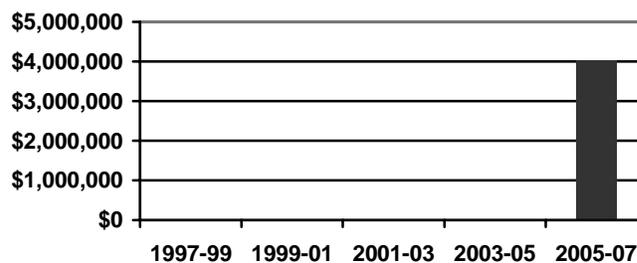
Recent Biennial Budgets	1997-99	1999-01	2001-03	2003-05	2005-07
New Appropriation for Administration					216,000
New Appropriation for Grants					4,027,308
Expenditure for Administration					(estimated) 216,000
Funds Awarded for Grants					(estimated) 4,027,308

FTEs for the Program in 2005-07: 1.0

Fund Account(s):
 218-1 – Multimodal Transportation Account

Fund Sources:
 State fund sources include licenses, permits, and fees; rental car tax, and sales tax on new and used cars.

Funds Awarded for Grants



Recent Changes to Funding Pattern: None (program new in 2005).

Additional Program/Project Funding Information	Frequency of the Grant/Loan Cycle: In its 2005 Transportation Budget, the Legislature directed the Department to issue a call for projects in 2005 and 2006.	
	Does the Legislature Approve Project Selection? Yes.	
	Number of Projects Selected in 2005: 0 (First awards for projects were in 2006).	
	Total Amount Awarded in 2005: \$0	
	What Determines the Total Amount Available for Grants or Loans in a Given Time Period? Legislative appropriation in the state Transportation Budget.	
	Maximum Amount That Can Be Awarded to a Project: None established.	
	Matching Requirements: No match is required. However, the 2005 budget directs the Department to give preference to projects that provide a local match.	
	Interest Rate Charged: Not applicable (grants only).	Repayment Statistics: Not applicable (grants only).

Eligible Applicants and Projects	Who Is Eligible To Apply? <input checked="" type="checkbox"/> Cities and Towns <input checked="" type="checkbox"/> Counties <input checked="" type="checkbox"/> Port Districts <input checked="" type="checkbox"/> Other Special Purpose Districts <input checked="" type="checkbox"/> Tribes <input checked="" type="checkbox"/> State Agencies <input type="checkbox"/> Non-Profit Organizations <input type="checkbox"/> Private Businesses <input type="checkbox"/> Other	What Categories of Projects Are Eligible? <input type="checkbox"/> Roads <input type="checkbox"/> Bridges <input type="checkbox"/> Railroads or Grade Crossings <input type="checkbox"/> Airports <input type="checkbox"/> Ferries <input type="checkbox"/> Transit and Park & Rides <input checked="" type="checkbox"/> Bicycle & Pedestrian Mobility <input type="checkbox"/> Transportation Planning & Management <input type="checkbox"/> Environmental Protection <input type="checkbox"/> Land/Historic Preservation <input type="checkbox"/> Other <input type="checkbox"/> Basic Infrastructure <input type="checkbox"/> Other Infrastructure (Buildings, Facilities, Recreation)	Award Type: <input checked="" type="checkbox"/> Grants <input type="checkbox"/> Loans
	Eligible Projects: Eligible projects fall into at least one of the following three areas: <ul style="list-style-type: none"> • Engineering Improvements – Based on recent state and national research, arterial streets in urban areas with higher speeds and volumes are the locations of the most collisions and risk. The research also indicates that several treatments may effectively reduce pedestrian and bicycle collisions at these locations. Project examples include completing bicycle lanes and sidewalks, and intersection improvements such as crosswalk enhancements, signs, and signals; • Education Efforts – Projects that inform the public about the improvements for bicycling and walking safety, the health effects of walking and biking, the broad range of transportation choices, and events and activities that promote walking and biking safely. Project examples include distribution of educational materials, and walk or bike promotional programs; • Enforcement Efforts – Ensuring traffic laws are obeyed (including enforcement of speeds, yielding to pedestrians in crossings, and proper walking and bicycling behaviors) and initiating community enforcement activities. Project examples include additional law enforcement or equipment, and vehicle speed feedback signs. 		
	Special Qualifications Regarding Who Can Apply: The 2005 Transportation Budget indicates that only government entities may be grant recipients.		
	Special Qualifications Regarding Project Eligibility: Not beyond what is described above in eligible projects.		

Recent Changes in Eligible Applicants or Categories of Projects: None (new in 2005).

Timing and Steps in the Process:

Note: The steps and timing below are for the process in 2005 and 2006 (training added in 2006).

May	The Department calls for applications.
Spring/Summer	During the application period, the Division offers one-day training classes throughout the state on this program and the Safe Routes to School Program. The Department also provides one-on-one assistance when requested.
Mid-September	Project applications are due to the Department.
October – December	Using the criteria below, projects are evaluated by an evaluation committee.
No later than December 15	The evaluation committee creates a prioritized list of projects. The Department submits this prioritized list to the Governor and the Legislature.
Legislative session – Spring	The Legislature and Governor complete work on the Transportation Budget, including the approval of projects for this program.

What Drives the Timing of the Application and Award Process? The timing of the process allows the completion of the prioritized project list in time for Transportation Budget development.

Evaluation Criteria:

The evaluation committee uses a scoring of High, Medium, or Low in the following four categories. Additionally, projects providing a match are given preference:

- **Engineering Component** – Projects are ranked based on how the improvements will reduce potential pedestrian and bicycle conflicts with motor vehicle traffic, and establish safer and fully accessible crossings, walkways, trails, or bikeways;
- **Education Component** – Projects are ranked based on how well the educational efforts in the vicinity of the project inform the public about the problem and the improvements for bicycling and walking safety, the health effects of walking and biking, the broad range of transportation choices, and events and activities that promote walking and biking safely;
- **Enforcement Component** – Projects are ranked based on how well the enforcement efforts address safety for walking and biking in the vicinity of the project; and
- **Implementation** – Projects that are ready to proceed and can be accomplished expeditiously rank higher.

Recent Changes to the Process or Evaluation Criteria: The Department provided more detailed information to applicants, and provided training classes during the second grant cycle.

Program Goals and Objectives:

The goal of the Pedestrian and Bicycle Safety Program is to decrease the number of fatal and injury collisions involving pedestrians and bicycles each year.

Performance Measures and Program Performance:

The Department indicates that each local agency is required to report on the status of its projects. The Department is tracking project delivery based on the planned and actual results for the following milestones:

- Preliminary engineering start;
- Environmental documentation complete;
- Right of way complete;
- Bid advertisement date; and
- Operationally complete.

Application and Award Process

Program Goals, Objectives, and Performance Measures

Agency-Identified Challenges\Issues	<p>Program Challenges or Issues Identified by the Agency:</p> <p>The Department notes that requests exceed available resources by five to six times and that requests are increasing each year. Another challenge is increased costs of labor and materials without an increase in grant amount.</p>
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Website	<p>For Additional Information:</p> <p>Department of Transportation website http://www.wsdot.wa.gvo/TA/ProgMgt/Grants/Ped_Bike.htm</p>
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Safe Routes to School Program

Administered By:
 Department of Transportation
 Highways and Local Programs Division

General Information	<p>Program Purpose: The Safe Routes to School Program is intended to fund projects that provide children a safe, healthy alternative to riding the bus or being driven to school.</p> <p>The Safe Routes to School Program was originally funded with state dollars. Federal funding is now available, though the Legislature may choose to continue to use state funds as well. The Division also administers a state-funded Pedestrian and Bicycle Safety grant program which is targeted more generally to pedestrian and bicycle safety.</p>	
	<p>Mission Statement: The Highways and Local Programs Division serves as the steward of the local agency federal aid program by administering and managing federal funds from project development through construction administration. In addition, the Division provides technical assistance and training, and promotes cooperative planning and partnerships between the state Department of Transportation and local agencies.</p>	
	<p>Year Established: 2004</p>	<p>Legislative Intent: (Congressional) PL 109-59 (2005), Section 1404</p> <p>(b) PURPOSES – The purposes of the program shall be –</p> <p>(1) to enable and encourage children, including those with disabilities, to walk and bicycle to school;</p> <p>(2) to make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and</p> <p>(3) to facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.</p>
	<p>Enabling State Statutes: ESHB 2474 (2004), Sec 306(9) ESSB 6091 (2005), Sec 310(11) SSB 6241 (2006), Sec 309(7) (State Transportation Budgets)</p> <p>Administrative Rules: None.</p>	
<p>Is there a separate governing board? No. However the Division is assisted by the Safe Routes to School Advisory Board, which includes representatives from the departments of Transportation and Health, the Traffic Safety Commission, and the Office of the Superintendent of Public Instruction, as well as local officials and representatives of interested advocacy groups. The Advisory Board reviews applications and prioritizes a project list for the WSDOT Director of Highways and Local Programs.</p>		

Budget Information	Recent Biennial Budgets	1997-99	1999-01	2001-03	2003-05	2005-07
	New Appropriation for Administration*					200,000
	New Appropriation for Grants				1,000,000	2,953,128
	Expenditure for Administration*					(estimated) 200,000
	Funds Awarded for Grants				1,000,000	(estimated) 2,953,128

Additional Program/Project Funding Information	FTEs for the Program in 2005-07: 1.0	Funds Awarded for Grants <table border="1"> <caption>Funds Awarded for Grants</caption> <thead> <tr> <th>Period</th> <th>Funds Awarded (\$)</th> </tr> </thead> <tbody> <tr> <td>1997-99</td> <td>0</td> </tr> <tr> <td>1999-01</td> <td>0</td> </tr> <tr> <td>2001-03</td> <td>0</td> </tr> <tr> <td>2003-05</td> <td>~1,000,000</td> </tr> <tr> <td>2005-07</td> <td>~3,000,000</td> </tr> </tbody> </table>	Period	Funds Awarded (\$)	1997-99	0	1999-01	0	2001-03	0	2003-05	~1,000,000	2005-07	~3,000,000
	Period		Funds Awarded (\$)											
	1997-99		0											
1999-01	0													
2001-03	0													
2003-05	~1,000,000													
2005-07	~3,000,000													
Fund Account(s): 108-2 – Motor Vehicle Account – Federal 218-1 – Multimodal Transportation Account (state)														
Fund Sources: <ul style="list-style-type: none"> • Federal Grants from the Federal Highway Administration • State fund sources into the Multimodal Transportation Account include licenses, permits, and fees; rental car tax; and sales tax on new and used cars. 														
Recent Changes to Funding Pattern: The 2005 federal transportation act established a dedicated program for Safe Routes to School where previously there had been no dedicated federal funding.														

Additional Program/Project Funding Information	Frequency of the Grant/Loan Cycle: In its 2005 Transportation Budget, the Legislature directed the Department to issue a call for projects in 2005 and 2006.	
	Does the Legislature Approve Project Selection? Yes.	
	Number of Projects Selected in 2005: 0 (There were awards for projects in 2004 and 2006).	
	Total Amount Awarded in 2005: \$0	
	What Determines the Total Amount Available for Grants or Loans in a Given Time Period? Legislative appropriation in the state Transportation Budget and amount of federal grant funding.	
	Maximum Amount That Can Be Awarded to a Project: None established.	
	Matching Requirements: None established.	
	Interest Rate Charged: Not applicable (grants only).	Repayment Statistics: Not applicable (grants only).

Eligible Applicants and Projects	Who Is Eligible To Apply?	What Categories of Projects Are Eligible?	Award Type:
	<input checked="" type="checkbox"/> Cities and Towns <input checked="" type="checkbox"/> Counties <input type="checkbox"/> Port Districts <input checked="" type="checkbox"/> Other Special Purpose Districts <input checked="" type="checkbox"/> Tribes <input checked="" type="checkbox"/> State Agencies <input type="checkbox"/> Non-Profit Organizations <input type="checkbox"/> Private Businesses <input type="checkbox"/> Other	<input type="checkbox"/> Roads <input type="checkbox"/> Bridges <input type="checkbox"/> Railroads or Grade Crossings <input type="checkbox"/> Airports <input type="checkbox"/> Ferries <input type="checkbox"/> Transit and Park & Rides <input checked="" type="checkbox"/> Bicycle & Pedestrian Mobility <input type="checkbox"/> Transportation Planning & Management <input type="checkbox"/> Environmental Protection <input type="checkbox"/> Land/Historic Preservation <input type="checkbox"/> Other <input type="checkbox"/> Basic Infrastructure <input type="checkbox"/> Other Infrastructure (Buildings, Facilities, Recreation)	<input checked="" type="checkbox"/> Grants <input type="checkbox"/> Loans

Eligible Projects: Eligible projects will address the following within two miles of primary and middle schools (K-8):

- **Engineering Improvements** – Improvements that reduce potential pedestrian and bicycle conflicts with motor vehicle traffic; reduce traffic volume around schools; and/or establish safer and fully accessible crossings, walkways, trails, or bikeways. Project examples include sidewalk improvements and traffic calming/speed reduction improvements;
- **Education Efforts** – Teaching children about bicycling and walking safety skills, the health effects of walking and biking, the impact to the environment, the broad range of transportation choices, and events and activities to promote walking and biking to school safely. Project examples include distribution of educational materials and events such as Walk and Bike to School Day;
- **Enforcement Efforts** – Ensuring traffic laws are obeyed (including enforcement of speeds, yielding to pedestrians in crossings, and proper walking and bicycling behaviors) and initiating community enforcement activities. Project examples include establishing a crossing guard program and vehicle speed feedback signs.

Special Qualifications Regarding Who Can Apply: The 2005 Transportation Budget indicates that only governmental entities may be grant recipients. The 2006 award winners are all school districts or individual schools.

Special Qualifications Regarding Project Eligibility: Projects must address the three categories above, must benefit children in grades K-8, and must be within two miles of primary and middle schools.

Recent Changes in Eligible Applicants or Categories of Projects: None (dedicated federal program new in 2005).

Timing and Steps in the Process:

Note: The steps and timing below are for the process in 2005 and 2006 (training added in 2006).

May	The Department calls for applications.
May – September	During the application period, the Department offers one-day training classes throughout the state on this program and on the Pedestrian and Bicycle Safety Program. The Department provides one-on-one assistance when requested.
First working day of October	Project applications are due to the Department.
No later than December 15	Using the criteria below, the Safe Routes to Schools Advisory Committee evaluates the applications and creates a prioritized list of projects for WSDOT's Director of Highways and Local Programs. The Department submits this report to the Governor and the Legislature.
Legislative session – Spring	The Legislature and the Governor complete work on the Transportation Budget, including the approval of projects for this program.

What Drives the Timing of the Application and Award Process? The timing of the process allows the completion of the prioritized project list in time for Transportation Budget development.

Evaluation Criteria:

The Advisory Committee uses a scoring of High, Medium, or Low in the following four categories:

- **Engineering Component** – Projects are ranked based on how the improvements will reduce potential pedestrian and bicycle conflicts with motor vehicle traffic; reduce traffic volume around schools; and/or establish safer and fully accessible crossings, walkways, trails, or bikeways;
- **Education Component** – Projects are ranked based on how well the educational efforts teach children about bicycling and walking safety skills, the health effects of walking and biking, the impact to the environment, the broad range of transportation choices, and events and activities to promote walking and biking to school safely;

(continued on next page)

- **Enforcement Component** – Projects are ranked based on how well the enforcement efforts address traffic safety and help to increase the number of children walking and biking to school safely; and
- **Implementation** – Projects that are ready to proceed and can be accomplished expeditiously rank higher.

Recent Changes to the Process or Evaluation Criteria: The Department gave applicants more detailed information and added the one-day training classes.

Program Goals, Objectives, and Performance Measures

Program Goals and Objectives:

The goal of the Safe Routes to School Program is to provide safer routes for children walking or biking to school, and to increase the number of children walking and biking to school.

Performance Measures and Program Performance:

Project sponsors must provide reports on the number of children walking and biking as well as on project delivery. The Department is tracking project delivery based on the planned and actual results for the following milestones:

- Preliminary engineering start;
- Environmental documentation complete;
- Right of way complete;
- Bid advertisement date; and
- Operationally complete.

Agency-Identified Challenges\Issues

Program Challenges or Issues Identified by the Agency:

The Department notes that requests exceed available resources by five or six times, and that requests are increasing each year. An additional challenge is increased costs of labor and materials without an increase in grant amount.

Website

For Additional Information:

Department of Transportation website
http://www.wsdot.wa.gov/TA/ProgMgt/Grants/Safe_Routes.htm

Regional Mobility Grant Program

Administered By:
 Department of Transportation
 Public Transportation and Rail Division/Office of Transit Mobility

General Information	Program Purpose: The purpose of the Regional Mobility Grant Program is to aid local governments in funding projects such as intercounty connectivity service, park and ride lots, rush hour transit service, and capital projects that improve the connectivity and efficiency of the transportation system.	
	Mission Statement: The Office of Transit Mobility works to improve connections between transit services and to improve the integration between public transportation and the highway system.	
	Year Established: 2005	Legislative Intent: RCW 47.66.030 (1)
	Enabling State Statutes: RCW 47.66.030 – 080	The purpose of the grant program is to aid local governments in funding projects such as intercounty connectivity service, park and ride lots, rush hour transit service, and capital projects that improve the connectivity and efficiency of our transportation system. The Department shall identify cost-effective projects that reduce delay for people and goods and improve connectivity between counties and regional population centers.
	Administrative Rules: None.	
Is there a separate governing board? No. However, the Department has convened a Grant Technical Work Group and an Advisory Committee to assist it with the initial development of eligibility criteria and an evaluation process, and with evaluating applications in order to reach a prioritized project list.		

Budget Information	Recent Biennial Budgets	1997-99	1999-01	2001-03	2003-05	2005-07													
	New Appropriation for Administration					1,200,000													
	New Appropriation for Grants					20,000,000													
	Expenditure for Administration					(not estimated)													
	Funds Awarded for Grants					(estimated) 19,900,000													
	FTEs for the Program in 2005-07: 3.0		<p style="text-align: center;">Funds Awarded for Grants</p> <table border="1"> <caption>Funds Awarded for Grants</caption> <thead> <tr> <th>Biennial Period</th> <th>Funds Awarded (\$)</th> </tr> </thead> <tbody> <tr> <td>1997-99</td> <td>0</td> </tr> <tr> <td>1999-01</td> <td>0</td> </tr> <tr> <td>2001-03</td> <td>0</td> </tr> <tr> <td>2003-05</td> <td>0</td> </tr> <tr> <td>2005-07</td> <td>19,900,000</td> </tr> </tbody> </table>					Biennial Period	Funds Awarded (\$)	1997-99	0	1999-01	0	2001-03	0	2003-05	0	2005-07	19,900,000
	Biennial Period	Funds Awarded (\$)																	
1997-99	0																		
1999-01	0																		
2001-03	0																		
2003-05	0																		
2005-07	19,900,000																		
Fund Account(s): 218 – Multimodal Transportation Account																			
Fund Sources: Fund sources include licenses, permits, and fees; rental car tax; and sales tax on new and used cars.																			
Recent Changes to Funding Pattern: None (first round of funding for grants in 2006).																			

Additional Program/Project Funding Information	Frequency of the Grant/Loan Cycle: In the 2005 Transportation Budget, the Legislature directed the Department to issue a call for proposals in 2005 and 2006. The Department reports it is likely that this program will change to a biennial award cycle in 2007-09.	
	Does the Legislature Approve Project Selection? Yes.	
	Number of Projects Selected in 2005: 0 (First awards for projects were in 2006.)	
	Total Amount Awarded in 2005: \$0	
	What Determines the Total Amount Available for Grants or Loans in a Given Time Period? Legislative appropriation in the state Transportation Budget.	
	Maximum Amount That Can Be Awarded to a Project: None established.	
	Matching Requirements: None, but the Department reports that strong consideration is given to proposals that provide a local match.	
	Interest Rate Charged: Not applicable (grants only).	Repayment Statistics: Not applicable (grants only).

Eligible Applicants and Projects	Who Is Eligible To Apply?	What Categories of Projects Are Eligible?	Award Type:
	<input checked="" type="checkbox"/> Cities and Towns	<input type="checkbox"/> Roads	<input checked="" type="checkbox"/> Grants
	<input checked="" type="checkbox"/> Counties	<input type="checkbox"/> Bridges	<input type="checkbox"/> Loans
	<input type="checkbox"/> Port Districts	<input type="checkbox"/> Railroads or Grade Crossings	
	<input checked="" type="checkbox"/> Other Special Purpose Districts	<input type="checkbox"/> Airports	
	<input type="checkbox"/> Tribes	<input type="checkbox"/> Ferries	
<input type="checkbox"/> State Agencies	<input checked="" type="checkbox"/> Transit and Park & Rides		
<input type="checkbox"/> Non-Profit Organizations	<input type="checkbox"/> Bicycle & Pedestrian Mobility		
<input type="checkbox"/> Private Businesses	<input type="checkbox"/> Transportation Planning & Management		
<input type="checkbox"/> Other	<input type="checkbox"/> Environmental Protection		
	<input type="checkbox"/> Land/Historic Preservation		
	<input type="checkbox"/> Other		
	<input type="checkbox"/> Basic Infrastructure		
	<input type="checkbox"/> Other Infrastructure (Buildings, Facilities, Recreation)		
Eligible Projects: Eligible projects include inter-county connectivity service, park and ride facilities, rush hour transit, and capital projects that improve connectivity and efficiency of the transportation system.			
Special Qualifications Regarding Who Can Apply: Cities, counties, and public transit benefit districts are eligible to apply.			
Special Qualifications Regarding Project Eligibility: Projects must be consistent with local and regional transportation plans to qualify for the prioritized project list.			
Recent Changes in Eligible Applicants or Categories of Projects: None (program new in 2005).			

Timing and Steps in the Process:

Note: The steps and timing below are for what will be the second round of grant funding.

July – August, 2006	The Department conducts workshops throughout the state to explain the application process, the intent of funds, and reporting requirements.
August 14, 2006	The Department issues a call for projects to local governments.
October 13, 2006	The Department receives applicant proposals and distributes the applications to the Grant Technical Work Group and the Advisory Committee for review. The Department places a summary of the proposals on its website for public review.
October 2006	The Grant Technical Work Group sorts proposals based on their impact to the transportation system and the probability of implementation. The Work Group then reviews the proposals again and uses a ranking of High, Medium, or Low based on the published evaluation criteria described below.
November 2006	The Advisory Committee meets and confirms the High, Medium, or Low ranking of projects. The Advisory Committee then creates a prioritized project list targeted to the available money.
November 2006	The Department meets with the Governor’s Office to finalize the project recommendation list.
December 1, 2006	The Department submits all of the grant project proposals and a prioritized project list to the Legislature.
Legislative session – Spring 2007	The Legislature reviews the prioritized list and may also consider any of the other grant project proposals submitted. The Legislature selects the projects to receive program funding.

What Drives the Timing of the Application and Award Process? The 2005 Transportation Budget calls for the applications to be received by the Department by November 1; the timing of the process allows for the completion of the prioritized project list in time for Transportation Budget development.

Evaluation Criteria:

- System efficiency: the existing transportation program and the current conditions/trends on the corridor, including existing transit services;
- System integration: how the project will improve integration of multiple modes, including public transportation services;
- Financial commitment to continue the project after initial funding and related partnerships; and
- Implementation timeline.

Priority is given to proposals that provide facilities or services at the earliest date and to the placement of grant funds where, either standing alone or in combination with other committed funds, they would achieve a completed project. To be considered for the prioritized list, projects must be consistent with local and regional transportation plans.

Recent Changes to the Process or Evaluation Criteria: The Technical Work Group recommended making adjustments to the grant process and evaluation criteria based on lessons learned in the first cycle of grants.

Program Goals, Objectives, and Performance Measures	Program Goals and Objectives:
	The purpose of the Regional Mobility Grant Program is to aid local governments in funding projects such as intercounty connectivity service, park and ride lots, rush hour transit service, and capital projects that improve the connectivity and efficiency of the transportation system. The Department is to identify cost-effective projects that reduce delay for people and goods and that improve connectivity between counties and regional population centers.
	Performance Measures and Program Performance:
	<ul style="list-style-type: none"> • Reduction in annual person hours of delay; • Reduction in annual vehicle trips; and • Reduction in annual vehicle miles traveled.

Agency-Identified Challenges\Issues	Program Challenges or Issues Identified by the Agency:
	<p>The Department notes that:</p> <ul style="list-style-type: none"> • Eleven of the first 14 projects selected for funding are capital/construction projects. These are being funded through an operating account. There is a need to extend funding of the projects over more than one biennium either through the establishment of a capital Public Transportation Program or a legislative agreement to carry-over operating funds from one biennium to another in order to complete the projects according to schedule. • A new Executive Order, 05-05 regarding Archaeological and Cultural Resources, went into effect on July 1st. This Executive Order requires a special review for all construction projects and land acquisitions for construction projects using state funds. The review is to determine potential impacts to cultural resources, which are defined as “archaeological and historical sites and artifacts, and traditional areas or items of religious, ceremonial and social uses to affected tribes.” The Department’s Office of Transit Mobility is working with the Department of Archaeology and Historic Preservation to advance the newly-required special reviews for each of the affected projects.

Website	For Additional Information:
	<p>Department of Transportation website http://www.wsdot.wa.gov/transit/otm/regmob_grant_program.cfm</p>

Freight Mobility Strategic Investment Program

Administered By:
Freight Mobility Strategic Investment Board

General Information	Program Purpose: The Freight Mobility Strategic Investment Board was created to focus on the freight transportation needs of the state without regard to jurisdictional boundaries; to designate strategic freight corridors; and to solicit and select freight projects that will enhance the mobility of freight in Washington. This program is the means by which the Board solicits and selects those projects.	
	Mission Statement: The mission of the Freight Mobility Strategic Investment Board is to create a comprehensive and coordinated state program to facilitate freight movement between and among local, national, and international markets which enhances trade opportunities. The Board is also charged with finding solutions that lessen the impact of the movement of freight on local communities.	
	Year Established: 1998	Legislative Intent: RCW 47.06A.001(7)
	Enabling State Statutes: Chapter 47.06A RCW	It is the policy of the state of Washington that limited public transportation funding and competition between freight and general mobility improvements for the same fund sources require strategic, prioritized freight investments that reduce barriers to freight movement, maximize cost-effectiveness, yield a return on the state's investment, require complementary investments by public and private interests, and solve regional freight mobility problems. State financial assistance for freight mobility projects must leverage other funds from all potential partners and sources, including federal, county, city, port district, and private capital.
Administrative Rules: Chapters 220-12, 220-16, and 220-20 WAC		
Is there a separate governing board? Yes; this program is administered by the Freight Mobility Strategic Investment Board. The Board is comprised of 12 members representing the modes and jurisdictions involved in freight movement. Two representatives each from city, county, and port jurisdictions, and one each from trucking, rail, and steamship industries, are joined by a private citizen, the transportation policy advisor to the Governor, and the Secretary of Transportation.		

Budget Information	Recent Biennial Budgets	1997-99	1999-01	2001-03	2003-05	2005-07
	New Appropriation for Administration	175,000	570,281	724,883	626,662	666,014
	Net New Appropriations and Reappropriations for Grants*	0	43,793,000	39,330,499	26,920,000	34,300,000
	Expenditure for Administration	111,140	489,949	638,722	559,815	(not estimated)
	Funds Awarded for Grants	0	43,793,000	0	19,920,000	(estimated) 25,870,000
*Note: The Legislature initially authorized larger amounts for grants in earlier biennia. However, these larger amounts were not actually available to the Board after the passage of Initiative 695 in 1999 and the rejection of Referendum 51 in 2002.						

Additional Program/Project Funding Information	<p>FTEs for the Program in 2005-07: 2.0 The Board purchases additional services as needed from the public or private sector.</p>	<p>Funds Awarded for Grants</p> <table border="1"> <caption>Funds Awarded for Grants</caption> <thead> <tr> <th>Biennium</th> <th>Funds Awarded (\$)</th> </tr> </thead> <tbody> <tr> <td>1997-99</td> <td>0</td> </tr> <tr> <td>1999-01</td> <td>~45,000,000</td> </tr> <tr> <td>2001-03</td> <td>0</td> </tr> <tr> <td>2003-05</td> <td>~20,000,000</td> </tr> <tr> <td>2005-07</td> <td>~25,000,000</td> </tr> </tbody> </table>	Biennium	Funds Awarded (\$)	1997-99	0	1999-01	~45,000,000	2001-03	0	2003-05	~20,000,000	2005-07	~25,000,000
	Biennium		Funds Awarded (\$)											
	1997-99		0											
1999-01	~45,000,000													
2001-03	0													
2003-05	~20,000,000													
2005-07	~25,000,000													
<p>Fund Account(s): 108-1 – Motor Vehicle Account – State 108-2 – Motor Vehicle Account – Federal 218-1 – Multimodal Transportation Account – State 09E-1 – Freight Mobility Investment Account – State 11E-1 – Freight Mobility Multimodal Account – State</p>														
<p>Fund Sources: Varies for the state accounts. Federal SAFETEA-LU funds are partially used for program awards by the Legislature.</p>														
<p>Recent Changes to Funding Pattern: The Board reports that, when the agency was created in 1998, approximately \$100 million per biennium was committed to Board projects. Funding was lost in 1999 with the passage of I-695. The Board reports that project funding was then approved by the Legislature on a project-by-project basis until the 2005 Legislative Session, when the Legislature approved a 16-year funding package that includes \$109,050,000 for Board projects. Most projects are identified by name, biennial period when they will receive funding, and the specific amounts for each project.</p> <p>In 2006, the Legislature created the Freight Mobility Multimodal Account to more transparently manage funds not subject to Amendment 18 rules. This new account allows the Board to accept and hold project funds from private sources until needed for a project.</p>														

Additional Program/Project Funding Information	<p>Frequency of the Grant/Loan Cycle: Biennial. The Board solicits projects every two years to maintain an active six-year list of projects.</p>	
	<p>Does the Legislature Approve Project Selection? Yes.</p>	
	<p>Number of Projects Selected in 2005: 23, of which 7 projects are funded in 2005-07.</p>	
	<p>Total Amount Awarded in 2005: \$19,870,000 for the 7 projects in 2005-07.</p>	
	<p>What Determines the Total Amount Available for Grants or Loans in a Given Time Period? Legislative appropriation in the state Transportation Budget.</p>	
	<p>Maximum Amount That Can Be Awarded to a Project: Per rule, \$50 million.</p>	
	<p>Matching Requirements: Per statute, partners must contribute a minimum of 20%, though the Board has some flexibility to allow exceptions. Statute also directs the Board to leverage the greatest amount of partnership funding possible. The Board reports a goal of achieving a ratio of three project partner dollars for every program dollar. Per rule, the Board allows other state funds to be considered part of the local matching funds.</p>	
	<p>Interest Rate Charged: While the Board is authorized by statute to provide loans in addition to grants, the Legislature to date has provided funding solely for grants.</p>	<p>Repayment Statistics: Not applicable (to date, grants only).</p>

Eligible Applicants and Projects	Who Is Eligible To Apply? <input checked="" type="checkbox"/> Cities and Towns <input checked="" type="checkbox"/> Counties <input checked="" type="checkbox"/> Port Districts <input type="checkbox"/> Other Special Purpose Districts <input type="checkbox"/> Tribes <input checked="" type="checkbox"/> State Agencies <input type="checkbox"/> Non-Profit Organizations <input type="checkbox"/> Private Businesses <input type="checkbox"/> Other	What Categories of Projects Are Eligible? <input checked="" type="checkbox"/> Roads <input checked="" type="checkbox"/> Bridges <input checked="" type="checkbox"/> Railroads or Grade Crossings <input checked="" type="checkbox"/> Airports <input checked="" type="checkbox"/> Ferries <input type="checkbox"/> Transit and Park & Rides <input type="checkbox"/> Bicycle & Pedestrian Mobility <input type="checkbox"/> Transportation Planning & Management <input type="checkbox"/> Environmental Protection <input type="checkbox"/> Land/Historic Preservation <input type="checkbox"/> Other <input type="checkbox"/> Basic Infrastructure <input type="checkbox"/> Other Infrastructure (Buildings, Facilities, Recreation)	Award Type: <input checked="" type="checkbox"/> Grants <input type="checkbox"/> Loans <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> See "Interest Rate Charged" above regarding loans. </div>
	Eligible Projects: Examples of eligible projects include improvements to roads, rail, bridges, intermodal connectors, and border crossings; grade separations; Intelligent Transportation Systems projects; and improved access to ports, rail yards, and distribution centers.		
	Special Qualifications Regarding Who Can Apply: Applicants must have jurisdiction over the transportation infrastructure that is the subject of the application.		
	Special Qualifications Regarding Project Eligibility: Per statute, the Board must use the following threshold eligibility criteria: <ul style="list-style-type: none"> • The project must be on a strategic freight corridor. Statute also provides the criteria for the Board to use in designating such corridors; • The project must have a total public benefit/total public cost ratio of equal to or greater than one; and • The project must meet one of the following three conditions: <ul style="list-style-type: none"> ○ It is primarily aimed at reducing identified barriers to freight movement with only incidental benefits to general or personal mobility; or ○ It is primarily aimed at increasing capacity for the movement of freight with only incidental benefits to general or personal mobility; or ○ It is primarily aimed at mitigating the impact on communities of increasing freight movement, including roadway/railway conflicts. 		
	Recent Changes in Eligible Applicants or Categories of Projects: None.		

Application and Award Process	Timing and Steps in the Process:	
	January of even-numbered years	The Board issues a call for projects, with concurrent stakeholder notification and publicity.
	6 – 8 weeks	The application period is open. The Board's Director can answer policy and technical questions for potential applicants, and information is available on the Board's website. Applicants submit their completed applications to the Board by the end of this period.
	4 weeks	Application evaluation; the Board's project selection committee and a technical team conduct a threshold review of the applications and initial application scoring using the criteria below.

6 weeks	The reviews continue, including a comparison of the scores of projects and interviews with finalists. The project selection committee determines which projects advance to the full Board.
May or June	The Board makes the final decision on projects and the level of funding. Successful projects are added to the Board's list.
	Over the next period of time, the Board tracks the progress of the projects on the list, provides technical assistance, and helps develop partnerships. When a project nears construction, the Board recommends that project to the Governor and the Legislature for funding. The Legislature determines the award amount.

What Drives the Timing of the Application and Award Process? The Board indicates that it tries to maintain a six-year list of projects that will be ready for construction. The Board reports that it is difficult to hold partnerships together for anything longer than six years, and that it is difficult to get projects ready for construction in less than six years.

Evaluation Criteria:

<u>Summary of Evaluation Criteria</u>	<u>Maximum Point Weight</u>
Freight mobility for the project area	35
Freight mobility for the region, state, and nation	35
General mobility	25
Safety	20
Freight and economic value	15
Environment	10
Partnership	25
Consistency with regional and state plans	5
Cost	10
Special issues	8
	188 points possible

Projects with a score of 94 points or less (50%) are not eligible for funding.

In addition to the scoring process, statute also directs the Board to pay attention to the geographic distribution of projects. Statute directs the Board to allocate the first 55% of funds to the highest priority projects, without regard to location. The remaining funds are to be allocated equally among three regions of the state (Eastern, Western and Puget Sound). If a region does not have enough qualifying projects to use its allocation of funds, the funds are to be made available to the next highest priority project, without regard to location.

Recent Changes to the Process or Evaluation Criteria: The Board reports that the project selection committee has now added the project interview process. Project applications that impact more than a single jurisdiction or entity must provide proof that all affected parties are informed of and approve of the project.

Program Goals, Objectives, and Performance Measures

Program Goals and Objectives:

- The goals of the Freight Mobility Strategic Investment Program are:
- To identify and complete critical improvements on the state's strategic freight corridors;
 - To remove barriers to freight movement;
 - To leverage as many State dollars with partnership dollars as possible; and
 - To advocate for freight needs with both policymakers and the public.

Performance Measures and Program Performance:

- Removal of “chokepoints;”
 - 2003-05: 3
 - 2005-07: 6 (as of June 2006)
- Closure or separation of “at grade” crossings;
 - 2003-05: 3
 - 2005-07: 0 (as of June 2006)
- Number of public outreach activities (both staff and Board members)
 - 2003-05: 191
 - 2005-07: 101 (as of June 2006)

Projects are reported for measurement when they are completed and open to the public. The Board also reports that nearly 100% of projects are completed on-time or early, and on- or below-budget. Performance on the outreach measure has increased with greater Board involvement. The Board reports that it leverages about \$4 from partners (federal and local government, and private businesses) for every program \$1 awarded.

Agency-Identified Challenges\Issues**Program Challenges or Issues Identified by the Agency:**

The Board notes the following:

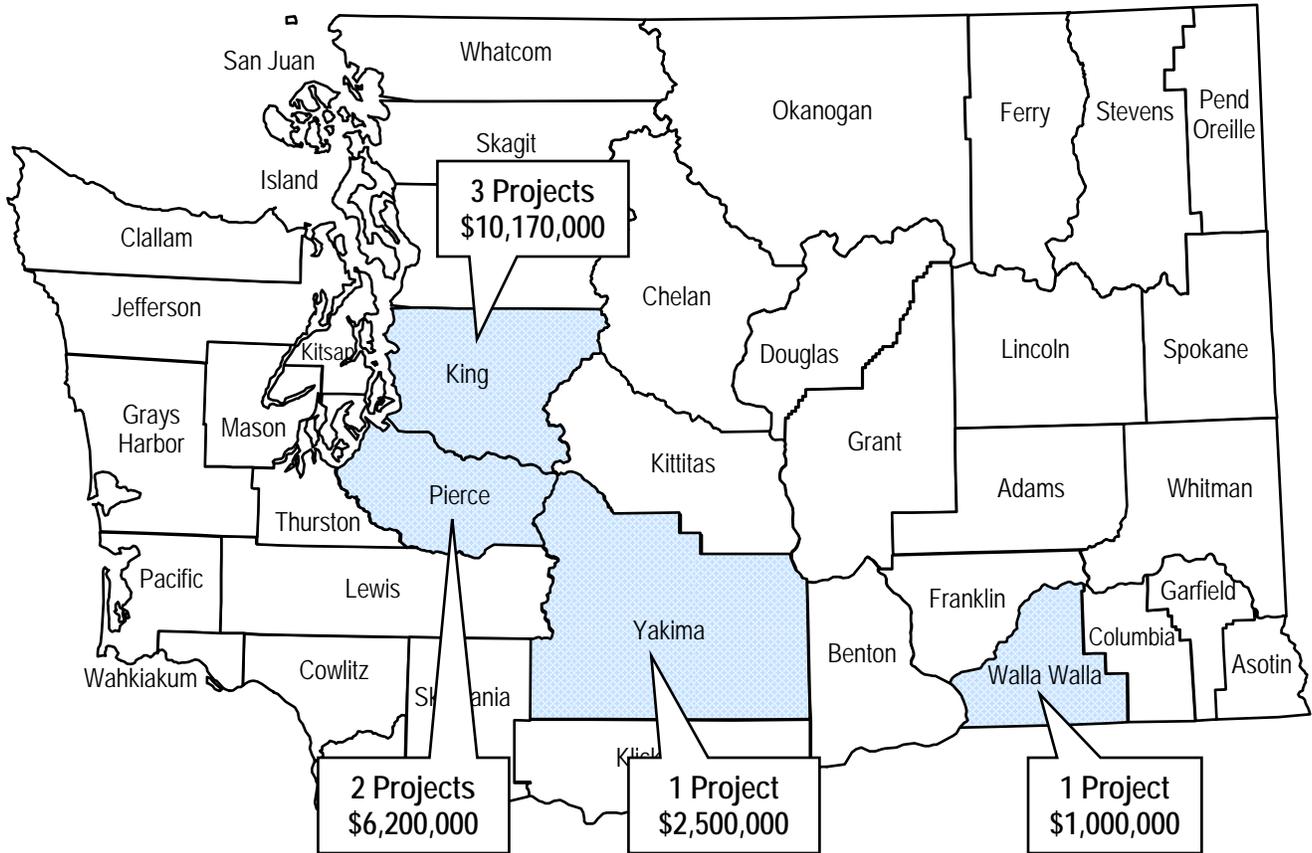
- When created, this program was to provide a standardized method of evaluating the unique needs of freight projects on state highways, county roads, and city streets. Due in part to funding instability, the program is now only evaluating locally-sponsored projects by this measure. If the goals are still valid on a statewide basis, all freight projects should be evaluated using the standardized method if they are to be considered freight-beneficial.
- The agency was created to offer loans and grants, but funding has not been provided for a loan program. The Board raises the question as to whether loans should still be part of the program’s direction or whether this should be solely a grant program.

Website**For Additional Information:**

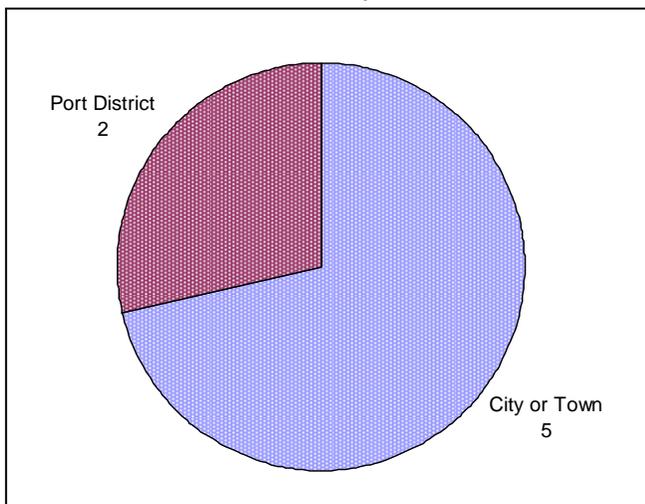
Freight Mobility Strategic Investment Board website
<http://www.fmsib.wa.gov>

Freight Mobility Strategic Investment Program Awards, 2005

Projects Selected to Receive Funding in 2005-07; Location of Awards by County



Grant Recipients



Types of Projects Funded

All projects are intended to enhance freight mobility.

Emergent Freight Rail Assistance Program

Administered By:
 Department of Transportation
 Public Transportation and Rail Division

General Information	Program Purpose: The Emergent Freight Rail Assistance Program provides funding for railroad related projects intended to further the goals of providing better access to ports, maintaining adequate mainline capacity, preserving low density rail lines, preserving rail corridors subject to abandonment, and promoting economic development. The projects are selected to improve the efficiency of freight movement in and through the state as part of an integrated multimodal freight transportation system.	
	Mission Statement: To provide for efficient and cost-effective movement of freight in and through the state of Washington by improving the railroad infrastructure portion of the overall transportation system.	
	Year Established: 1983 Revised to become a competitive program in 2004/2005	Legislative Intent: RCW 47.76.200 The Legislature finds that a balanced multimodal transportation system is required to maintain the state's commitment to the growing mobility needs of its citizens and commerce. The state's freight rail system, including branch lines, mainlines, rail corridors, terminals, yards, and equipment, is an important element of this multimodal system. Washington's economy relies heavily upon the freight rail system to ensure movement of the state's agricultural, chemical, and natural resources and manufactured products to local, national, and international markets and thereby contributes to the economic vitality of the state. Since 1970, Washington has lost over one-third of its rail miles to abandonment and bankruptcies. . . . Recognizing the implications of this trend for freight mobility and the state's economic future, the Legislature finds that better freight rail planning, better cooperation to preserve rail lines, and increased financial assistance from the state are necessary to maintain and improve the freight rail system within the state.
	Enabling State Statutes: Chapter 47.76 RCW	
	Administrative Rules: None.	
Is there a separate governing board? No. A Freight Rail Advisory Committee operated temporarily for the purpose of creating program evaluation criteria.		

Budget Information	Recent Biennial Budgets	1997-99	1999-01	2001-03	2003-05	2005-07												
	New Appropriation for Administration					829,000												
	New Appropriation for Grants/Loans					9,580,000												
	Expenditure for Administration					(estimated) 750,000												
	Funds Awarded for Grants/Loans					(estimated) 9,580,000												
	FTEs for the Program in 2005-07: 2.0																	
Fund Account(s): 218 – Multimodal Transportation Account 02M – Essential Rail Assistance Account	<p style="text-align: center;">Funds Awarded for Grants/Loans</p> <table border="1"> <caption>Funds Awarded for Grants/Loans</caption> <thead> <tr> <th>Biennial Period</th> <th>Funds Awarded</th> </tr> </thead> <tbody> <tr> <td>1997-99</td> <td>\$0</td> </tr> <tr> <td>1999-01</td> <td>\$0</td> </tr> <tr> <td>2001-03</td> <td>\$0</td> </tr> <tr> <td>2003-05</td> <td>\$0</td> </tr> <tr> <td>2005-07</td> <td>\$9,580,000</td> </tr> </tbody> </table>						Biennial Period	Funds Awarded	1997-99	\$0	1999-01	\$0	2001-03	\$0	2003-05	\$0	2005-07	\$9,580,000
Biennial Period							Funds Awarded											
1997-99	\$0																	
1999-01	\$0																	
2001-03	\$0																	
2003-05	\$0																	
2005-07	\$9,580,000																	
Fund Sources: Fund sources include licenses, permits, and fees; rental car tax; sales tax on new and used cars; and repayment from previously-issued Essential Rail Assistance Account loans.																		

Recent Changes to Funding Pattern: Prior to the 2005 Legislative Session, the program existed in a non-competitive form. The Legislature provided funds to the Department of Transportation. The Department would then select projects to fund by grants or loans according to the criteria developed pursuant to Chapter 47.76 RCW. Department staff identified projects while interacting with industries and railroads around the state. Railroads and local agencies also contacted staff directly to propose projects.

The program went through a transition phase in 2003. The 2003 Legislature changed the program in a budget proviso by requiring a formal call for projects with a deadline, a requirement for ranking, and submission to the Legislature for final approval. The first formal call for projects was issued in June 2004. The Legislature acted on the ranked list in the 2005 Legislative Session, funding projects for the 2005-07 biennium.

Additional Program/Project Funding Information	Frequency of the Grant/Loan Cycle: Biennial.
	Does the Legislature Approve Project Selection? Yes.
	Number of Projects Selected in 2005: 9
	Total Amount Awarded in 2005: \$9,580,000
	What Determines the Total Amount Available for Grants or Loans in a Given Time Period? Legislative appropriation in the state Transportation Budget.
	Maximum Amount That Can Be Awarded to a Project: None established.
	Matching Requirements: None.
	Interest Rate Charged: 0% Repayment Statistics: In the last 10 years, one loan has not been repaid. The unpaid loan was granted to a non-profit entity in Yakima to acquire and rehabilitate the Naches Line from BNSF. The Department reports that the money was not handled wisely, and the organization is now under different management. The Department also reports that Yakima County is looking into acquiring the title to the line, and that the loan may be forgiven as part of an agreement to refurbish the line.

Eligible Applicants and Projects	Who Is Eligible To Apply?	What Categories of Projects Are Eligible?	Award Type:
	<input checked="" type="checkbox"/> Cities and Towns	<input type="checkbox"/> Roads	<input checked="" type="checkbox"/> Grants
	<input checked="" type="checkbox"/> Counties	<input type="checkbox"/> Bridges	<input checked="" type="checkbox"/> Loans
	<input checked="" type="checkbox"/> Port Districts	<input checked="" type="checkbox"/> Railroads or Grade Crossings	
	<input checked="" type="checkbox"/> Other Special Purpose Districts	<input type="checkbox"/> Airports	
	<input checked="" type="checkbox"/> Tribes	<input type="checkbox"/> Ferries	
	<input checked="" type="checkbox"/> State Agencies	<input type="checkbox"/> Transit and Park & Rides	
	<input checked="" type="checkbox"/> Non-Profit Organizations	<input type="checkbox"/> Bicycle & Pedestrian Mobility	
	<input checked="" type="checkbox"/> Private Businesses	<input type="checkbox"/> Transportation Planning & Management	
	<input checked="" type="checkbox"/> Other	<input type="checkbox"/> Environmental Protection	
	<input type="checkbox"/> Land/Historic Preservation		
	<input type="checkbox"/> Other		
	<input type="checkbox"/> Basic Infrastructure		
	<input type="checkbox"/> Other Infrastructure (Buildings, Facilities, Recreation)		

Application and Award Process	<p>Eligible Projects: Per statute, the following kinds of projects are eligible:</p> <ul style="list-style-type: none"> • Acquiring, rebuilding, rehabilitation, or improving rail lines; • Purchasing or rehabilitating railroad equipment necessary to maintain essential rail service; • Constructing railroad improvements to mitigate port access or mainline congestion; • Construction of loading facilities to increase business on light density lines or to mitigate the impacts of abandonment; and • Preserving rail corridors for future rail purposes by purchase of rights of way.
	<p>Special Qualifications Regarding Who Can Apply: Statute indicates that program funds appropriated to the Department may be used by the Department or distributed to cities, county rail districts, counties, economic development councils, and port districts. Railroads may apply, but if they are awarded funds, the project is managed by the Department. The Department then uses the grant program to pay the railroad to do the work.</p>
	<p>Special Qualifications Regarding Project Eligibility: None beyond the statutory eligible projects identified above.</p>
	<p>Recent Changes in Eligible Applicants or Categories of Projects: None.</p>

Application and Award Process	Timing and Steps in the Process:	
	May	The Legislature estimates funding for the biennium, although that amount may change at appropriation.
	June	The Department issues a call for projects. The Department provides technical assistance and consultation with potential applicants.
	November 1	The latest date when the Department must receive project submittals.
	November	The Department's project managers review the project submittals to determine if additional information is needed, and, if so, it is requested. Using the pre-set criteria below, the project managers create an initial rating of projects. A committee, including the Director of the Freight Strategy and Policy Office, rail engineers, and the project managers, then reviews all the projects and creates the final prioritized project list.
	December 1	The Department submits the prioritized list to OFM for OFM's review.
	Legislative session – Spring	The Legislature reviews the project list submitted by the Department and selects the projects to fund. The Legislature may also add projects to the list.
	<p>What Drives the Timing of the Application and Award Process? The prioritized list is created in time for the legislative session and the development of the Transportation Budget.</p>	
	<p>Evaluation Criteria:</p> <p>The following are the evaluation criteria/priorities developed by the Department in consultation with the Freight Rail Advisory Committee:</p> <ul style="list-style-type: none"> • Is there a safety or emergency situation? • Is the rail line's continued existence endangered without state assistance? • What is the benefit/cost ratio of the project? (For example, avoided highway impacts, opportunity costs, employment impacts, business relocation costs, shipper costs, environmental impacts, reduced operating expenses, project costs.) • Is the rail line receiving the loan or grant going to be economically viable over time? • Is there local involvement? • Is equity served? (For example, has the line recently received assistance?) • What is the impact on the local economy? • Will the project cost more if delayed? • Is the line a good candidate for rail banking if the project is not currently appropriate for funding? 	

Recent Changes to the Process or Evaluation Criteria: The Department reports some revision of the criteria for the 2006 call for projects, but within the general framework of the criteria developed after consultation with the Freight Rail Advisory Committee. This Committee was created in 1994 and disbanded in 1995 after preparing the criteria. The Committee consisted of members of the House of Representatives and the Senate, and representatives from railroads and other stakeholders. The Department indicates that it would reconvene the Committee if significant changes were proposed for the general criteria.

Program Goals, Objectives, and Performance Measures

Program Goals and Objectives:
The goals of the Emergent Freight Rail Assistance Program are to provide better access to ports; maintain adequate mainline capacity; preserve low density rail lines; preserve rail corridors subject to abandonment; and promote economic development. The projects are selected to improve the efficiency of freight movement in and through the state as part of an integrated multimodal freight transportation system.

Performance Measures and Program Performance:
The Department reports that performance measures have not been established. Performance measures are being developed as a result of the program being moved to the Office of Freight Strategy and Policy from the Rail Office. This move occurred in August 2005.

Agency-Identified Challenges/Issues

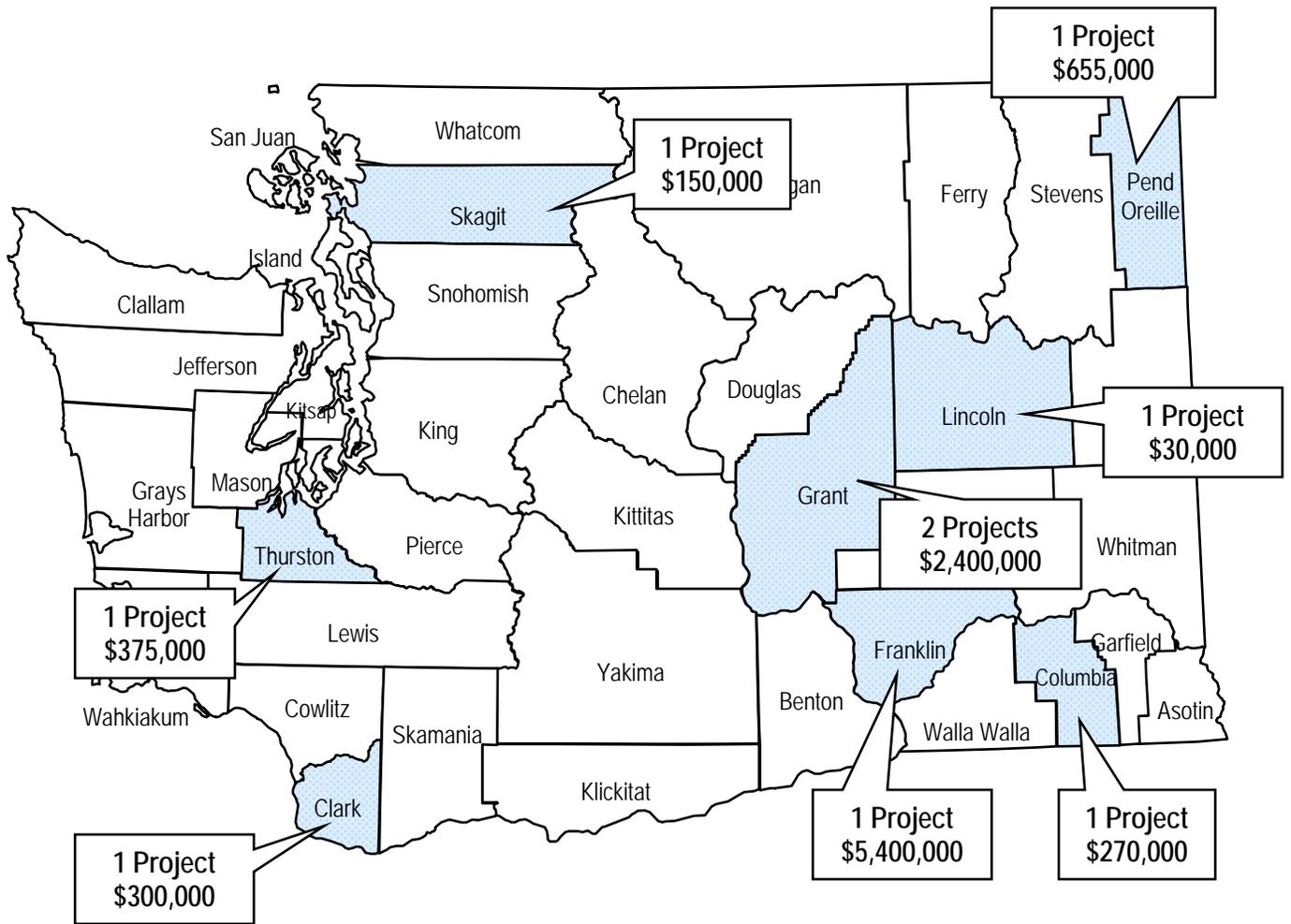
Program Challenges or Issues Identified by the Agency:
None reported.

Website

For Additional Information:
Department of Transportation website
<http://www.wsdot.wa.gov/biz/grants/default.htm>

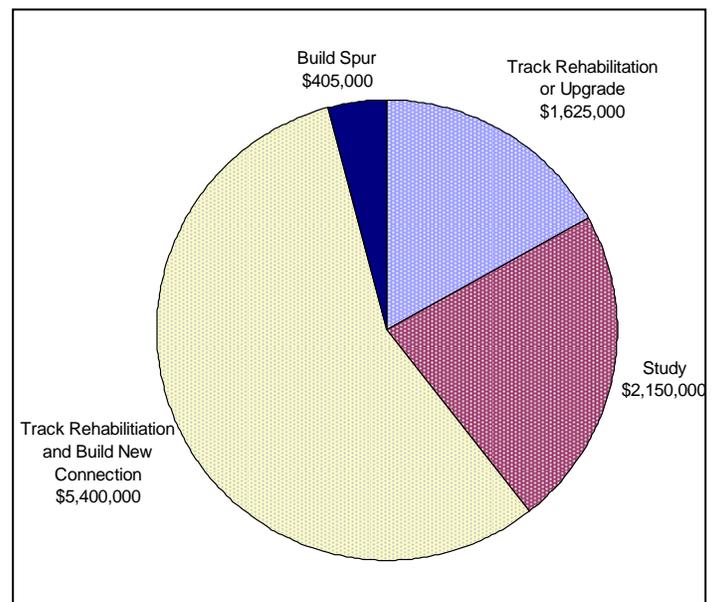
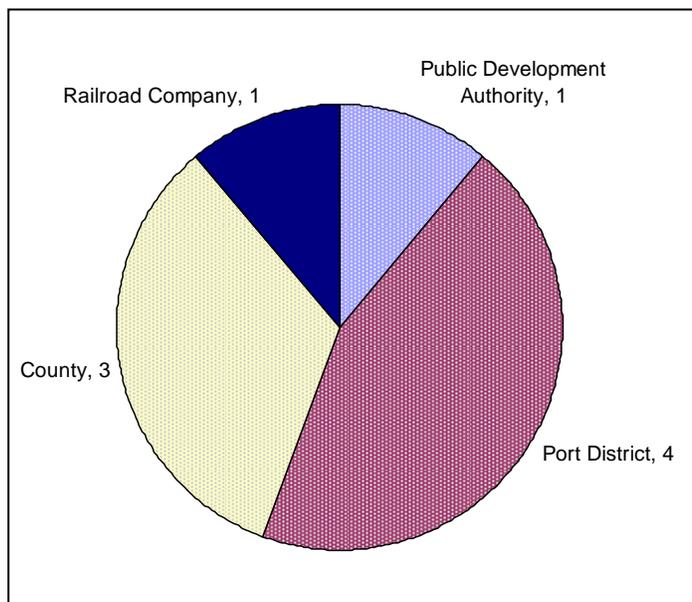
Emergent Freight Rail Assistance Program Awards, 2005

Location of Awards by County



Project Recipients

Types of Projects Funded



Grade Crossing Protective Fund Grant Program

Administered By:
Utilities and Transportation Commission

General Information	Program Purpose: The Grade Crossing Protective Fund provides grants for rail safety projects such as grade crossing signals or other warning devices at rail crossings, and projects to reduce pedestrian, trespassing, and motorist injuries and deaths on railroad rights-of-way at places other than crossings.	
	Mission Statement: The Utilities and Transportation Commission's (UTC) objectives in distributing funds from its Grade Crossing Protective Fund are (1) to reduce the frequency and severity of accidents at both public and private railroad crossings; and (2) to reduce pedestrian trespassing and the frequency of trespass-related deaths and injuries along railroad rights-of-way.	
	Year Established: 1969	Legislative Intent: HB 1352 (2003), Section 1 The Legislature finds that grade crossing, rail trespass, and other safety issues continue to present a public safety problem. The Legislature further finds that with the increased importance of rail to freight and commuter mobility, there is a direct public benefit in assisting local communities and railroads to work together to address rail-related public safety concerns.
	Enabling State Statutes: RCW 81.53.261 - 295	
	Administrative Rules: WAC 480-62-400 through 420	
Is there a separate governing board? Yes; this grant program is administered by the Utilities and Transportation Commission.		

Recent Biennial Budgets	1997-99	1999-01	2001-03	2003-05	2005-07
New Appropriation for Administration	6,660	6,660	3,780	40,728	43,896
New Appropriation for Grants*	215,340	215,340	122,220	252,272	457,104
Expenditure for Administration	0	0	0	41,077	(estimated) 43,896
Funds Awarded for Grants*	71,566	70,458	87,564	252,272	(estimated) 411,000

*Note: The Commission explains that, prior to 2003, a narrower definition of projects eligible for funding, the matching requirements, and federal aid practices resulted in years where the UTC had grant funds available but very few applicants. This is the situation for the first three biennia in the table above. Legislation in 2003 broadened project and applicant eligibility as well as changing the match requirements. The first results from these revisions are shown above in 2003-05.

FTEs for the Program in 2005-07: 0.4

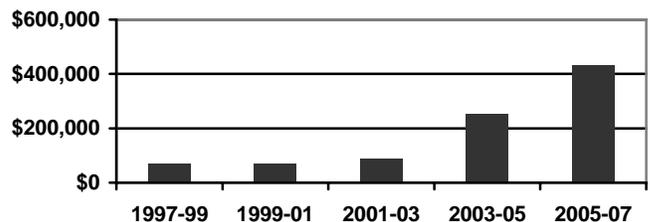
Fund Account(s):

080 – Grade Crossing Protective Fund

Fund Sources:

111 – Public Service Revolving Fund, Miscellaneous Fees and Penalties Accounts

Funds Awarded for Grants



Recent Changes to Funding Pattern: The Legislature made changes with regard to project and applicant eligibility and to matching requirements in 2003, which the Commission reports has resulted in additional grant applications and awards.

Additional Program/Project Funding Information	Frequency of the Grant/Loan Cycle: The Legislature appropriates funds for the program biennially. The UTC reports that it initiates a call for projects early in the first fiscal year so that the Commission can issue a call in the second year if funds are still available.	
	Does the Legislature Approve Project Selection? No.	
	Number of Projects Selected in 2005: 6	
	Total Amount Awarded in 2005: \$74,700	
	What Determines the Total Amount Available for Grants or Loans in a Given Time Period? Legislative appropriation in the state Transportation Budget.	
	Maximum Amount That Can Be Awarded to a Project: None established.	
	Matching Requirements: Per statute, the first \$20,000 of project costs are paid for from the Grade Crossing Protective Fund, so there is no match requirement for projects costing up to \$20,000. For projects costing over \$20,000, the remainder of the cost is apportioned 60% to the Grade Crossing Protective Fund; 30% to the road authority (e.g., city, town, county, or state); and 10% to the railroad.	
	Interest Rate Charged: Not applicable (grants only).	Repayment Statistics: Not applicable (grants only).

Eligible Applicants and Projects	Who Is Eligible To Apply?	What Categories of Projects Are Eligible?	Award Type:
	<input checked="" type="checkbox"/> Cities and Towns	<input type="checkbox"/> Roads	<input checked="" type="checkbox"/> Grants
	<input checked="" type="checkbox"/> Counties	<input type="checkbox"/> Bridges	<input type="checkbox"/> Loans
	<input checked="" type="checkbox"/> Port Districts	<input checked="" type="checkbox"/> Railroads or Grade Crossings	
	<input checked="" type="checkbox"/> Other Special Purpose Districts	<input type="checkbox"/> Airports	
<input checked="" type="checkbox"/> Tribes	<input type="checkbox"/> Ferries		
<input checked="" type="checkbox"/> State Agencies	<input type="checkbox"/> Transit and Park & Rides		
<input checked="" type="checkbox"/> Non-Profit Organizations	<input type="checkbox"/> Bicycle & Pedestrian Mobility		
<input checked="" type="checkbox"/> Private Businesses	<input type="checkbox"/> Transportation Planning & Management		
<input checked="" type="checkbox"/> Other	<input type="checkbox"/> Environmental Protection		
	<input type="checkbox"/> Land/Historic Preservation		
	<input type="checkbox"/> Other		
	<input type="checkbox"/> Basic Infrastructure		
	<input type="checkbox"/> Other Infrastructure (Buildings, Facilities, Recreation)		
Eligible Projects: Any project designed to either reduce accident frequency and/or severity at highway-railroad crossings or to reduce pedestrian, trespassing, and motorist injuries and deaths on railroad rights-of-way other than crossings.			
Special Qualifications Regarding Who Can Apply: Per statute, public, private, and nonprofit entities may apply.			
Special Qualifications Regarding Project Eligibility: None beyond eligible projects described above.			

Recent Changes in Eligible Applicants or Categories of Projects: Legislation in 2003 made a number of changes. In terms of eligible projects, funding had been restricted to projects designed to install or improve warning devices at public railroad-highway grade crossings. The 2003 legislation broadened eligible projects to include projects that address all rail safety hazards that pose a high risk to public safety. In terms of eligible applicants, previously eligibility was restricted to railroad companies and public road authorities. The 2003 legislation broadened this to any public, private, or nonprofit entity. The 2003 legislation also changed the matching requirements by having the first \$20,000 of any project covered by funds from the Grade Crossing Protective Fund.

Timing and Steps in the Process:

Note: The timing on the steps below is for the first round of awards in a biennium.

September of odd-numbered years	The UTC puts out a call for applications. The Commission conducts an outreach effort to alert state and local agencies, railroads operating within the state, and other entities with a known interest in railroad safety. Information and applications are available on the agency website.
October	Applications are due to the UTC. UTC staff begin the review of applications, using the criteria below.
November	For proposals that require physical installations, UTC staff organize an on-site meeting with representatives of the railroad, the local agency, the applicant, and other entities where appropriate to verify information in the application and to gain first-hand knowledge of the hazard and the proposal. Meeting participants may recommend alternatives or additional safety needs.
January	Staff complete the evaluation of the applications and prepare recommendations about projects for the Commissioners. Recommendations may include conditions associated with funding any project. The Commissioners make the decisions about the grant awards.

What Drives the Timing of the Application and Award Process? The first round of awards follows the Legislature’s biennial appropriation of funds for the program. If funds are still available after the first round (for example, from a proposal falling through or a project coming in under budget), the Commission will initiate a second funding round within the biennium.

Evaluation Criteria:

- Relative severity of the hazard being addressed;
- Safety benefits resulting from a project;
- Costs of implementing a project; and
- Geographic diversity.

Recent Changes to the Process or Evaluation Criteria: None.

Program Goals and Objectives:

The goals of the Grade Crossing Protective Fund Grant Program are to reduce accident frequency and severity at public and private railway crossings, and to reduce pedestrian, trespassing, and motorist injuries and deaths on railroad rights-of-way at places other than crossings.

Performance Measures and Program Performance:

The UTC reports that it measures, actively monitors, and regularly reports on the number of grade crossing collisions between trains and motor vehicles and the number of pedestrian fatalities involving trains. With regard to individual projects funded through the program, the UTC reports that each applicant must specify how project success will be measured, and this becomes part of the evaluation process.

Application and Award Process

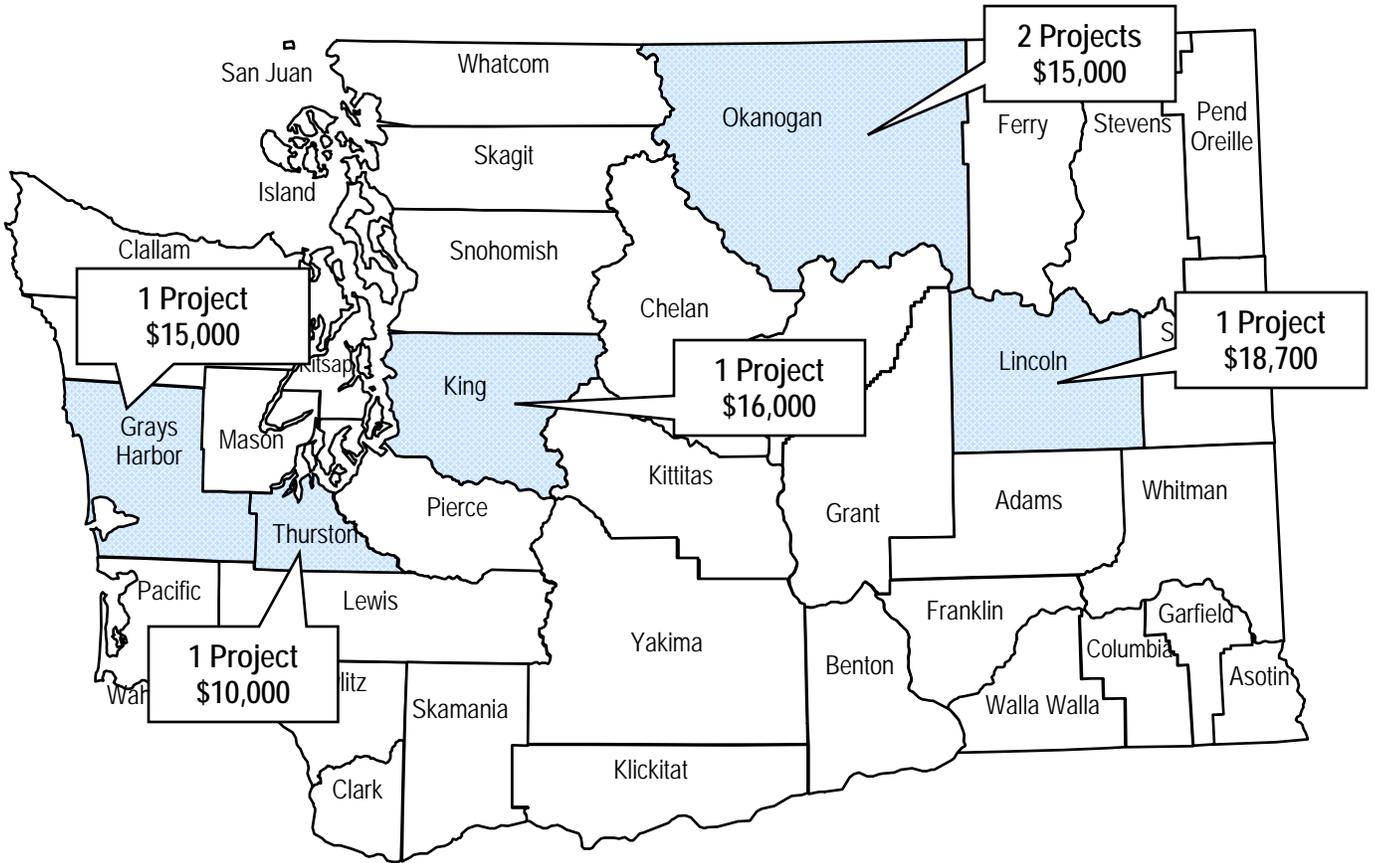
Program Goals, Objectives, and Performance Measures

Agency-Identified Challenges\Issues	<p>Program Challenges or Issues Identified by the Agency:</p> <p>None reported.</p>
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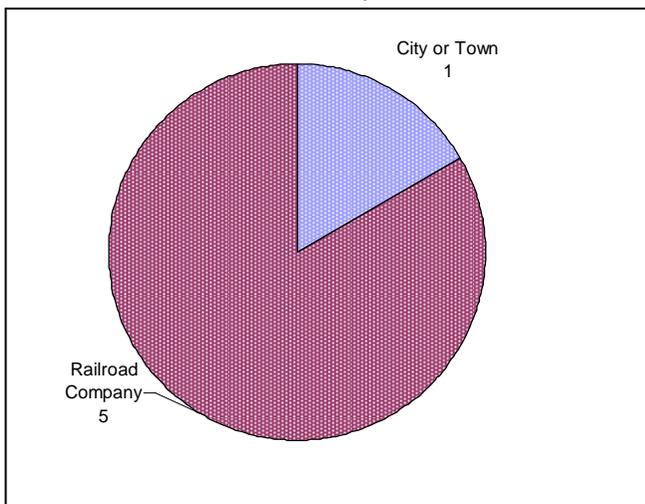
Website	<p>For Additional Information:</p> <p>The Utilities and Transportation Commission website http://www.utc.wa.gov/RailroadSafety</p>
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Grade Crossing Protective Fund Awards, 2005

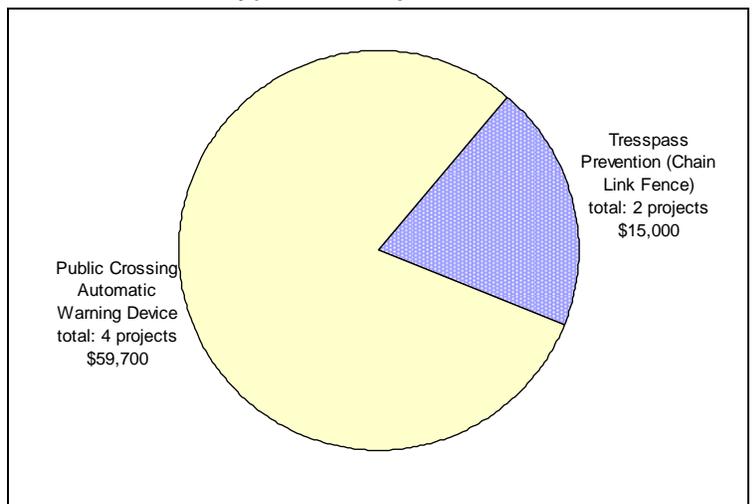
Location of Awards by County



Grant Recipients



Types of Projects Funded



Local Airport Aid Grant Program

Administered By:
 Department of Transportation
 Aviation Division

General Information

Program Purpose: The Local Airport Aid Grant Program offers grants to the state's public-use airports for planning, acquisition, construction, improvement, maintenance, or operation. The purpose of the program is to preserve, protect, and promote a safe and efficient air transportation infrastructure system in Washington. The program also allows the state to use these state funds to leverage federal funds.

The focus of the program is on small, local airports. State statute limits awards to \$250,000, making the program less relevant to larger airports. Airports eligible for aid directly from the Federal Aviation Administration (the largest airports) must pursue these federal funds for a project before applying for state aid. So while they are eligible, the larger airports have mostly opted not to seek state funding, instead leaving these funds available for smaller airports.

Mission Statement: The Aviation Division strives to maximize aviation as a local economic catalyst with a long-term focus while ensuring a safe and efficient air transportation system. In achieving its vision, the Division shall: (1) Strive for a more complete state airport aid program that is responsive to the needs of the communities; and (2) Identify and prioritize airport needs and secure long-term funding to meet those needs.

Year Established: 1947

Legislative Intent: RCW 47.68.010

Enabling State Statutes:
 RCW 47.68.010 and 090

It is hereby declared that the purpose of this chapter is to further the public interest and aeronautical progress by providing for the protection and promotion of safety in aeronautics; . . . by granting to a state agency such powers and imposing upon it such duties that the state may . . . assist in the development of a statewide system of airports . . .

Administrative Rules:
 None.

Is there a separate governing board? No.

Budget Information

Recent Biennial Budgets	1997-99	1999-01	2001-03	2003-05	2005-07
New Appropriation for Administration	(Not reported)	314,400	240,300	489,000	393,500
New Appropriation for Grants	1,912,566	2,304,000	2,302,000	2,949,000	2,717,200
Expenditure for Administration	290,690	275,715	230,528	586,367	(not estimated)
Funds Awarded for Grants**	1,511,269*	1,679,247*	1,495,337	2,254,908	(estimated) 3,122,830

*Note: Funds expended, rather than awards made.

**Note: The amounts reported in Funds Awarded include reappropriations; some projects are completed under budget, while the completion of other projects crosses biennia.

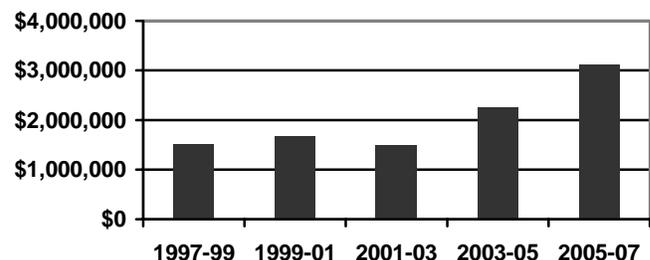
FTEs for the Program in 2005-07: 2.0

Fund Account(s):
 039 – Aeronautics Account

Fund Sources:

- Aircraft registration fee
- Aviation gas tax

Funds Awarded for Grants



Recent Changes to Funding Pattern: The Legislature authorized a 3-cent increase in the aviation gas tax along with a \$7 increase to the Pilot Registration fee in July 2003. In July 2005, the Pilot Registration fee was abolished and replaced by a 1-cent increase to the aviation gas tax. The Legislature has also authorized supplemental budget requests in the past. Beginning in 2005, the program began acting as grant administrator for federal pass-through construction grants.

Additional Program/Project Funding Information	Frequency of the Grant/Loan Cycle: Typically 2-3 rounds per biennium.	
	Does the Legislature Approve Project Selection? No.	
	Number of Projects Selected in 2005: 38	
	Total Amount Awarded in 2005: \$1,739,616	
	What Determines the Total Amount Available for Grants or Loans in a Given Time Period? Legislative appropriation in the state Transportation Budget.	
	Maximum Amount That Can Be Awarded to a Project: Per statute, \$250,000.	
	Matching Requirements: As policy, airport sponsors (grantees) must match a minimum of 5% of total project cost. Local matches can be in-kind volunteer labor and materials, if properly documented.	
Interest Rate Charged: While statute authorizes the Division to offer loans, the Division does not currently do so.	Repayment Statistics: Not applicable (grants only).	

Eligible Applicants and Projects	Who Is Eligible To Apply?	What Categories of Projects Are Eligible?	Award Type:
	<input checked="" type="checkbox"/> Cities and Towns <input checked="" type="checkbox"/> Counties <input checked="" type="checkbox"/> Port Districts <input checked="" type="checkbox"/> Other Special Purpose Districts <input checked="" type="checkbox"/> Tribes <input type="checkbox"/> State Agencies <input type="checkbox"/> Non-Profit Organizations <input type="checkbox"/> Private Businesses <input checked="" type="checkbox"/> Other	<input type="checkbox"/> Roads <input type="checkbox"/> Bridges <input type="checkbox"/> Railroads or Grade Crossings <input checked="" type="checkbox"/> Airports <input type="checkbox"/> Ferries <input type="checkbox"/> Transit and Park & Rides <input type="checkbox"/> Bicycle & Pedestrian Mobility <input type="checkbox"/> Transportation Planning & Management <input type="checkbox"/> Environmental Protection <input type="checkbox"/> Land/Historic Preservation <input type="checkbox"/> Other <input type="checkbox"/> Basic Infrastructure <input type="checkbox"/> Other Infrastructure (Buildings, Facilities, Recreation)	<input checked="" type="checkbox"/> Grants <input type="checkbox"/> Loans
	<p>Eligible Projects: Per statute, grant funds may be used for the planning, acquisition, construction, improvement, maintenance, or operation of an airport. Under certain conditions, the Division will consider applications for emergency projects.</p> <p>Special Qualifications Regarding Who Can Apply: An applicant must own or control an airport that is open to the public. Eligible owners/controllers are defined in statute as counties, cities, towns, authorities, districts, or other political subdivisions or public corporations, and federally-recognized tribes. The airport must have an approved Airport Layout Plan in order for the program to fund infrastructure projects.</p>		

Special Qualifications Regarding Project Eligibility: The program currently funds projects related to pavement, safety, maintenance, security, or planning. Planning grants include assistance in developing an Airport Layout Plan.

Recent Changes in Eligible Applicants or Categories of Projects: All of the Division's policies and procedures governing the Airport Aid Grant Program are outlined in the Airport Aid Grant Procedures Manual, which was developed and put into place in 2001.

Timing and Steps in the Process:

Spring of odd-numbered years	The Legislature and the Governor complete work on the state Transportation Budget, including the appropriation for this program.
After the budget passes	The Division puts out a call for applications.
In one month	Applications are due. If the applications are incomplete, Division staff work with the applicant to have the sponsor submit the required information.
In one month	Division staff conduct a threshold review and a scoring of eligible applications, producing a ranked list.
	The list is submitted to the Director of Aviation for final approval.

What Drives the Timing of the Application and Award Process? The Division reports that the program typically awards approximately half of the allotted grant funds at the beginning of the biennium (July of odd-numbered years). The program then awards the other half of the funds halfway through the biennium but slightly earlier in the construction season (March or April of even-numbered years) so that airport sponsors are not so challenged in getting construction completed before fall or winter. If additional funds are left after the second round (either due to increased revenues or supplemental budget appropriations), the program may hold a third round of grant awards near the end of the biennium (January or February of odd-numbered years).

Evaluation Criteria:

The Aviation Division allocates grant funds in two stages, first by Airport Type, and then by Project Type. With regard to Airport Type, approximately 55% of grant funds are allocated to airports that are eligible to receive federal funds, with the remaining 45% distributed to the category of all of the other airports.

Grant funds are then further allocated by Project Type, with 75% allocated to pavement projects, 15% for safety projects, and 10% for maintenance, security, or planning projects. The Division has a separate set of evaluation criteria for each of these project types, then a set of other evaluation considerations. These are spelled out in the WSDOT Airport Aid Grant Procedures Manual.

Recent Changes to the Process or Evaluation Criteria: None since the Manual was developed and put into place in 2001.

Program Goals and Objectives:

The Airport Aid Grant Procedures Manual identifies the primary goal of the program as keeping Washington's aviation system healthy and strong, with the second goal of distributing public funds in a manner that meets state laws and requirements.

The 2005-07 Strategic Business Plan for the WSDOT Aviation Division identifies the following goals:

- Strive to maintain serviceability and fairness of current public investments in the aviation system, taking into account different classes of airports;
- Maximize value and impact of public investment in the aviation system statewide;
- Meet priority needs of local airports through alternative funding sources; and
- Support state security priorities.

Application and Award Process

Program Goals, Objectives, and Performance Measures

Performance Measures and Program Performance:

The Division reports that the agency is measuring the performance of this grant program by tracking on-time and on-budget project delivery. The agency selected five focus projects for individual project reporting, based on the size and visibility of each project. The Division will track planned and actual results on the following milestones for the five selected projects:

- Start of Preliminary Engineering – Phase 1;
- Bid Advertisement Date – Phase 2;
- Operationally Complete – Phase 3; and
- Completed On-Budget.

The program also tracks the amount of federal funds leveraged.

Program Challenges or Issues Identified by the Agency:

The Department notes that:

- A number of these airport aid grants go to very small, rural jurisdictions that do not have staff experienced in aviation matters, or grant administration. It is a frequent challenge to try to keep the construction projects on track (i.e., on-time and on-budget) when WSDOT Aviation does not have any direct control over the project or project resources;
- Somewhat related to the issue above, the small rural jurisdictions also do not have a thorough understanding and experience with implementing all of the requirements under state law concerning public works construction (i.e., consultant selection, environmental regulation, etc.). It is a frequent challenge to ensure that all of these projects meet all state legal requirements for public works construction;
- The grant awards are tied to the state's biennial budget cycle. However, this does not coincide, or align very well, with either the FAA's federal fiscal year or the natural construction season.

Agency-Identified
Challenges/Issues

For Additional Information:

Department of Transportation, Aviation Division website
<http://www.wsdot.wa.gov/aviation/grants>

Website

Runway Safety Grant Program

Administered By:
 Department of Transportation
 Aviation Division

General Information

Program Purpose: The Runway Safety Grant Program (a non-competitive sub-program of the Local Airport Aid Grant Program) assists the Federal Aviation Administration in its efforts to reduce the severity, number, and rate of runway incursions by increasing awareness of the issue through education and training opportunities to pilots and airport operators. The program makes small grants of state funds available to facilities that host FAA training and education sessions, and then receive a runway safety assessment by the FAA. The grants are targeted at increasing runway safety by making investments in airport infrastructure that will mitigate problems identified by the safety assessment.

The Department explains that, while eligible, the state's larger airports have mostly opted not to seek this state funding, instead leaving the funds available for smaller airports.

Mission Statement: The Aviation Division strives to maximize aviation as a local economic catalyst with a long-term focus while ensuring a safe and efficient air transportation system. In achieving its vision, the Division shall: (1) Strive for a more complete state airport aid program that is responsive to the needs of the communities; and (2) Identify and prioritize airport needs and secure long-term funding to meet those needs.

Year Established: 2005

Legislative Intent: RCW 47.68.010

Enabling State Statutes:
 RCW 47.68.010 and 090

It is hereby declared that the purpose of this chapter is to further the public interest and aeronautical progress by providing for the protection and promotion of safety in aeronautics; . . . by granting to a state agency such powers and imposing upon it such duties that the state may . . . assist in the development of a statewide system of airports . . .

Administrative Rules:
 None.

Is there a separate governing board? No.

Budget Information

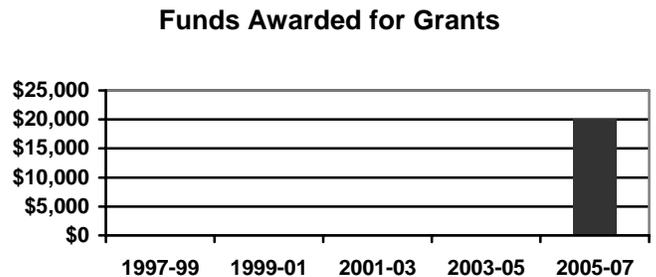
Recent Biennial Budgets	1997-99	1999-01	2001-03	2003-05	2005-07
New Appropriation for Administration					*
New Appropriation for Grants					*
Expenditure for Administration					
Funds Awarded for Grants					(estimated) 20,000

*Note: The Runway Safety Grant Program is a sub-program of the Local Airport Grant Program. See the profile for that program for full appropriations.

FTEs for the Program in 2005-07:
 Less than 0.5

Fund Account(s):
 039 – Aeronautics Account

- Fund Sources:**
- Aircraft registration fee
 - Aviation gas tax



Recent Changes to Funding Pattern: None (program new in 2005).

Additional Program/Project Funding Information	Frequency of the Grant/Loan Cycle: On-going (state fiscal year).	
	Does the Legislature Approve Project Selection? No.	
	Number of Projects Selected in 2005: 6	
	Total Amount Awarded in 2005: \$15,000	
	What Determines the Total Amount Available for Grants or Loans in a Given Time Period? Legislative appropriation in the state Transportation Budget for the maximum amount for the Local Airport Aid Grant Program, then the Department allocates a portion of the total to this sub-program.	
	Maximum Amount That Can Be Awarded to a Project: Per policy, \$2,500. This is a one-time grant opportunity per airport sponsor.	
	Matching Requirements: Per policy, the local sponsor must contribute a minimum 5% match.	
Interest Rate Charged: Not applicable (grants only).		Repayment Statistics: Not applicable (grants only).

Eligible Applicants and Projects	Who Is Eligible To Apply?	What Categories of Projects Are Eligible?	Award Type:
	<input checked="" type="checkbox"/> Cities and Towns <input checked="" type="checkbox"/> Counties <input checked="" type="checkbox"/> Port Districts <input checked="" type="checkbox"/> Other Special Purpose Districts <input checked="" type="checkbox"/> Tribes <input type="checkbox"/> State Agencies <input type="checkbox"/> Non-Profit Organizations <input type="checkbox"/> Private Businesses <input checked="" type="checkbox"/> Other	<input type="checkbox"/> Roads <input type="checkbox"/> Bridges <input type="checkbox"/> Railroads or Grade Crossings <input checked="" type="checkbox"/> Airports <input type="checkbox"/> Ferries <input type="checkbox"/> Transit and Park & Rides <input type="checkbox"/> Bicycle & Pedestrian Mobility <input type="checkbox"/> Transportation Planning & Management <input type="checkbox"/> Environmental Protection <input type="checkbox"/> Land/Historic Preservation <input type="checkbox"/> Other <input type="checkbox"/> Basic Infrastructure <input type="checkbox"/> Other Infrastructure (Buildings, Facilities, Recreation)	<input checked="" type="checkbox"/> Grants <input type="checkbox"/> Loans
	<p>Eligible Projects: As part of the process for this grant program, the FAA conducts a runway safety assessment. The results of the assessment can be used to identify eligible projects that will lead to increased runway safety. Typical projects include, but are not limited to:</p> <ul style="list-style-type: none"> • Runway hold position markings; • Runway hold position signs; • Airport layout/taxi diagrams; • Aviation radios; • Flashing amber beacons; and • UNICOM/CTAF frequency signs. 		
<p>Special Qualifications Regarding Who Can Apply: To be eligible for program funds, an airport sponsor must coordinate an education and training event for local pilots with the FAA Northwest Mountain Region, Runway Safety Program Team. Sponsors can partner with other airports in their region to maximize attendance and participation. If training is coordinated under a multi-airport sponsored training event, each participating airport is eligible to receive a grant.</p> <p>The Department notes that, while they are eligible, the state's larger airports have mostly opted not to seek this state funding, leaving the funds available for smaller airports.</p>			

Special Qualifications Regarding Project Eligibility:	Eligible projects must have a direct correlation to increased runway safety.
	Recent Changes in Eligible Applicants or Categories of Projects: None (program new in 2005).

Application and Award Process	Timing and Steps in the Process:	
	Spring of odd-numbered years	The Legislature and the Governor complete work on the state Transportation Budget, including the appropriation for the larger Airport Aid program. The Department allocates a portion of that total to this grant program.
	On-going	Airport sponsors host an FAA education and training event. Sponsors can contact the Aviation Division for assistance in coordinating the FAA Runway Safety Team and scheduling the education and training event, followed by the FAA runway safety assessment.
		Sponsors submit grant applications to the Department based on the FAA's recommendations for increased runway safety.
		Department staff review the applications.
		The Director of Aviation makes the decisions about approval of grant applications.
	What Drives the Timing of the Application and Award Process? Airport sponsors are eligible to participate in the program and apply for funds at any time of the year. Grants can be awarded at any time of the year as well, provided there are grant funds still available in the biennium.	
Evaluation Criteria:		
The Department notes that the program is non-competitive; applicants must meet the eligibility requirements.		
Recent Changes to the Process or Evaluation Criteria: None (program new in 2005).		

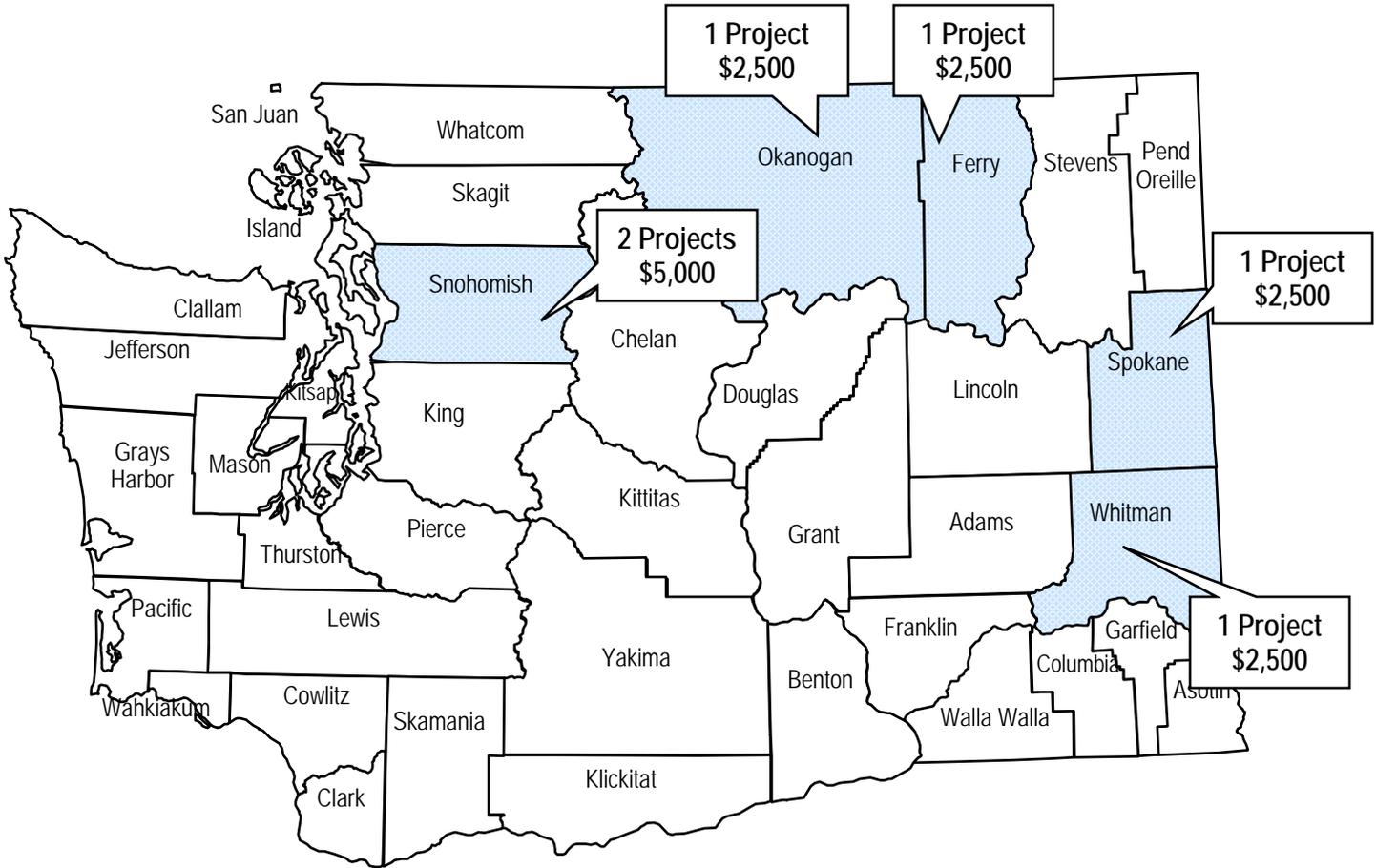
Program Goals, Objectives, and Performance Measures	Program Goals and Objectives:	
	The goal of the Runway Safety Grant Program is to assist the Federal Aviation Administration in its objective to reduce the severity, number, and rate of runway incursions.	
	For the 2005-07 biennium, the more specific goal of the Aviation Division for this program is to expand the runway program participation by 10 airports.	
Performance Measures and Program Performance:		
Performance is measured by the number of airports participating in the runway safety program. To date, six out of the target number of 10 airports have participated this biennium.		

Agency-Identified Challenges \ Issues	Program Challenges or Issues Identified by the Agency:
	None reported.

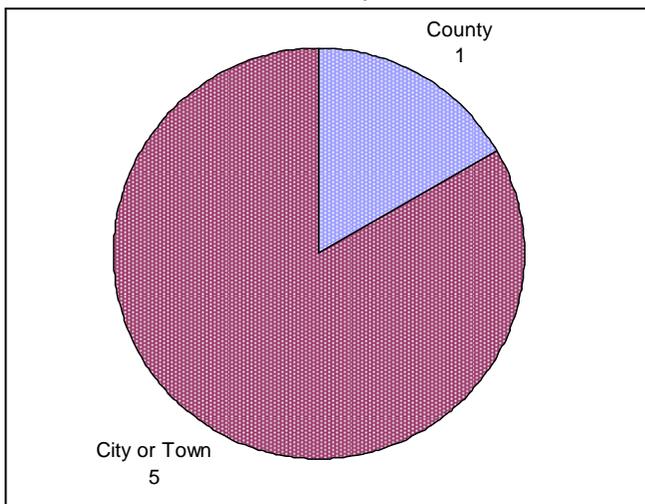
Web site	For Additional Information:
	Department of Transportation, Aviation Division website http://www.wsdot.wa.gov/aviation/grants

Runway Safety Grant Program Awards, 2005

Location of Awards by County



Grant Recipients



Types of Projects Funded

All projects must have a direct correlation to increased airport runway safety.

Passenger-Only Ferry Grant Program

Administered By:
 Department of Transportation
 Highways and Local Programs Division

General Information	Program Purpose: The purpose of the Passenger-Only Ferry Grant Program is to provide operating or capital grants for ferry systems operated by county ferry districts or public transportation benefit areas for operation of passenger-only ferry service.	
	Mission Statement: The Highways and Local Programs Division serves as the steward of the local agency federal aid program by administering and managing federal funds from project development through construction administration. In addition, the Division provides technical assistance and training, and promotes cooperative planning and partnerships between the state Department of Transportation and local agencies.	
	Year Established: 2006	Legislative Intent: ESSB 6787 (2006), Section 4(1)
	Enabling State Statutes: ESSB 6787 (2006)	The Department of Transportation shall establish a ferry grant program subject to availability of amounts appropriated for this specific purpose. The purpose of the grant program is to provide operating or capital grants for ferry systems as provided in chapters 36.54 and 36.57A RCW to operate passenger-only ferry service.
	Administrative Rules: None.	
Is there a separate governing board? No.		

Budget Information	Recent Biennial Budgets	1997-99	1999-01	2001-03	2003-05	2005-07	
	New Appropriation for Administration						
	New Appropriation for Grants					9,000,000	
	Expenditure for Administration						
	Funds Awarded for Grants					**	
	**Note: No funds have been awarded under this program as of September 2006. The timelines specified in the 2006 legislation call for early steps in the award process to be completed by October and November 2006.						
	FTEs for the Program in 2005-07: None currently; the Department reports there may be a need for one or more FTEs in the future once the program is more active.	No funds have been awarded under this new grant program as of September 2006.					
	Fund Account(s): 203-1 – Passenger Ferry Account						
Fund Sources: Passenger fare and other miscellaneous revenue. Revenue will also come from the sale of two Washington State Ferry vessels.							
Recent Changes to Funding Pattern: The 2006 legislation directs the Department to present an independent appraisal of the market value of the Washington State Ferry vessels <i>Snohomish</i> and <i>Chinook</i> to the Legislature and to the Governor by November 1, 2006. The Department is to sell or otherwise dispose of these vessels for market value and to deposit the proceeds of the sales into the Passenger Ferry Account as soon as practicable upon the Governor's approval of a business plan also described in the bill.							

Additional Program/Project Funding Information	Frequency of the Grant/Loan Cycle: The Department reports that, when implemented, the award cycle will likely be on a biennial cycle, dependent upon revenue availability and subject to legislative appropriation.	
	Does the Legislature Approve Project Selection? No.	
	Number of Projects Selected in 2005: 0 (Legislation new in 2006.)	
	Total Amount Awarded in 2005: \$0	
	What Determines the Total Amount Available for Grants or Loans in a Given Time Period? Legislative appropriation in the state Transportation Budget.	
	Maximum Amount That Can Be Awarded to a Project: None established.	
	Matching Requirements: None established; however, the legislation directs the Department to give priority to grant applications with local or federal matching funds.	
	Interest Rate Charged: Not applicable (grants only).	Repayment Statistics: Not applicable (grants only).

Eligible Applicants and Projects	Who Is Eligible To Apply?	What Categories of Projects Are Eligible?	Award Type:
	<input type="checkbox"/> Cities and Towns	<input type="checkbox"/> Roads	<input checked="" type="checkbox"/> Grants
	<input checked="" type="checkbox"/> Counties	<input type="checkbox"/> Bridges	<input type="checkbox"/> Loans
	<input type="checkbox"/> Port Districts	<input type="checkbox"/> Railroads or Grade Crossings	
	<input checked="" type="checkbox"/> Other Special Purpose Districts	<input type="checkbox"/> Airports	
	<input type="checkbox"/> Tribes	<input checked="" type="checkbox"/> Ferries	
<input type="checkbox"/> State Agencies	<input type="checkbox"/> Transit and Park & Rides		
<input type="checkbox"/> Non-Profit Organizations	<input type="checkbox"/> Bicycle & Pedestrian Mobility		
<input type="checkbox"/> Private Businesses	<input type="checkbox"/> Transportation Planning & Management		
<input type="checkbox"/> Other	<input type="checkbox"/> Environmental Protection		
	<input type="checkbox"/> Land/Historic Preservation		
	<input type="checkbox"/> Other		
	<input type="checkbox"/> Basic Infrastructure		
	<input type="checkbox"/> Other Infrastructure (Buildings, Facilities, Recreation)		
Eligible Projects: Operating and capital costs for operation of passenger-only ferries.			
Special Qualifications Regarding Who Can Apply: County ferry districts and public transportation benefit areas are eligible to apply. A county that wants to create a ferry district to assume a passenger-only ferry route between Vashon and Seattle must meet certain population and location criteria and must first receive approval from the Governor after submitting a complete business plan to the Governor and to the Legislature by November 1, 2006. In order to be considered for assuming the route, the ferry district must ensure that operation of the route will not be contracted out to a private entity, that all existing labor agreements will be honored, and that operations will begin no later than July 1, 2007. A public transportation benefit area seeking funding for a passenger-only ferry route between Kingston and Seattle must also first receive approval from the Governor after submitting a complete business plan to the Governor and to the Legislature by November 1, 2006.			
Special Qualifications Regarding Project Eligibility: None beyond what is described above.			
Recent Changes in Eligible Applicants or Categories of Projects: None (new in 2006).			

Application and Award Process	Timing and Steps in the Process:	
	The actual steps and timing for a regular grant application and review process have yet to be determined. Here are some key dates identified in the 2006 legislation:	
	By October 31, 2006	The Department of Transportation must have an independent appraisal of the market value of the Washington State Ferry vessels <i>Snohomish</i> and <i>Chinook</i> .
	By November 1, 2006	<ul style="list-style-type: none"> • The Department must present the appraisal to the Transportation Committees of the Legislature and to the Governor. • A county proposing to create a ferry district to assume a passenger-only route between Vashon and Seattle must submit a complete business plan to the Governor and to the Legislature. • A public transportation benefit area seeking funding for a passenger-only ferry route between Kingston and Seattle must submit a complete business plan to the Governor and to the Legislature.
	What Drives the Timing of the Application and Award Process? The Department notes that key factors will be the availability of funds and the appropriation authority the Legislature provides.	
	Evaluation Criteria:	
The 2006 legislation directs the Department to give priority to grant applications that provide continuity of existing passenger-only ferry service and that include local or federal matching funds.		
Recent Changes to the Process or Evaluation Criteria: None (new legislation in 2006).		

Program Goals, Objectives, and Performance Measures	Program Goals and Objectives:
	The goal of the Passenger-Only Ferry Grant Program is the continuation of passenger-only ferry service on the Seattle-Vashon run, the restart of the Seattle-Kingston run, and/or the start-up of new passenger-only services elsewhere.
	Performance Measures and Program Performance:
The 2006 legislation directs the Department to maintain a level of service for the Vashon to Seattle passenger-only ferry route as it existed on January 1, 2006, until such time as the Legislature approves a county ferry district's assumption of the route, with the district providing a level of service at or exceeding the state level.	

Agency-Identified Challenges/Issues	Program Challenges or Issues Identified by the Agency:
	None reported.

Website	For Additional Information:
	(No specific website yet.)

Public Works Trust Fund Construction Loan Program

Administered By:

Department of Community, Trade and Economic
Development, Public Works Board

General Information	Program Purpose: The Public Works Trust Fund Construction Loan Program is a revolving low- or no-interest loan fund that helps eligible jurisdictions finance critical public works needs. Eligible activities include repair, replacement, rehabilitation, new construction, reconstruction, or improvement of drinking water, wastewater, stormwater, road, bridge, and solid waste/recycling public works systems to meet current standards for existing users and to meet needs for reasonable 20-year population growth.	
	Mission Statement: The mission of the Public Works Board is to provide financial and technical assistance to Washington communities for critical public health, safety, and environmental infrastructure that supports economic vitality.	
	Year Established: 1985	Legislative Intent: RCW 43.155.010
	Enabling State Statutes: Chapter 43.155 RCW	It is the policy of the state of Washington to encourage self-reliance by local governments in meeting their public works needs and to assist in the financing of critical public works projects by making loans, financing guarantees, and technical assistance available to local governments for these projects.
Administrative Rules: Chapter 399-30 WAC		
Is there a separate governing board? Yes, the Public Works Board. The Board establishes policies to guide each biennial project selection process, and the Board establishes the Construction Loan Program project list, which is then submitted to the Legislature for approval.		

Budget Information	Recent Biennial Budgets	1997-99	1999-01	2001-03	2003-05	2005-07
	New Appropriation for Administration*	2,035,527	2,124,000	1,911,000	2,103,100	2,128,444
	New Appropriation for Loans**	180,977,000	296,743,000	308,373,000	416,200,000	288,900,000
	Expenditure for Administration*	1,713,047	1,979,992	1,565,400	2,103,100	(estimated) 2,128,444
	Funds Awarded for Loans**	202,834,000	290,520,707	277,685,000	394,800,473	(estimated) 252,781,253
<p>*Note: The information regarding administration in the table above represents the combined figures for <u>all four</u> of the Public Works Trust Fund programs described in this and the next three program profiles.</p> <p>**Note: The New Appropriation for Loans amount is the amount available to the Board for <u>all four</u> PWTF loan programs in that biennium. The Funds Awarded for Loans amount is the amount awarded for Construction loans only. The balance between the two amounts is the amount the Board put toward the other three loan programs and can be found in the following loan program profiles.</p>						

Additional Program/Project Funding Information	FTEs for the Program in 2005-07: 8.8 FTEs administer all four of the Public Works Trust Fund loan programs	<table border="1" style="display: none;"> <caption>Funds Awarded for Loans</caption> <thead> <tr> <th>Biennium</th> <th>Funds Awarded (\$)</th> </tr> </thead> <tbody> <tr> <td>1997-99</td> <td>~200,000,000</td> </tr> <tr> <td>1999-01</td> <td>~280,000,000</td> </tr> <tr> <td>2001-03</td> <td>~250,000,000</td> </tr> <tr> <td>2003-05</td> <td>~380,000,000</td> </tr> <tr> <td>2005-07</td> <td>~250,000,000</td> </tr> </tbody> </table>	Biennium	Funds Awarded (\$)	1997-99	~200,000,000	1999-01	~280,000,000	2001-03	~250,000,000	2003-05	~380,000,000	2005-07	~250,000,000
	Biennium		Funds Awarded (\$)											
	1997-99		~200,000,000											
1999-01	~280,000,000													
2001-03	~250,000,000													
2003-05	~380,000,000													
2005-07	~250,000,000													
Fund Account(s): 058-1 – Public Works Assistance Account (also known as Public Works Trust Fund)														
Fund Sources: <ul style="list-style-type: none"> • Initially established with bond proceeds • Loan repayments and interest • RCW 82.18.040: 100% of the Solid Waste Collection Tax • RCW 82.16.020: 60% of the Public Utility Tax on sewerage collection and 20% of the Public Utility Tax on water distribution • RCW 82.45.060: 6.1% of the state portion of the Real Estate Excise Tax • Use of the Accelerated Loan Commitment Model 														
Recent Changes to Funding Pattern: In 2005, the Legislature earmarked dollars in the Public Works Assistance Account for purposes other than trust fund loans: \$50 million for specific Job/Economic Development Grants projects in 2005-07; up to \$50 million in the 2007-09 biennium for a new Job Development Fund Program; and a percentage (1 and 6/10 %) of the Real Estate Excise Tax previously deposited into the Public Works Assistance Account was redirected to a new City-County Assistance Account. The Public Works Board estimates that the transfer to the City-County Assistance Account averages about \$25 million per biennium that is no longer available for funding through the Public Works Trust Fund programs.														

Additional Program/Project Funding Information	Frequency of the Grant/Loan Cycle: Annual, based on the state fiscal year.	
	Does the Legislature Approve Project Selection? Yes.	
	Number of Projects Selected in 2005: 64	
	Total Amount Awarded in 2005: \$155 million	
	What Determines the Total Amount Available for Grants or Loans in a Given Time Period? The passing of legislation authorizing the construction loan project list. In the establishment of the list to send to the Legislature, the Public Works Board is factoring in the amount that can be lent from the trust fund while still retaining fund integrity, based in part on projected loan repayments and interest, and projected revenues from the four tax sources.	
	Maximum Amount That Can Be Awarded to a Project: This is set by Public Works Board policy; in recent biennia, the maximum has ranged from \$7 million to \$10 million per applicant per biennium.	
	Matching Requirements: Per Public Works Board policy, construction loans require a minimum 5% match from the applicant. If the applicant provides a greater % match, the applicant can receive a lower interest rate.	
	Interest Rate Charged: With a 15% local match → 0.5% With a 10% local match → 1.0% With a 5% local match → 2.0%	Repayment Statistics: No loan defaults.

Eligible Applicants and Projects	Who Is Eligible To Apply? <input checked="" type="checkbox"/> Cities and Towns <input checked="" type="checkbox"/> Counties <input type="checkbox"/> Port Districts <input checked="" type="checkbox"/> Other Special Purpose Districts <input type="checkbox"/> Tribes <input type="checkbox"/> State Agencies <input type="checkbox"/> Non-Profit Organizations <input type="checkbox"/> Private Businesses <input type="checkbox"/> Other	What Categories of Projects Are Eligible? <input checked="" type="checkbox"/> Roads <input checked="" type="checkbox"/> Bridges <input type="checkbox"/> Railroads or Grade Crossings <input type="checkbox"/> Airports <input type="checkbox"/> Ferries <input type="checkbox"/> Transit and Park & Rides <input type="checkbox"/> Bicycle & Pedestrian Mobility <input type="checkbox"/> Transportation Planning & Management <input type="checkbox"/> Environmental Protection <input type="checkbox"/> Land/Historic Preservation <input type="checkbox"/> Other <input checked="" type="checkbox"/> Basic Infrastructure <input type="checkbox"/> Other Infrastructure (Buildings, Facilities, Recreation)	Award Type: <input type="checkbox"/> Grants <input checked="" type="checkbox"/> Loans
	<p>Eligible Projects: Eligible projects include repair, replacement, rehabilitation, new construction, reconstruction, or improvements of drinking water, wastewater, stormwater, road, bridge, and solid waste/recycling public works systems to meet current standards for existing users and to meet needs for reasonable 20-year population growth.</p>		
	<p>Special Qualifications Regarding Who Can Apply: To qualify for loans from this program, statute requires that a local government meet all the following conditions: (a) the city or county must be imposing a real estate excise tax at a rate of at least ¼ of 1%; (b) the local government must have developed a capital facility plan; and (c) the local government must be using all local revenue sources which are reasonably available for funding public works, taking into account local employment and economic factors. Additionally, except where necessary to address a public health need or substantial environmental degradation, statute requires a city, town, or county planning under the Growth Management Act to have adopted a comprehensive plan, including a capital facilities plan and development regulations.</p> <p>Per rule, applicants must be in full compliance with the Growth Management Act. Full compliance includes adoption of the required planning components, no invalidity orders, and no unresolved findings by a Growth Management hearings board that the local government is out of compliance.</p>		
	<p>Special Qualifications Regarding Project Eligibility: WAC 399-30-030(3) provides detail on which project costs are eligible for public works loans.</p>		
	<p>Recent Changes in Eligible Applicants or Categories of Projects: None.</p>		

Application and Award Process	Timing and Steps in the Process:	
	Note: The Public Works Board has a single application that applicants use to apply for the Board's Construction, Pre-Construction, Planning, and/or Emergency Loan programs.	
	Every March	The Public Works Board staff host between four and seven workshops around the state for potential applicants. These workshops are conducted in concert with staff from the Department of Health's Office of Drinking Water and also cover the two drinking water loan/grant programs that involve the Board. Applications, guidelines, and other materials are available on the Board's website.
Early May	Applications are due to the Board. Assistance has been available from Board staff to individual applicants as they prepare their applications.	

May	Initial screening for applicant/project eligibility by Board staff.
May – July	Board staff score eligible projects using the criteria below. Based on this scoring, staff prepare a draft ranked list of projects.
Late July/ Early August	Board staff compare this ranked list of projects with the ranked list developed by the Department of Health for the Drinking Water State Revolving Fund program, looking for applicants who have applied to both programs. Staff work with any such applicants, also offering them a choice of which program to use.
Early August	The Public Works Board reviews the preliminary ranked list of projects. The Board often requests that staff collect or verify information about projects, for example, possible coordination with other funding agencies.
Between the two August Board meetings	Board staff collect the additional information requested by the Board.
Mid- to late-August	The Board reviews the initial ranked list and the additional information provided by staff. Per rule, the Board may adjust the list based on factors such as geographical balance and economic distress. The Board develops a final recommended list of projects to submit to the Legislature.
September/ October	The recommended list moves through the CTED and Governor budget development process. Per statute, Board staff must prepare a report for the fiscal committees of the Legislature with information about loans made in the prior fiscal year and about the projects on the prioritized list recommended for funding consideration in the coming legislative session.
Legislative session – Spring	The Legislature considers the recommended project list in the form of a bill. Per statute, the Legislature may remove projects from the recommended list but cannot change the order of projects on the list.
What Drives the Timing of the Application and Award Process? The timing of the process is based on the need for the project list to be incorporated into executive branch budget development and to be ready for the Legislature at the beginning of each session.	
Evaluation Criteria:	
<p>Criteria used by staff in scoring applications:</p> <p><u>Project Need and Solution</u></p> <ul style="list-style-type: none"> Project category (6 points maximum) Description of the need for the project and the solution (34 points maximum) <p><u>Local Management</u></p> <ul style="list-style-type: none"> Readiness to proceed (6 points maximum) System maintenance and operations (18 points maximum) Administrative, financial, and planning (18 points maximum) System capital improvements (18 points maximum) <p>Maximum total points: 100</p>	<p>Per rule, the Board may adjust project rankings based on the following factors:</p> <ul style="list-style-type: none"> • Geographical balance; • Economic distress; • Type of project; • Type of jurisdiction; • Past management practices of the applicant; and • Other criteria the Board considers advisable.
Recent Changes to the Process or Evaluation Criteria: In 2006, the criterion of readiness-to-proceed was incorporated expressly as a scoring item. Previously Board staff collected information on readiness-to-proceed as part of the additional information considered by the Board. Board staff indicate that the Board plans to reassess the existing process, with possible changes by the 2009 construction cycle.	

Program Goals and Objectives:

For all of the Public Works Trust Fund programs:

- Keep the program flexible enough to respond to the changing environment of infrastructure systems and public need;
- Minimize administrative costs while maximizing the use of the fund for critical infrastructure projects;
- Maintain good stewardship of the Public Works Assistance Account;
- Educate citizens on the need for critical infrastructure projects; and
- Continue to work cooperatively with other funders (e.g. DOH, CDBG, CERB, Ecology, and USDA Rural Development).

Performance Measures and Program Performance:

The Board provided information about two categories of performance measures: measures for clients, and measures for Board operations. With regard to measures for clients, the Board reports that, since 2001, applicants must identify the benefits of their proposed projects in their applications, and the Board uses this information as a component in prioritizing projects for funding. In 2003, the Board required performance measures as a part of the contractual agreement. As projects are completed and measures are reported, the Board indicates that it reports these to the Legislature in its Annual Legislative Report.

Currently clients have a range of individual performance measures, for example:

- One project plans to make sewer service available to more than 200 existing homes, which are currently connected to individual on-site septic systems. Within one year of project completion, at least 50 homes will be connected to the sewer, and their septic systems decommissioned; and
- For a road project, the applicant expects at least a 20% reduction in preventable accidents four years after the project's completion.

The Board indicates that it is in the process of standardizing the performance measures for its clients in order to enable a more unified set of information to be gathered, reported and interpreted. The Board plans to hold focus groups around the state to receive input from clients and stakeholders in Fall 2006.

With regard to its own performance measures, the Board has just completed its seven-year Strategic Plan for 2007-2014. The next step will be for the Board to create program performance measures, for example, the number of contracts executed, the number of contracts closed out on time, and the number of loan payments received.

Program Challenges or Issues Identified by the Agency:

The Board notes the following challenges:

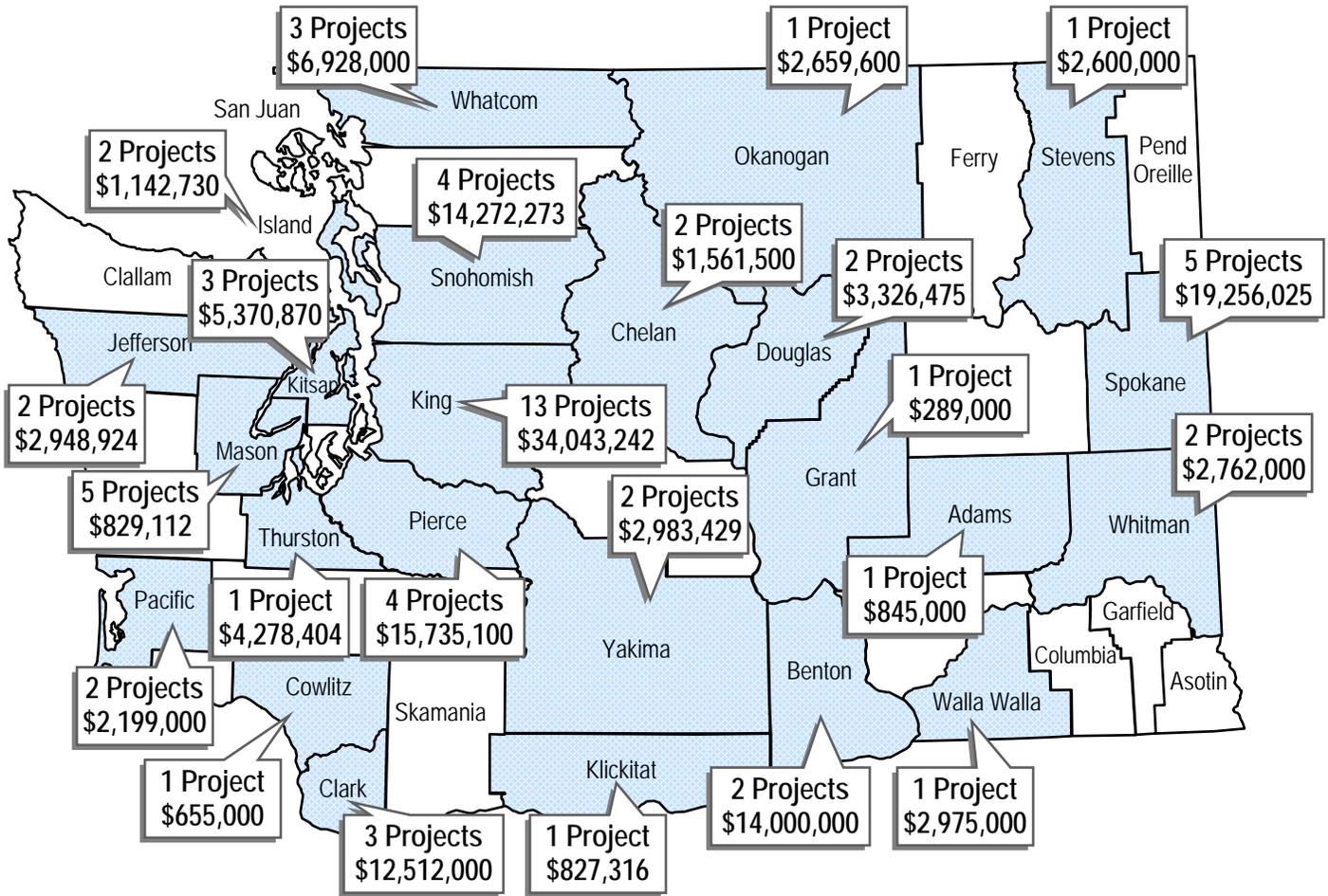
- The lack of enough available funding to meet the infrastructure need. This is exacerbated when funds are appropriated from the Public Works Assistance Account for other purposes;
- Balancing competing statewide funding priorities such as balancing economic development needs with public health and safety needs; and
- As a result of increasing regulatory requirements, many infrastructure projects (e.g. drinking water and sewer projects) are much more expensive and take longer to build than in previous years. Examples of increasing regulatory requirements are new water quality regulations, homeland security requirements such as fencing, alarm systems, and cameras, and the new Executive Order 05-05 (Historic & Cultural Resources). These new requirements can have a major impact, especially on smaller jurisdictions.

For Additional Information:

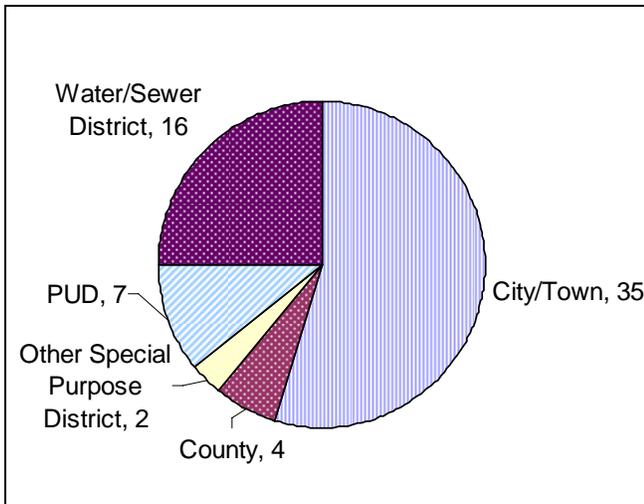
The Public Works Board website:
<http://www.pwb.wa.gov>

Public Works Trust Fund Construction Loan Program Awards, 2005

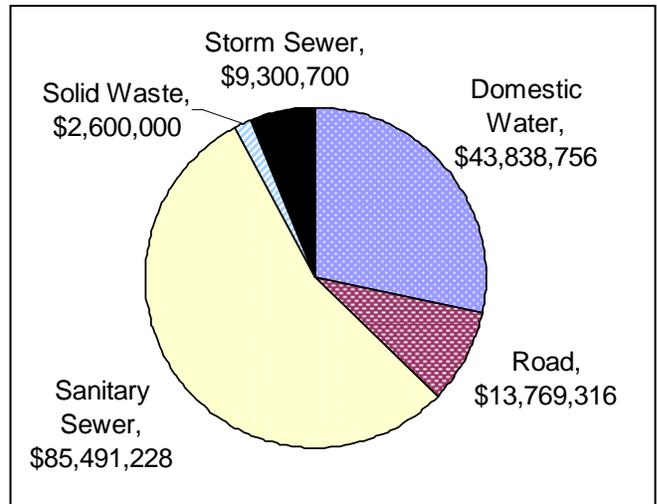
Location of Awards by County



Loan Recipients



Types of Projects Funded



Public Works Trust Fund Pre-Construction Loan Program

Administered By:

Department of Community, Trade and Economic
Development, Public Works Board

General Information

Program Purpose: The Public Works Trust Fund Pre-Construction Loan Program is a revolving low-interest loan fund that helps eligible jurisdictions pay for pre-construction activities on public works projects. Pre-construction activities are activities such as project design, engineering, bid-document preparation, environmental studies, right of way acquisition, and other preliminary phases of public works projects. Projects may address drinking water, wastewater, stormwater, road, bridge, or solid waste/recycling public works systems.

Mission Statement: The mission of the Public Works Board is to provide financial and technical assistance to Washington communities for critical public health, safety, and environmental infrastructure that supports economic vitality.

Year Established: 1995

Legislative Intent: RCW 43.155.068(1)

Enabling State Statutes:
RCW 43.155.068

The Board may make low-interest or interest-free loans to local governments for preconstruction activities on public works projects before the Legislature approves the construction phase of the project . . . The purpose of the loans authorized in this section is to accelerate the completion of public works projects by allowing preconstruction activities to be performed before the approval of the construction phase of the project by the Legislature.

Administrative Rules:
Chapter 399-30 WAC

Is there a separate governing board? Yes, the Public Works Board. The Board establishes policies to guide the project selection process and determines whether proposed projects receive funding.

Budget Information

Recent Biennial Budgets	1997-99	1999-01	2001-03	2003-05	2005-07
New Appropriation for Administration*					
New Appropriation for Loans**	See Construction Loan Program profile for more information				
Expenditure for Administration*					
Funds Awarded for Loans**	7,073,069	18,044,925	30,540,621	29,929,848	(estimated) 37,455,000

*Note: The Public Works Board provided information on administration appropriations and expenditures for all four Public Works Trust Fund programs combined. These aggregated figures appear in the profile for the Construction Loan Program.

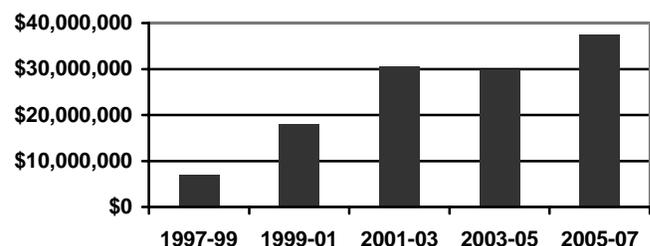
**Note: Per statute, not more than 15% of the biennial capital appropriation to the Public Works Board from the Public Works Assistance Account may be expended or obligated for preconstruction loans, emergency loans, or loans for planning. Of this 15%, statute puts additional constraints on amounts for emergency loans and planning.

FTEs for the Program in 2005-07:
8.8 FTEs administer all four of the Public Works Trust Fund loan programs

Fund Account(s):

058-1 – Public Works Assistance Account
(also known as Public Works Trust Fund)

Funds Awarded for Loans



Fund Sources:

- Initially established with bond proceeds
- Loan repayments and interest
- RCW 82.18.040: 100% of the Solid Waste Collection Tax
- RCW 82.16.020: 60% of the Public Utility Tax on sewerage collection and 20% of the Public Utility Tax on water distribution
- RCW 82.45.060: 6.1% of the state portion of the Real Estate Excise Tax
- Use of the Accelerated Loan Commitment Model

Recent Changes to Funding Pattern: In 2005, the Legislature earmarked dollars in the Public Works Assistance Account for purposes other than trust fund loans: \$50 million for specific Job/Economic Development Grants projects in 2005-07; up to \$50 million for the 2007-09 biennium for a new Job Development Fund Program; and a percentage (1 and 6/10 %) of the Real Estate Excise Tax previously deposited into the Public Works Assistance Account was redirected to a new City-County Assistance Account. The Public Works Board estimates that the transfer to the City-County Assistance Account averages about \$25 million per biennium that is no longer available for funding through the Public Works Trust Fund programs.

Additional Program/Project Funding Information

Frequency of the Grant/Loan Cycle: Open cycle; the Board accepts applications by the 5th of any month.

Does the Legislature Approve Project Selection? No.

Number of Projects Selected in 2005: 43

Total Amount Awarded in 2005: \$25,305,304

What Determines the Total Amount Available for Grants or Loans in a Given Time Period?

Per statute, not more than 15% of the biennial capital budget appropriation to the Board from the Public Works Assistance Account may be expended or obligated for preconstruction loans, emergency loans, or loans for capital facility planning. Of the 15%, not more than 10% may be for emergency loans, and not more than 1% may be for capital facility planning loans.

Maximum Amount That Can Be Awarded to a Project:

Per Public Works Board policy, the maximum amount is \$1,000,000 per jurisdiction per biennium.

Matching Requirements: Per Public Works Board policy, loans require a minimum 5% match from the applicant. If the applicant provides a greater % match, the applicant can receive a lower interest rate.

Interest Rate Charged:

With a 15% local match → 0.5%

With a 10% local match → 1.0%

With a 5% local match → 2.0%

Repayment Statistics:

No loan defaults.

Eligible Applicants and Projects	Who Is Eligible To Apply?		What Categories of Projects Are Eligible?		Award Type:
	<input checked="" type="checkbox"/> Cities and Towns		<input checked="" type="checkbox"/> Roads		<input type="checkbox"/> Grants
	<input checked="" type="checkbox"/> Counties		<input checked="" type="checkbox"/> Bridges		<input checked="" type="checkbox"/> Loans
	<input type="checkbox"/> Port Districts		<input type="checkbox"/> Railroads or Grade Crossings		
	<input checked="" type="checkbox"/> Other Special Purpose Districts		<input type="checkbox"/> Airports		
	<input type="checkbox"/> Tribes		<input type="checkbox"/> Ferries		
<input type="checkbox"/> State Agencies		<input type="checkbox"/> Transit and Park & Rides			
<input type="checkbox"/> Non-Profit Organizations		<input type="checkbox"/> Bicycle & Pedestrian Mobility			
<input type="checkbox"/> Private Businesses		<input type="checkbox"/> Transportation Planning & Management			
<input type="checkbox"/> Other		<input type="checkbox"/> Environmental Protection			
		<input type="checkbox"/> Land/Historic Preservation			
		<input type="checkbox"/> Other			
		<input checked="" type="checkbox"/> Basic Infrastructure			
		<input type="checkbox"/> Other Infrastructure (Buildings, Facilities, Recreation)			
Eligible Projects: Eligible preconstruction activities include project design, engineering, bid document preparation, environmental studies, and right of way acquisition. Projects may address drinking water, wastewater, stormwater, road, bridge, or solid waste/recycling public works systems.					
Special Qualifications Regarding Who Can Apply: To qualify for loans from this program, statute requires that a local government meet all the following conditions: (a) the city or county must be imposing a real estate excise tax at a rate of at least ¼ of 1%; (b) the local government must have developed a capital facility plan; and (c) the local government must be using all local revenue sources which are reasonably available for funding public works, taking into account local employment and economic factors. Additionally, except where necessary to address a public health need or substantial environmental degradation, statute requires a city, town, or county planning under the Growth Management Act to have adopted a comprehensive plan, including a capital facilities plan and development regulations. Per rule, applicants must be in full compliance with the Growth Management Act. Full compliance includes adoption of the required planning components, no invalidity orders, and no unresolved findings by a Growth Management hearings board that the local government is out of compliance.					
Special Qualifications Regarding Project Eligibility: WAC 399-30-030(3) provides detail on which project costs are eligible for public works loans.					
Recent Changes in Eligible Applicants or Categories of Projects: None.					
Application and Award Process	Timing and Steps in the Process:				
	Note: The Public Works Board has a single application that applicants use to apply for the Board's Construction, Pre-Construction, Planning, and/or Emergency Loan programs.				
	Any time of year	The program is on an open cycle, and applicants can submit an application to the Public Works Board by the 5 th of any month.			
	Month 1	Upon receipt, Board staff perform a threshold review on the application to make sure the applicant fulfills the eligibility and minimum qualification requirements.			
Month 1 or 2	For applications meeting the requirements, Board staff score the application according to the number of points awarded for responses provided by the applicant regarding local management efforts and project need. Staff provide the Board information on the evaluation and scoring of applications.				

	Month 1 or 2	The Public Works Board considers a ranked list of projects based on the staff scoring process.
	Month 1 or 2	The Public Works Board makes a decision about whether to approve a loan to a ranked project.
	What Drives the Timing of the Application and Award Process? The applicant makes the initial decision about when to apply to this program.	
Evaluation Criteria:		
Criteria used by staff in scoring applications:		
<u>Project Need and Solution</u>		
Project category (6 points maximum)		
Description of the need for the project and the solution (34 points maximum)		
<u>Local Management</u>		
Readiness to proceed (6 points maximum)		
System maintenance and operations (18 points maximum)		
Administrative, financial, and planning (18 points maximum)		
System capital improvements (18 points maximum)		
Maximum total points: 100		
Recent Changes to the Process or Evaluation Criteria: In 2006, the criterion of readiness-to-proceed was incorporated expressly as a scoring item. Previously Board staff collected information on readiness-to-proceed as part of the additional information considered by the Board. Board staff indicate that the Board plans to reassess the existing process, with possible changes by the 2009 construction cycle.		

Program Goals, Objectives, and Performance Measures	Program Goals and Objectives:	
	For all of the Public Works Trust Fund programs:	
	<ul style="list-style-type: none"> • Keep the program flexible enough to respond to the changing environment of infrastructure systems and public need; • Minimize administrative costs while maximizing the use of the fund for critical infrastructure projects; • Maintain good stewardship of the Public Works Assistance Account; • Educate citizens on the need for critical infrastructure projects; and • Continue to work cooperatively with other funders (e.g. DOH, CDBG, CERB, Ecology, and USDA Rural Development). 	
Performance Measures and Program Performance:		
The Board provided information about two categories of performance measures: measures for clients, and measures for Board operations. With regard to measures for clients, the Board reports that, since 2001, applicants must identify the benefits of their proposed projects in their applications, and the Board uses this information as a component in prioritizing projects for funding. In 2003, the Board required performance measures as a part of the contractual agreement. As projects are completed and measures are reported, the Board indicates that it reports these to the Legislature in its Annual Legislative Report.		
Currently clients have a range of individual performance measures, for example:		
<ul style="list-style-type: none"> • One project plans to make sewer service available to more than 200 existing homes, which are currently connected to individual on-site septic systems. Within one year of project completion, at least 50 homes will be connected to the sewer, and their septic systems decommissioned; and • For a road project, the applicant expects at least a 20% reduction in preventable accidents four years after the project's completion. 		
(continued on next page)		

The Board indicates that it is in the process of standardizing the performance measures for its clients in order to enable a more unified set of information to be gathered, reported and interpreted. The Board plans to hold focus groups around the state to receive input from clients and stakeholders in Fall 2006.

With regard to its own performance measures, the Board has just completed its seven-year Strategic Plan for 2007-2014. The next step will be for the Board to create program performance measures, for example, the number of contracts executed, the number of contracts closed out on time, and the number of loan payments received.

Program Challenges or Issues Identified by the Agency:

Agency-Identified
Challenges/Issues

The Board notes the following challenges:

- The lack of enough available funding to meet the infrastructure need. This is exacerbated when funds are appropriated from the Public Works Assistance Account for other purposes;
- Balancing competing statewide funding priorities such as balancing economic development needs with public health and safety needs; and
- As a result of increasing regulatory requirements, many infrastructure projects (e.g. drinking water and sewer projects) are much more expensive and take longer to build than in previous years. Examples of increasing regulatory requirements are new water quality regulations, homeland security requirements such as fencing, alarm systems, and cameras, and the new Executive Order 05-05 (Historic & Cultural Resources). These new requirements can have a major impact, especially on smaller jurisdictions.

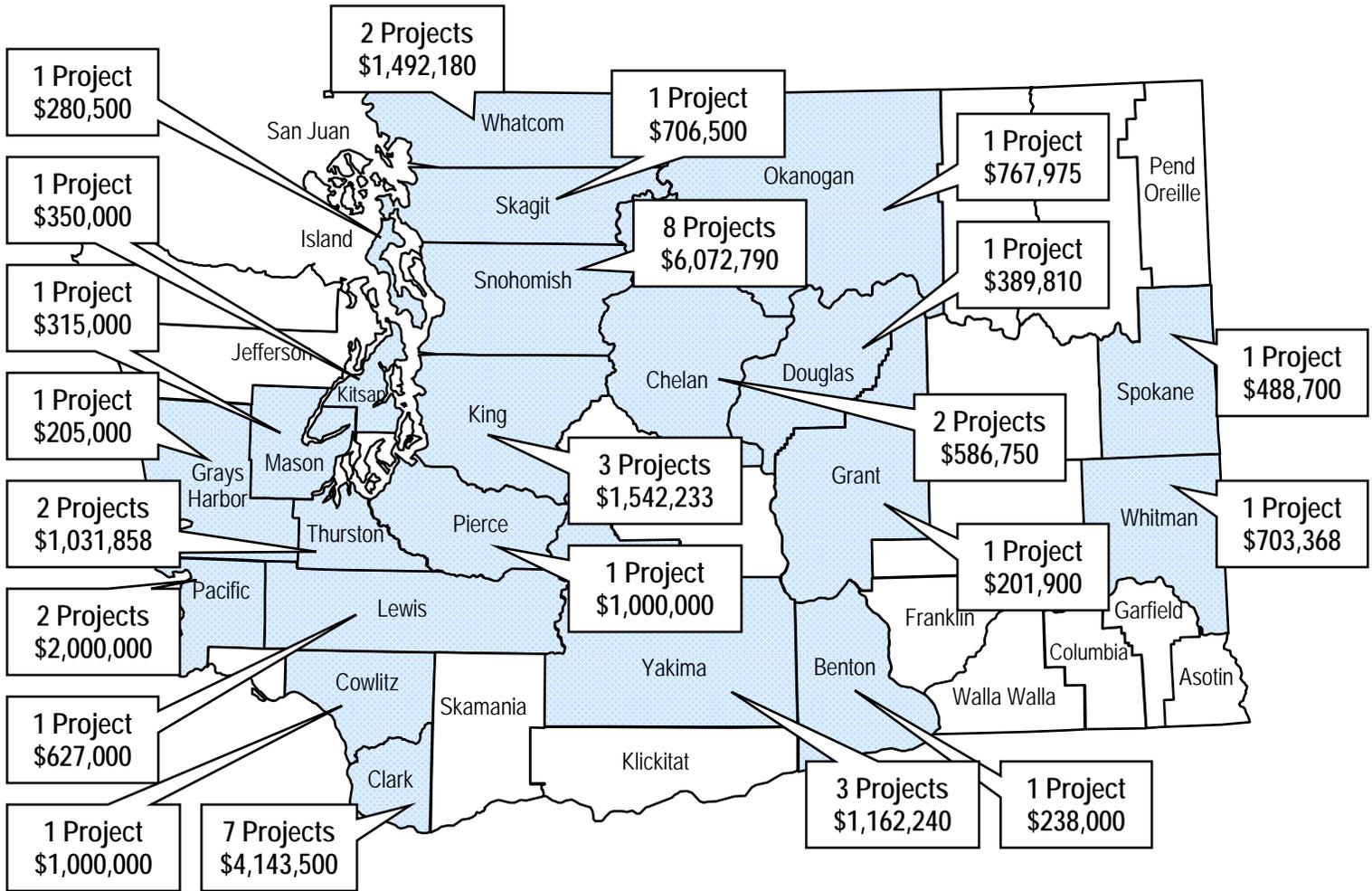
For Additional Information:

Website

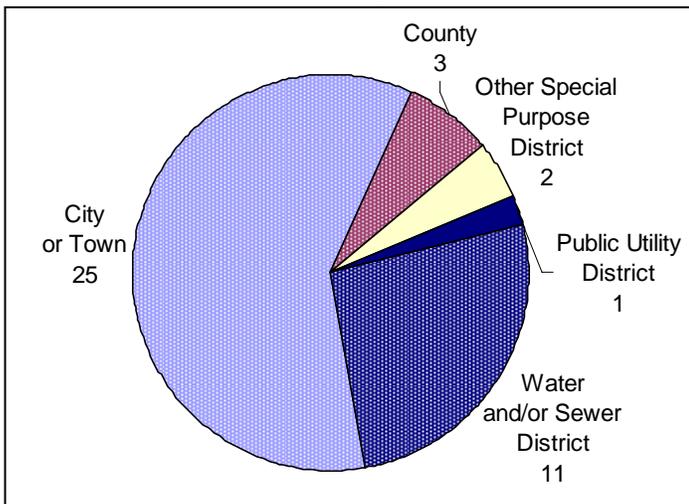
The Public Works Board website:
<http://www.pwb.wa.gov>

Public Works Trust Fund Pre-Construction Loan Program Awards, 2005

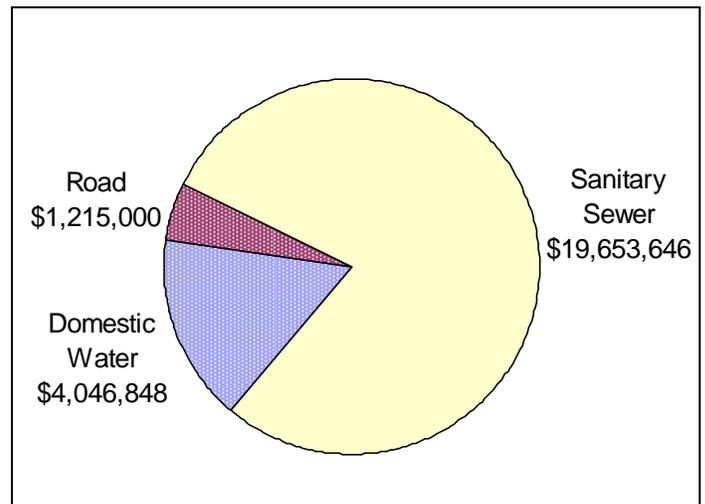
Location of Awards by County



Loan Recipients



Types of Projects Funded



Public Works Trust Fund Planning Loan Program

Administered By:

Department of Community, Trade and Economic
Development, Public Works Board

General Information

Program Purpose: The Public Works Trust Fund Planning Loan Program is a revolving no-interest loan program that provides funds to eligible jurisdictions for updating their long-term Capital Facilities Plans or Comprehensive Systems Plans. Planning may address drinking water, wastewater, stormwater, road, bridge, or solid waste/recycling systems, and the planning funds may be used for either a single system or multiple systems. A brand new jurisdiction could apply to this program to help pay for a first-time planning effort; however, the vast majority of program loans are for the updating of plans.

Mission Statement: The mission of the Public Works Board is to provide financial and technical assistance to Washington communities for critical public health, safety, and environmental infrastructure that supports economic vitality.

Year Established: 1989

Legislative Intent: RCW 43.155.050(1)

Enabling State Statutes:
RCW 43.155.020(6) and
RCW 43.155.050(1)

Money in the Public Works Assistance Account shall be used to make loans and to give financial guarantees to local governments for public works projects. . . . not more than 1% of the biennial capital budget appropriation may be expended for capital facility planning loans.

Administrative Rules:
Chapter 399-30 WAC

Is there a separate governing board? Yes, the Public Works Board. The Board establishes policies to guide the project selection process and determines whether proposed planning projects receive funding.

Budget Information

Recent Biennial Budgets	1997-99	1999-01	2001-03	2003-05	2005-07
New Appropriation for Administration*					
New Appropriation for Loans**	Up to 1% of the total Capital Budget biennial appropriation				
Expenditure for Administration*					
Funds Awarded for Loans**	45,000	562,422	612,978	2,027,282	(estimated) 2,889,000

*Note: The Public Works Board provided information on administration appropriations and expenditures for all four Public Works Trust Fund programs combined. These aggregated figures appear on the profile for the Construction Loan Program.

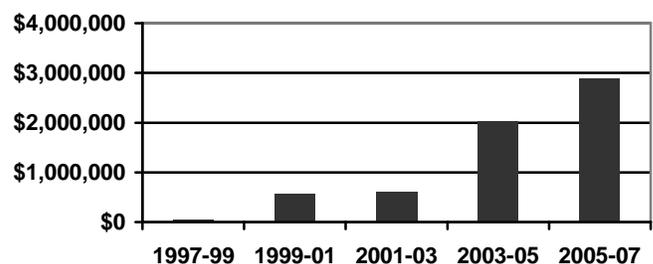
**Note: Per statute, not more than 1% of the biennial Capital Budget appropriation may be used for these planning loans. The totals shown here as Funds Awarded are a subset of the total amounts shown in the Construction Loan Program profile.

FTEs for the Program in 2005-07:
8.8 FTEs administer all four of the Public Works Trust Fund loan programs

Fund Account(s):

058-1 – Public Works Assistance Account
(also known as Public Works Trust Fund)

Funds Awarded for Loans



Fund Sources:

- Initially established with bond proceeds
- Loan repayments and interest
- RCW 82.18.040: 100% of the Solid Waste Collection Tax
- RCW 82.16.020: 60% of the Public Utility Tax on sewerage collection and 20% of the Public Utility Tax on water distribution
- RCW 82.45.060: 6.1% of the state portion of the Real Estate Excise Tax
- Use of the Accelerated Loan Commitment Model

Recent Changes to Funding Pattern: In 2005, the Legislature earmarked dollars in the Public Works Assistance Account for purposes other than trust fund loans: \$50 million for specific Job/Economic Development Grants projects in 2005-07; up to \$50 million for the 2007-09 biennium for a new Job Development Fund Program; and a percentage (1 and 6/10 %) of the Real Estate Excise Tax previously deposited into the Public Works Assistance Account was redirected to a new City-County Assistance Account. The Public Works Board estimates that the transfer to the City-County Assistance Account averages about \$25 million per biennium that is no longer available for funding through the Public Works Trust Fund programs.

Additional Program/Project Funding Information

Frequency of the Grant/Loan Cycle: Open cycle; the Board accepts applications by the 5th of any month.

Does the Legislature Approve Project Selection? No.

Number of Projects Selected in 2005: 11

Total Amount Awarded in 2005: \$848,205

What Determines the Total Amount Available for Grants or Loans in a Given Time Period?

Per statute, no more than 1% of the biennial capital budget appropriation to the Board from the Public Works Assistance Account may be for capital facility planning loans.

Maximum Amount That Can Be Awarded to a Project:

Per Board policy, the maximum amount is \$100,000 per jurisdiction per biennium.

Matching Requirements: Per Board policy, no match is required.

Interest Rate Charged:

Per Board policy, 0%. The Board reviews this policy annually.

Repayment Statistics:

No loan defaults.

Eligible Applicants and Projects	Who Is Eligible To Apply? <input checked="" type="checkbox"/> Cities and Towns <input checked="" type="checkbox"/> Counties <input type="checkbox"/> Port Districts <input checked="" type="checkbox"/> Other Special Purpose Districts <input type="checkbox"/> Tribes <input type="checkbox"/> State Agencies <input type="checkbox"/> Non-Profit Organizations <input type="checkbox"/> Private Businesses <input type="checkbox"/> Other	What Categories of Projects Are Eligible? <input checked="" type="checkbox"/> Roads <input checked="" type="checkbox"/> Bridges <input type="checkbox"/> Railroads or Grade Crossings <input type="checkbox"/> Airports <input type="checkbox"/> Ferries <input type="checkbox"/> Transit and Park & Rides <input type="checkbox"/> Bicycle & Pedestrian Mobility <input checked="" type="checkbox"/> Transportation Planning & Management <input type="checkbox"/> Environmental Protection <input type="checkbox"/> Land/Historic Preservation <input type="checkbox"/> Other <input checked="" type="checkbox"/> Basic Infrastructure <input type="checkbox"/> Other Infrastructure (Buildings, Facilities, Recreation)	Award Type: <input type="checkbox"/> Grants <input checked="" type="checkbox"/> Loans
	Eligible Projects: Planning loans may be used for projects such as updates to Capital Facilities Plans, work on Comprehensive Systems Plans, and environmental assessments.		
	Special Qualifications Regarding Who Can Apply: Per statute, applicant cities or counties must be imposing a real estate excise tax at a rate of at least ¼ of 1%, and the local government must be using all local revenue sources which are reasonably available for funding public works, taking into account local employment and economic factors. Applicants must also be in compliance with the statutory and rule requirements with regard to the Growth Management Act. This includes the requirement to have already completed capital facility plans, and the majority of planning loans are for updates of existing plans. Board staff report that a brand new jurisdiction seeking funding to do its first capital facility plan could still apply to this program without having to meet the requirement to already have a completed plan.		
	Special Qualifications Regarding Project Eligibility: None beyond those above.		
	Recent Changes in Eligible Applicants or Categories of Projects: None.		

Application and Award Process	Timing and Steps in the Process:	
	Note: The Public Works Board has a single application that applicants use to apply for the Board's Construction, Pre-Construction, Planning, and/or Emergency Loan programs.	
	Any time of year	The program is on an open cycle, and applicants can submit an application to the Public Works Board by the 5 th of any month.
	Month 1	Upon receipt, Board staff perform a threshold review on the application to make sure the applicant fulfills the eligibility requirements. Planning loans are not competitive; the applicant must only meet the threshold requirements.
	Month 1	For applications meeting the requirements, Board staff prepare a recommendation report for the Board.
	Month 1 or 2	The Public Works Board makes a decision about whether to approve the loan at the next Board meeting.
What Drives the Timing of the Application and Award Process? The applicant makes the initial decision about when to apply to this program.		
Evaluation Criteria:		
Board staff review the application to see if it meets the eligibility requirements.		

Recent Changes to the Process or Evaluation Criteria: None.

Program Goals, Objectives, and Performance Measures

Program Goals and Objectives:

For all of the Public Works Trust Fund programs:

- Keep the program flexible enough to respond to the changing environment of infrastructure systems and public need;
- Minimize administrative costs while maximizing the use of the fund for critical infrastructure projects;
- Maintain good stewardship of the Public Works Assistance Account;
- Educate citizens on the need for critical infrastructure projects; and
- Continue to work cooperatively with other funders (e.g. DOH, CDBG, CERB, Ecology, and USDA Rural Development).

Performance Measures and Program Performance:

The Board provided information about two categories of performance measures: measures for clients, and measures for Board operations. With regard to measures for clients, the Board reports that, since 2001, applicants must identify the benefits of their proposed projects in their applications, and the Board uses this information as a component in prioritizing projects for funding. In 2003, the Board required performance measures as a part of the contractual agreement. As projects are completed and measures are reported, the Board indicates that it reports these to the Legislature in its Annual Legislative Report.

Currently clients have a range of individual performance measures, for example:

- One project plans to make sewer service available to more than 200 existing homes, which are currently connected to individual on-site septic systems. Within one year of project completion, at least 50 homes will be connected to the sewer, and their septic systems decommissioned; and
- For a road project, the applicant expects at least a 20% reduction in preventable accidents four years after the project's completion.

The Board indicates that it is in the process of standardizing the performance measures for its clients in order to enable a more unified set of information to be gathered, reported and interpreted. The Board plans to hold focus groups around the state to receive input from clients and stakeholders in Fall 2006.

With regard to its own performance measures, the Board has just completed its seven-year Strategic Plan for 2007-2014. The next step will be for the Board to create program performance measures, for example, the number of contracts executed, the number of contracts closed out on time, and the number of loan payments received.

Agency-Identified Challenges\Issues

Program Challenges or Issues Identified by the Agency:

The Board notes that, as additional requirements are imposed on local governments from the federal and state government, it is more challenging than ever for jurisdictions to meet all of these requirements. Some of the plans and reports required by these requirements are cost prohibitive. The Public Works Board offers small loans to jurisdictions for planning, but more resources are needed to assist local governments.

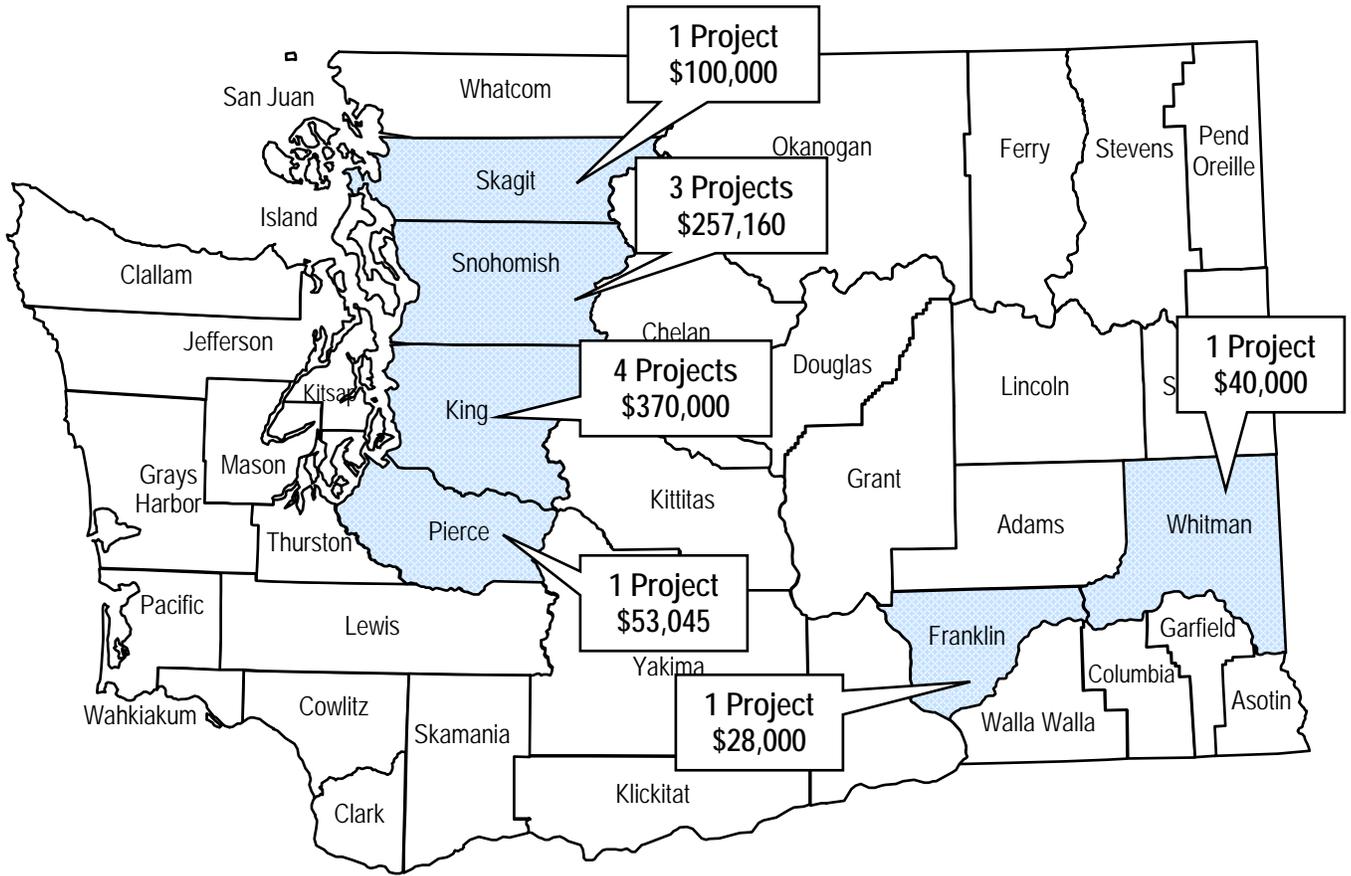
Website

For Additional Information:

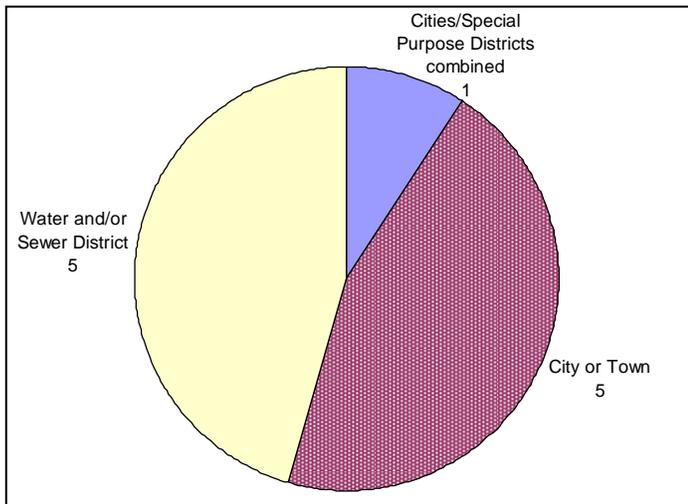
The Public Works Board website:
<http://www.pwb.wa.gov>

Public Works Trust Fund Planning Loan Program Awards, 2005

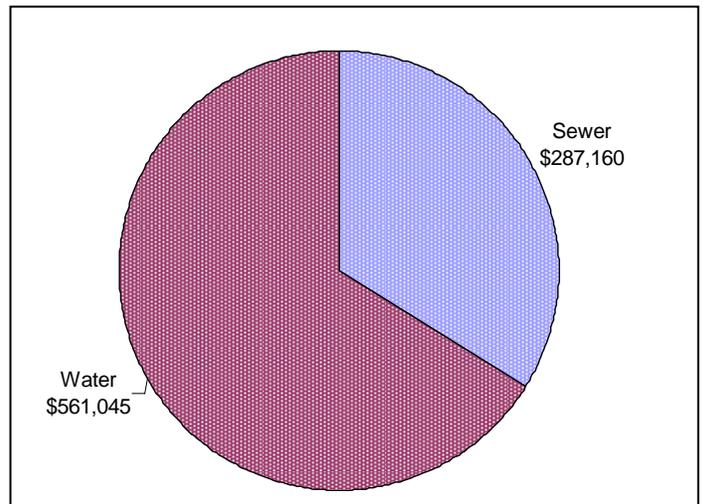
Location of Awards by County



Loan Recipients



Types of Planning Projects Funded



Public Works Trust Fund Emergency Loan Program

Administered By:

Department of Community, Trade and Economic
Development, Public Works Board

General Information

Program Purpose: The Public Works Trust Fund Emergency Loan Program provides eligible jurisdictions with funds for immediate repair and restoration of public works services and facilities that have been damaged by natural disaster or determined to be a threat to public health or safety through unforeseen or unavoidable circumstances. Emergency loan projects may be for drinking water, wastewater, stormwater, road, bridge, and solid waste/recycling public works systems.

Mission Statement: The mission of the Public Works Board is to provide financial and technical assistance to Washington communities for critical public health, safety, and environmental infrastructure that supports economic vitality.

Year Established: 1985

Legislative Intent: RCW 43.155.010

Enabling State Statutes:
Chapter 43.155 RCW

It is the policy of the state of Washington to encourage self-reliance by local governments in meeting their public works needs and to assist in the financing of critical public works projects by making loans, financing guarantees, and technical assistance available to local governments for these projects.

Administrative Rules:
Chapter 399-30 WAC

Is there a separate governing board? Yes, the Public Works Board. The Board establishes policies to guide the project selection process and determines whether or not to approve applications for emergency loans.

Budget Information

Recent Biennial Budgets	1997-99	1999-01	2001-03	2003-05	2005-07
New Appropriation for Administration*					
New Appropriation for Loans**	See Construction Loan Program profile for more information				
Expenditure for Administration*					
Funds Awarded for Loans**	487,515	2,477,480	2,300,817	2,293,170	Not yet available

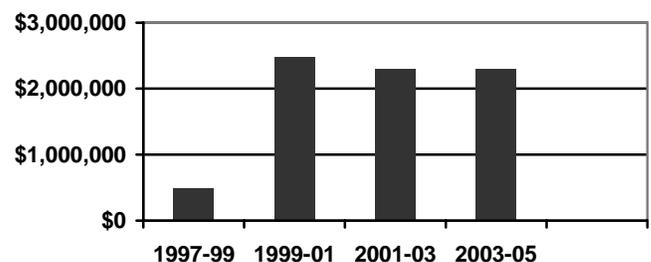
*Note: The Public Works Board provided information on administration appropriations and expenditures for all four Public Works Trust Fund programs combined. These aggregated figures appear in the profile for the Construction Loan Program.

**Note: Per statute, no more than 10% of the biennial Capital Budget appropriation may be for emergency loans. Per rule, this is reduced to 5%. The Board generally plans on no more than \$3 million per biennium for emergency loans.

FTEs for the Program in 2005-07:
8.8 FTEs administer all four of the Public Works Trust Fund loan programs

Fund Account(s):
058-1 – Public Works Assistance Account
(also know as Public Works Trust Fund)

Funds Awarded for Loans



Fund Sources:

- Initially established with bond proceeds
- Loan repayments and interest
- RCW 82.18.040: 100% of the Solid Waste Collection Tax
- RCW 82.16.020: 60% of the Public Utility Tax on sewerage collection and 20% of the Public Utility Tax on water distribution
- RCW 82.45.060: 6.1% of the state portion of the Real Estate Excise Tax
- Use of the Accelerated Loan Commitment Model

Recent Changes to Funding Pattern: In 2005, the Legislature earmarked dollars in the Public Works Assistance Account for purposes other than trust fund loans: \$50 million for specific Job/Economic Development Grants projects in 2005-07; up to \$50 million for the 2007-09 biennium for a new Job Development Fund Program; and a percentage (1 and 6/10 %) of the Real Estate Excise Tax previously deposited into the Public Works Assistance Account was redirected to a new City-County Assistance Account. The Public Works Board estimates that the transfer to the City-County Assistance Account averages about \$25 million per biennium that is no longer available for funding through the Public Works Trust Fund programs.

Additional Program/Project Funding Information

Frequency of the Grant/Loan Cycle: The Board would accept an emergency loan application in any month.

Does the Legislature Approve Project Selection? No.

Number of Projects Selected in 2005: 2

Total Amount Awarded in 2005: \$883,170

What Determines the Total Amount Available for Grants or Loans in a Given Time Period?

Per statute, no more than 10% of the biennial capital budget appropriation may be for emergency loans. Per rule, this is reduced to 5%. The Board generally plans on no more than \$3 million per biennium for emergency loans.

Maximum Amount That Can Be Awarded to a Project:

Per Board policy, \$500,000 per applicant per biennium.

Matching Requirements: None.

Interest Rate Charged: Per Board policy, 3%. Board staff report that this rate, which is higher than the rate for construction loans, is intended as a deterrent for using this emergency program to bypass the regular construction loan competitive process.

Repayment Statistics:

No loan defaults.

Eligible Applicants and Projects	Who Is Eligible To Apply? <input checked="" type="checkbox"/> Cities and Towns <input checked="" type="checkbox"/> Counties <input type="checkbox"/> Port Districts <input checked="" type="checkbox"/> Other Special Purpose Districts <input type="checkbox"/> Tribes <input type="checkbox"/> State Agencies <input type="checkbox"/> Non-Profit Organizations <input type="checkbox"/> Private Businesses <input type="checkbox"/> Other	What Categories of Projects Are Eligible? <input checked="" type="checkbox"/> Roads <input checked="" type="checkbox"/> Bridges <input type="checkbox"/> Railroads or Grade Crossings <input type="checkbox"/> Airports <input type="checkbox"/> Ferries <input type="checkbox"/> Transit and Park & Rides <input type="checkbox"/> Bicycle & Pedestrian Mobility <input type="checkbox"/> Transportation Planning & Management <input type="checkbox"/> Environmental Protection <input type="checkbox"/> Land/Historic Preservation <input type="checkbox"/> Other <input checked="" type="checkbox"/> Basic Infrastructure <input type="checkbox"/> Other Infrastructure (Buildings, Facilities, Recreation)	Award Type: <input type="checkbox"/> Grants <input checked="" type="checkbox"/> Loans
	Eligible Projects: Repair and restoration of public works services and facilities that have been damaged by natural disaster or determined to be a threat to public health or safety through unforeseen or unavoidable circumstances.		
	Special Qualifications Regarding Who Can Apply: The local government must officially declare an emergency. The statutory special qualifications for eligibility to other trust fund programs also apply: (a) the city or county must be imposing a real estate excise tax at a rate of at least ¼ of 1%; (b) the local government must have developed a capital facility plan; and (c) the local government must be using all local revenue sources which are reasonably available for funding public works, taking into account local employment and economic factors. <p>Per rule, applicants must be in full compliance with the Growth Management Act. Full compliance includes adoption of the required planning components, no invalidity orders, and no unresolved findings by a Growth Management hearings board that the local government is out of compliance.</p> <p>There may be exceptions to address a public health need or substantial environmental degradation.</p>		
	Special Qualifications Regarding Project Eligibility: WAC 399-30-030(3) provides detail on which project costs are eligible for public works loans.		
	Recent Changes in Eligible Applicants or Categories of Projects: None.		

Application and Award Process	Timing and Steps in the Process:	
	Note: The Public Works Board has a single application that applicants use to apply for the Board's Construction, Preconstruction, Planning, and/or Emergency Loan programs. Because of their emergency nature, there is no regular application cycle for emergency loans. Applicants may file requests throughout the year as an emergency situation arises.	
	At time of emergency	The local government makes an official declaration of an emergency. The local government fills out the sections of the application that are marked as being for emergency projects.
Within a month of receipt	Public Works Board staff review the applicant and the project for eligibility. Using the criteria below, staff conduct a threshold review of the application and may conduct a site visit. Board staff prepare a written report for the Board.	

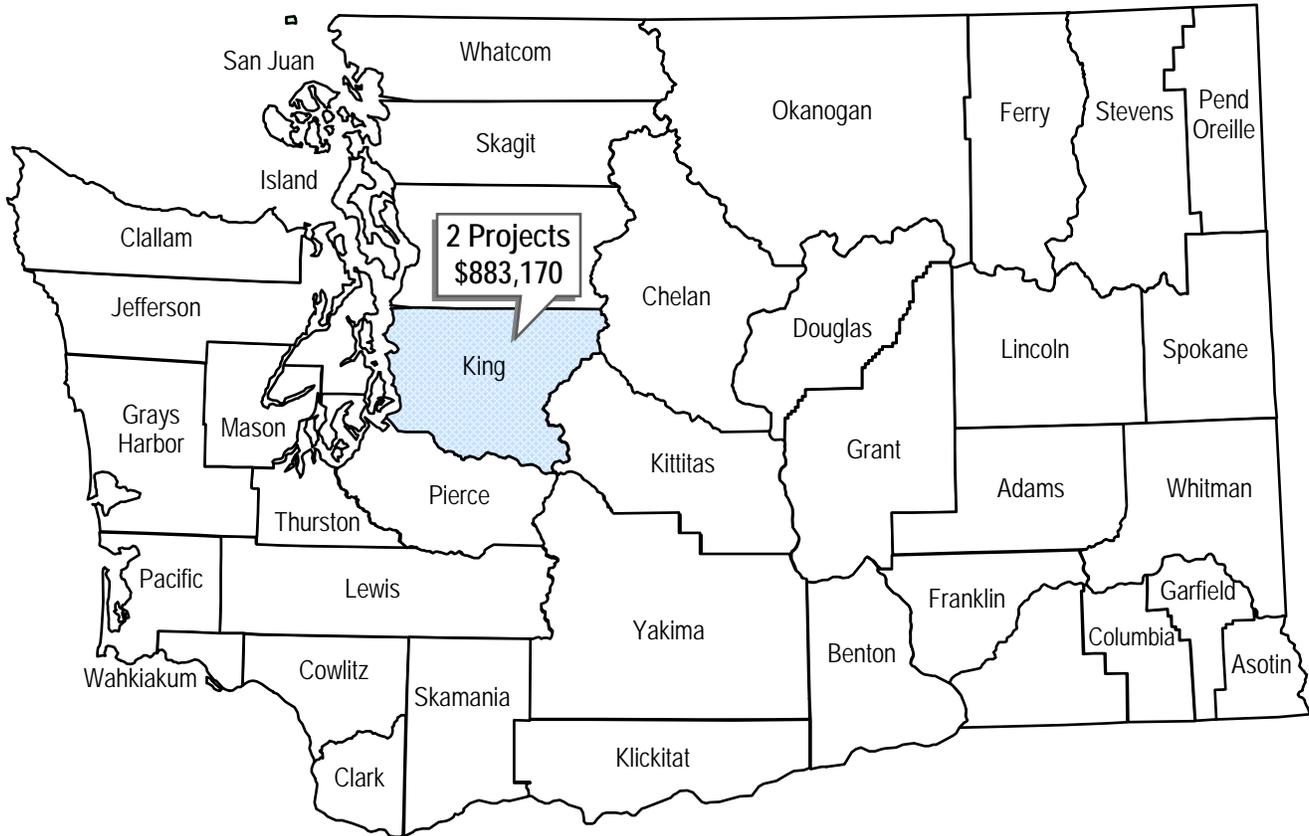
	Next Board meeting The Board determines whether or not to approve the emergency loan request.
What Drives the Timing of the Application and Award Process? An emergency event would drive the timing of any applications to this program.	
Evaluation Criteria:	
<p>As part of the threshold review, Board staff ask the applicant to describe:</p> <ul style="list-style-type: none"> • The nature of the emergency in terms of a natural disaster or other unforeseen and unavoidable circumstances beyond the control of the local government; • The nature and extent of the threat to public health and safety, including the number of people affected and the area affected; • Whether the situation is presently causing substantial harm, or whether and how it poses an emergent threat to life, property, or both; and • Why this problem needs to be addressed before the next regular application cycle for Public Works Trust Fund construction loan funds. 	
Recent Changes to the Process or Evaluation Criteria: None.	

Program Goals, Objectives, and Performance Measures	Program Goals and Objectives:
	<p>For all of the Public Works Trust Fund programs:</p> <ul style="list-style-type: none"> • Keep the program flexible enough to respond to the changing environment of infrastructure systems and public need; • Minimize administrative costs while maximizing the use of the fund for critical infrastructure projects; • Maintain good stewardship of the Public Works Assistance Account; • Educate citizens on the need for critical infrastructure projects; and • Continue to work cooperatively with other funders (e.g. DOH, CDBG, CERB, Ecology, and USDA Rural Development).
	Performance Measures and Program Performance:
	<p>The Board provided information about two categories of performance measures: measures for clients, and measures for Board operations. With regard to measures for clients, the Board reports that, since 2001, applicants must identify the benefits of their proposed projects in their applications, and the Board uses this information as a component in prioritizing projects for funding. In 2003, the Board required performance measures as a part of the contractual agreement. As projects are completed and measures are reported, the Board indicates that it reports these to the Legislature in its Annual Legislative Report.</p> <p>Currently clients have a range of individual performance measures, for example:</p> <ul style="list-style-type: none"> • One project plans to make sewer service available to more than 200 existing homes, which are currently connected to individual on-site septic systems. Within one year of project completion, at least 50 homes will be connected to the sewer, and their septic systems decommissioned; and • For a road project, the applicant expects at least a 20% reduction in preventable accidents four years after the project's completion. <p>The Board indicates that it is in the process of standardizing the performance measures for its clients in order to enable a more unified set of information to be gathered, reported and interpreted. The Board plans to hold focus groups around the state to receive input from clients and stakeholders in Fall 2006.</p> <p>With regard to its own performance measures, the Board has just completed its seven-year Strategic Plan for 2007-2014. The next step will be for the Board to create program performance measures, for example, the number of contracts executed, the number of contracts closed out on time, and the number of loan payments received.</p>

Agency-Identified Challenges\Issues	<p>Program Challenges or Issues Identified by the Agency:</p> <p>The Board notes that the challenges and issues raised about the other Public Works Trust Fund loan programs also apply to this program:</p> <ul style="list-style-type: none"> • The lack of enough available funding to meet the infrastructure need. This is exacerbated when funds are appropriated from the Public Works Assistance Account for other purposes; • Balancing competing statewide funding priorities such as balancing economic development needs with public health and safety needs; and • As a result of increasing regulatory requirements, many infrastructure projects (e.g. drinking water and sewer projects) are much more expensive and take longer to build than in previous years. Examples of increasing regulatory requirements are new water quality regulations, homeland security requirements such as fencing, alarm systems, and cameras, and the new Executive Order 05-05 (Historic & Cultural Resources). These new requirements can have a major impact, especially on smaller jurisdictions. <p>Additionally, Board staff note a requirement in the Community Development Block Grant Imminent Threat Program that an applicant to that program must first document that they applied for and <i>failed to receive</i> an emergency loan from the Public Works Board. Eligibility for the CDBG program would allow the applicant to get a <i>grant</i> rather than a <i>loan</i> to deal with an emergency situation. However, Board staff indicate that it is highly unlikely that the Board would turn down a loan request in an emergency situation unless the applicant somehow did not meet the eligibility requirements.</p>
Website	<p>For Additional Information:</p> <p>The Public Works Board website: http://www.pwb.wa.gov</p>

Public Works Trust Fund Emergency Loan Program Awards, 2005

Location of Emergency Loans by County



Loan Recipients

In both cases, the recipients were water districts (two different districts).

Types of Projects Funded

In both cases, these were domestic water projects.

Community Development Block Grant General Purpose Grant Program

Administered By:
Dept of Community, Trade and Economic
Development, Local Government Division

General Information	Program Purpose: Community Development Block Grant (CDBG) General Purpose Grants assist small cities, towns, and counties in carrying out significant community and economic development projects that principally benefit low- and moderate-income persons. As with all of the state's CDBG grant programs, the General Purpose Grant Program is funded by the U.S. Department of Housing and Urban Development (HUD).	
	Mission Statement: The mission of all of the state's CDBG grant programs is to improve and maintain the economic and physical environment of eligible cities and counties in order to enhance the quality of life for low- and moderate-income residents and, as a result, benefit the entire community.	
	Year Established: 1982	Legislative Intent: (Congressional) 42 USC 5301(c) The primary objective . . . of the community development program of each grantee is the development of viable urban communities, by providing decent housing and a suitable living environment and expanding economic opportunities, principally for persons of low and moderate income.
	Enabling State Statutes: Not applicable (federal law)	
Administrative Rules: Not applicable (federal law)		
Is there a separate governing board? No.		

Budget Information	Recent Calendar Year Budgets	2002	2003	2004	2005	2006 (Projected)												
	New Appropriation for Administration*																	
	New Appropriation for Grants	7,320,000	7,000,000	8,000,000	7,500,000	7,000,000												
	Expenditure for Administration*																	
	Funds Awarded for Grants**	7,568,556	8,093,274	9,578,115	7,369,000	8,000,000												
	*Note: CTED receives administrative funding based on the total CDBG federal grant. CTED does not allocate a specific portion of this total administrative funding to each of the nine individual CDBG grant programs.																	
	**Note: CTED is sometimes able to award more in funding than the original allocation in the action plan, for example through the inclusion of contingency funds.																	
FTEs for the Program in 2005-07: 9.2 FTEs administer all nine CDBG programs		<p style="text-align: center;">Funds Awarded for Grants</p> <table border="1"> <caption>Funds Awarded for Grants</caption> <thead> <tr> <th>Year</th> <th>Funds Awarded (\$)</th> </tr> </thead> <tbody> <tr> <td>2002</td> <td>7,568,556</td> </tr> <tr> <td>2003</td> <td>8,093,274</td> </tr> <tr> <td>2004</td> <td>9,578,115</td> </tr> <tr> <td>2005</td> <td>7,369,000</td> </tr> <tr> <td>2006</td> <td>8,000,000</td> </tr> </tbody> </table>					Year	Funds Awarded (\$)	2002	7,568,556	2003	8,093,274	2004	9,578,115	2005	7,369,000	2006	8,000,000
Year	Funds Awarded (\$)																	
2002	7,568,556																	
2003	8,093,274																	
2004	9,578,115																	
2005	7,369,000																	
2006	8,000,000																	
Fund Account(s): 001-2 – General Fund – Federal 001-1 – General Fund – State																		
Fund Sources: Annual grant from the U.S. Department of Housing and Urban Development; very small portion from General Fund State is intended to provide a required match to administer the federal grant.																		

Recent Changes to Funding Pattern: (1) At the federal level, recent budget proposals have called for reductions in funding for all states' CDBG programs; other administration proposals would eliminate or revamp the programs. (2) At the state level, CTED indicates that current policy does not allow for consideration of in-kind services by other CTED programs to count toward the state match required for administrative funding, and that the CDBG programs have not received an appropriation of sufficient state funds to meet that match requirement.

Additional Program/Project Funding Information	Frequency of the Grant/Loan Cycle: Annual, based on a calendar year.	
	Does the Legislature Approve Project Selection? No.	
	Number of Projects Selected in 2005: 13	
	Total Amount Awarded in 2005: \$7,369,000	
	What Determines the Total Amount Available for Grants or Loans in a Given Time Period? The amount of the federal grant the state receives from HUD, and then the state's allocation of that total grant amount among the CDBG grant programs that the state chooses to offer.	
	Maximum Amount That Can Be Awarded to a Project: \$1 million	
	Matching Requirements: There is no matching requirement, though applicants may fare better in project scoring if they can demonstrate that they are leveraging other funds.	
Interest Rate Charged: Not applicable (grants only).	Repayment Statistics: Not applicable (grants only).	

Eligible Applicants and Projects	Who Is Eligible To Apply?	What Categories of Projects Are Eligible?	Award Type:
	<input checked="" type="checkbox"/> Cities and Towns <input checked="" type="checkbox"/> Counties <input type="checkbox"/> Port Districts <input type="checkbox"/> Other Special Purpose Districts <input type="checkbox"/> Tribes <input type="checkbox"/> State Agencies <input type="checkbox"/> Non-Profit Organizations <input type="checkbox"/> Private Businesses <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Roads <input type="checkbox"/> Bridges <input type="checkbox"/> Railroads or Grade Crossings <input type="checkbox"/> Airports <input type="checkbox"/> Ferries <input type="checkbox"/> Transit and Park & Rides <input checked="" type="checkbox"/> Bicycle & Pedestrian Mobility <input type="checkbox"/> Transportation Planning & Management <input type="checkbox"/> Environmental Protection <input type="checkbox"/> Land/Historic Preservation <input type="checkbox"/> Other <input checked="" type="checkbox"/> Basic Infrastructure <input checked="" type="checkbox"/> Other Infrastructure (Buildings, Facilities, Recreation)	<input checked="" type="checkbox"/> Grants <input type="checkbox"/> Loans
	Eligible Projects: While the majority of funds in this grant program currently go to water and sewer projects, a wide range of projects are eligible, including community centers, health care facilities, child care facilities, economic development projects, and streets. Project eligibility for the General Purpose Grant Program is the same as for the Community Investment Fund Grant Program; the distinction is that the General Purpose Grant application process is an annual, competitive one while the Community Investment Fund application process is open year-round.		
	Special Qualifications Regarding Who Can Apply: Eligible applicants are cities and towns with less than 50,000 population or counties with less than 200,000 population that are "non-entitlement" jurisdictions, meaning that they do not receive CDBG funds from HUD directly.		

Special Qualifications Regarding Project Eligibility: Projects must principally benefit low- and moderate-income people. "Principally benefit" means that at least 51% of the benefit is to low- and moderate-income people. "Low- and moderate-income" is defined as 80% of county median income.

Recent Changes in Eligible Applicants or Categories of Projects: None.

Timing and Steps in the Process:

September	CTED staff hold two workshops for potential applicants, one in Eastern Washington and one in Western Washington.
Mid-November	Applications are due to CTED.
November – March	CTED staff screen the applications for eligibility. A team of CTED staff then evaluate each eligible application using the criteria below and give each application a score out of a possible 100 points. An application must receive a score of at least 65 points to receive funding. Based on the scores, the projects are placed in a single rank order.
End of March	CTED director reviews and approves the prioritized project list.
By March/April	CTED receives final confirmation on the amount of the state's grant from HUD. CTED notifies successful and unsuccessful applicants.
April	CTED holds two workshops for grant recipients, one in Eastern Washington and one in Western Washington.

What Drives the Timing of the Application and Award Process? The timing of the process allows for a final prioritized project list to be released shortly after the confirmation of the amount of the federal grant from HUD, which also allows for work on contract completion so that successful applicants have their funding in time for the construction season.

Evaluation Criteria:

- Need of the community (25 possible points)
- Readiness to proceed with the project (25 possible points)
- Capacity of the jurisdiction to complete the project (25 possible points)
- Results of the project (25 possible points)

Applicants must receive a score of at least 65 points to receive funding.

Recent Changes to the Process or Evaluation Criteria: None.

Program Goals and Objectives:

These objectives are for *all* of the Community Development Block Grant programs:

- Achieve a leverage ratio of at least 1:1;
- Within 12 months, obligate 100% of the CDBG annual award from HUD;
- Provide two Application Workshops and two Management Handbook workshops each year;
- HUD requires 70% of CDBG projects benefit low- and moderate-income (LMI) persons. Washington's CDBG program will strive to have at least 90% of projects benefit LMI persons;
- All funded construction projects will meet the High Score Standard of 65 points;
- Provide economic opportunity through improved/new accessibility, affordability or sustainability while expending no more than \$20,000 per job created;
- Provide decent housing with improved/new availability, affordability or sustainability for LMI households while expending no more than \$30,000 per household; and
- Provide a suitable living environment through improved/new accessibility, affordability or sustainability for target areas that annually serve at least 55% LMI persons.

Application and Award Process

Program Goals, Objectives, and Performance Measures

Performance Measures and Program Performance:

- Average leverage ratio each year
 - Average leverage ratio is 1:3 for 2002 through 2005;
- Percent of HUD award obligated within 12 months
 - 100% of the HUD award has been obligated within 12 months for the last four years;
- Number of workshops conducted per year
 - Five workshops in 2005
- Percent of projects benefiting LMI
 - Over the last four years, CDBG has averaged about 97% of projects benefiting LMI;
- Percent of construction projects meeting the High Standard Score
 - The High Standard Score has been met for each construction project.

The program staff are developing measures for the latter three objectives for use in 2007.

Agency-Identified Challenges\Issues**Program Challenges or Issues Identified by the Agency:**

The agency notes the following concerns:

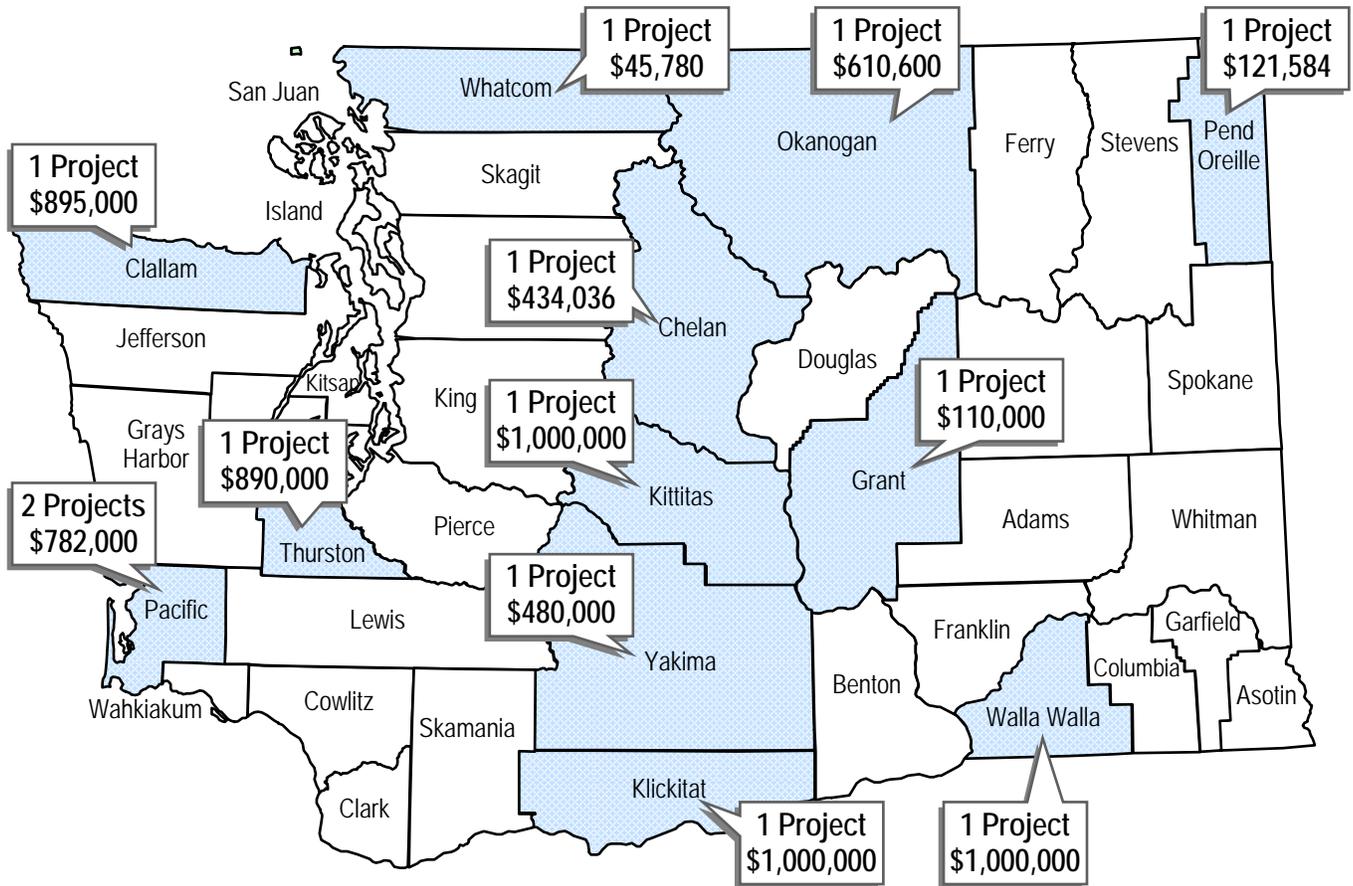
- Uncertainty about the level of federal funding in the future;
- The need for additional state general funds for administrative funding of CDBG grant programs; and
- Concern about not having enough staffing to provide sufficient help to program clients.

Website**For Additional Information:**

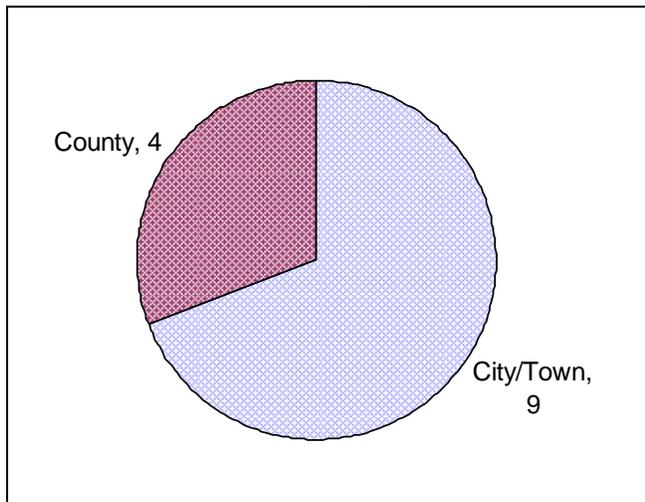
CTED Website on Community Development Block Grants
<http://www.cted.wa.gov/cdbg>

Community Development Block Grant General Purpose Grant Program Program Awards, 2005

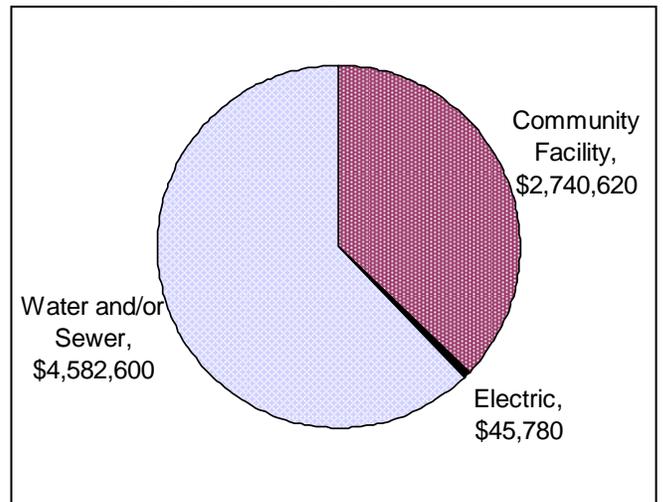
Location of Awards by County



Grant Recipients



Types of Projects Funded



Community Development Block Grant Community Investment Fund Grant Program

Administered By:
Department of Community, Trade and
Economic Development
Local Government Division

General Information	Program Purpose: Community Development Block Grant (CDBG) Community Investment Fund Grants assist small cities, towns, and counties in carrying out significant community and economic development projects that principally benefit low- and moderate-income persons. As with all of the state's CDBG grant programs, the Community Investment Fund Grant Program is funded by the U.S. Department of Housing and Urban Development (HUD).	
	Mission Statement: The mission of all of the state's CDBG grant programs is to improve and maintain the economic and physical environment of eligible cities and counties in order to enhance the quality of life for low- and moderate-income residents and, as a result, benefit the entire community.	
	Year Established: 1982	Legislative Intent: (Congressional) 42 USC 5301(c) The primary objective . . . of the community development program of each grantee is the development of viable urban communities, by providing decent housing and a suitable living environment and expanding economic opportunities, principally for persons of low and moderate income.
	Enabling State Statutes: Not applicable (federal law)	
	Administrative Rules: Not applicable (federal law)	
Is there a separate governing board? No.		

Budget Information	Recent Calendar Year Budgets	2002	2003	2004	2005	2006 (Projected)												
	New Appropriation for Administration*																	
	New Appropriation for Grants	4,500,000	4,845,000	4,500,000	5,178,030	4,107,728												
	Expenditure for Administration*																	
	Funds Awarded for Grants**	7,105,193	7,315,000	5,919,200	5,127,187	4,000,000												
	<p>*Note: CTED receives administrative funding based on the total CDBG federal grant. CTED does not allocate a specific portion of this total administrative funding to each of the nine individual CDBG grant programs.</p> <p>**Note: CTED is sometimes able to award more in funding than the original allocation in the action plan, for example through the inclusion of contingency funds.</p>																	
FTEs for the Program in 2005-07: 9.2 FTEs administer all nine CDBG programs		<p style="text-align: center;">Funds Awarded for Grants</p> <table border="1"> <caption>Funds Awarded for Grants</caption> <thead> <tr> <th>Year</th> <th>Funds Awarded</th> </tr> </thead> <tbody> <tr> <td>2002</td> <td>7,105,193</td> </tr> <tr> <td>2003</td> <td>7,315,000</td> </tr> <tr> <td>2004</td> <td>5,919,200</td> </tr> <tr> <td>2005</td> <td>5,127,187</td> </tr> <tr> <td>2006</td> <td>4,000,000</td> </tr> </tbody> </table>					Year	Funds Awarded	2002	7,105,193	2003	7,315,000	2004	5,919,200	2005	5,127,187	2006	4,000,000
Year	Funds Awarded																	
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2004	5,919,200																	
2005	5,127,187																	
2006	4,000,000																	
Fund Account(s): 001-2 – General Fund – Federal 001-1 – General Fund – State																		
Fund Sources: Annual grant from the U.S. Department of Housing and Urban Development; very small portion from General Fund State is intended to provide a required match to administer the federal grant.																		

Recent Changes to Funding Pattern: (1) At the federal level, recent budget proposals have called for reductions in funding for all states' CDBG programs; other administration proposals would eliminate or revamp the programs. (2) At the state level, CTED indicates that current policy does not allow for consideration of in-kind services by other CTED programs to count toward the state match required for administrative funding, and that the CDBG programs have not received an appropriation of sufficient state funds to meet that match requirement.

Additional Program/Project Funding Information	Frequency of the Grant/Loan Cycle: Annual, based on a calendar year.	
	Does the Legislature Approve Project Selection? No.	
	Number of Projects Selected in 2005: 10	
	Total Amount Awarded in 2005: \$5,127,187	
	What Determines the Total Amount Available for Grants or Loans in a Given Time Period? The amount of the federal grant the state receives from HUD, and then the state's allocation of that total grant amount among the CDBG grant programs that the state chooses to offer.	
	Maximum Amount That Can Be Awarded to a Project: No set maximum.	
	Matching Requirements: There is no matching requirement, though applicants may fare better in project scoring if they can demonstrate that they are leveraging other funds.	
Interest Rate Charged: Not applicable (grants only).		Repayment Statistics: Not applicable (grants only).

Eligible Applicants and Projects	Who Is Eligible To Apply?	What Categories of Projects Are Eligible?	Award Type:
	<input checked="" type="checkbox"/> Cities and Towns <input checked="" type="checkbox"/> Counties <input type="checkbox"/> Port Districts <input type="checkbox"/> Other Special Purpose Districts <input type="checkbox"/> Tribes <input type="checkbox"/> State Agencies <input type="checkbox"/> Non-Profit Organizations <input type="checkbox"/> Private Businesses <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Roads <input type="checkbox"/> Bridges <input type="checkbox"/> Railroads or Grade Crossings <input type="checkbox"/> Airports <input type="checkbox"/> Ferries <input type="checkbox"/> Transit and Park & Rides <input checked="" type="checkbox"/> Bicycle & Pedestrian Mobility <input type="checkbox"/> Transportation Planning & Management <input type="checkbox"/> Environmental Protection <input type="checkbox"/> Land/Historic Preservation <input type="checkbox"/> Other <input checked="" type="checkbox"/> Basic Infrastructure <input checked="" type="checkbox"/> Other Infrastructure (Buildings, Facilities, Recreation)	<input checked="" type="checkbox"/> Grants <input type="checkbox"/> Loans
	<p>Eligible Projects: While the majority of funds in this grant program currently go to water and sewer projects, a wide range of projects are eligible, including community centers, health care facilities, child care facilities, economic development projects, and streets. Project eligibility for the Community Investment Fund Grant Program is the same as for the General Purpose Grant Program; a distinction is that the General Purpose Grant application process is an annual, competitive one while the Community Investment Fund application process is open year-round.</p> <p>Special Qualifications Regarding Who Can Apply: Eligible applicants are cities and towns with less than 50,000 population or counties with less than 200,000 population that are "non-entitlement" jurisdictions, meaning that they do not receive CDBG funds from HUD directly.</p>		

Application and Award Process	<p>Special Qualifications Regarding Project Eligibility: Projects must principally benefit low- and moderate-income people. "Principally benefit" means that at least 51% of the benefit is to low- and moderate-income people. "Low- and moderate-income" is defined as 80% of county median income. In addition, the project must rank in the top three of the county project priority list, and the county legislative authority must submit a letter verifying the regional priority status of the project.</p> <p>Recent Changes in Eligible Applicants or Categories of Projects: None.</p>
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Application and Award Process	<p>Timing and Steps in the Process:</p> <table border="1" style="width: 100%;"> <tr> <td style="width: 30%; vertical-align: top;">Any time of year</td> <td> <p>Unlike the CDBG General Purpose Grant annual competitive process, applicants may apply for a Community Investment Fund Grant at any time. CTED staff can review a pre-application to determine if the project is eligible and to determine if the applicant needs additional technical assistance in defining a project that is viable and ready to proceed.</p> <p>Once the application is submitted, a staff person at CTED evaluates the application according to the criteria below. A project must receive a score of at least 65 points in order to receive funding. Projects are funded on a first-come, first-serve basis until funds for this program are allocated.</p> </td> </tr> </table> <p>What Drives the Timing of the Application and Award Process? An applicant may apply at any time during the year, though funds are awarded on a first-come, first-serve basis.</p> <p>Evaluation Criteria:</p> <ul style="list-style-type: none"> • Need of the community (25 possible points) • Readiness to proceed with the project (25 possible points) • Capacity of the jurisdiction to complete the project (25 possible points) • Results of the project (25 possible points) <p>Applicants must receive a score of at least 65 points to receive funding.</p> <p>Recent Changes to the Process or Evaluation Criteria: None.</p>	Any time of year	<p>Unlike the CDBG General Purpose Grant annual competitive process, applicants may apply for a Community Investment Fund Grant at any time. CTED staff can review a pre-application to determine if the project is eligible and to determine if the applicant needs additional technical assistance in defining a project that is viable and ready to proceed.</p> <p>Once the application is submitted, a staff person at CTED evaluates the application according to the criteria below. A project must receive a score of at least 65 points in order to receive funding. Projects are funded on a first-come, first-serve basis until funds for this program are allocated.</p>
Any time of year	<p>Unlike the CDBG General Purpose Grant annual competitive process, applicants may apply for a Community Investment Fund Grant at any time. CTED staff can review a pre-application to determine if the project is eligible and to determine if the applicant needs additional technical assistance in defining a project that is viable and ready to proceed.</p> <p>Once the application is submitted, a staff person at CTED evaluates the application according to the criteria below. A project must receive a score of at least 65 points in order to receive funding. Projects are funded on a first-come, first-serve basis until funds for this program are allocated.</p>		

Program Goals, Objectives, and Performance Measures	<p>Program Goals and Objectives:</p> <p>These objectives are for <i>all</i> of the Community Development Block Grant programs:</p> <ul style="list-style-type: none"> • Achieve a leverage ratio of at least 1:1; • Within 12 months, obligate 100% of the CDBG annual award from HUD; • Provide two Application Workshops and two Management Handbook workshops each year; • HUD requires 70% of CDBG projects benefit low- and moderate-income (LMI) persons. Washington's CDBG program will strive to have at least 90% of projects benefit LMI persons; • All funded construction projects will meet the High Score Standard of 65 points; • Provide economic opportunity through improved/new accessibility, affordability or sustainability while expending no more than \$20,000 per job created; • Provide decent housing with improved/new availability, affordability or sustainability for LMI households while expending no more than \$30,000 per household; and • Provide a suitable living environment through improved/new accessibility, affordability or sustainability for target areas that annually serve at least 55% LMI persons.
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Performance Measures and Program Performance:

- Average leverage ratio each year
 - Average leverage ratio is 1:3 for 2002 through 2005
- Percent of HUD award obligated within 12 months
 - 100% of the HUD award has been obligated within 12 months for the last four years
- Number of workshops conducted per year
 - Five workshops in 2005
- Percent of projects benefiting LMI
 - Over the last four years, CDBG has averaged about 97% of projects benefiting LMI
- Percent of construction projects meeting the High Standard Score
 - The High Standard Score has been met for each construction project

The program staff are developing measures for the latter three objectives for use in 2007.

Agency-Identified Challenges\Issues

Program Challenges or Issues Identified by the Agency:

The agency notes the following concerns:

- Uncertainty about the level of federal funding in the future;
- The need for additional state general funds for administrative funding of CDBG grant programs; and
- Concern about not having enough staffing to provide sufficient help to program clients.

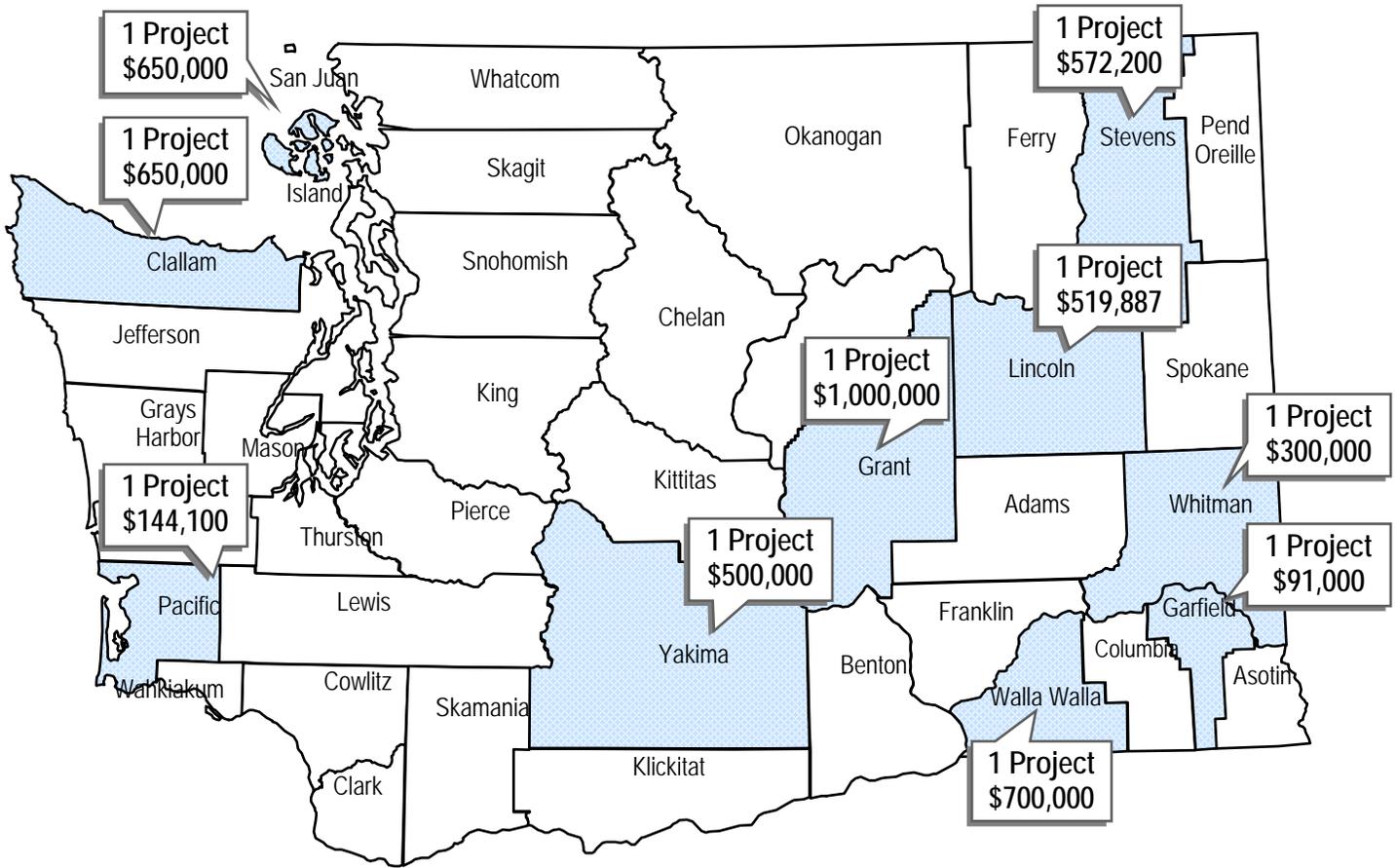
Website

For Additional Information:

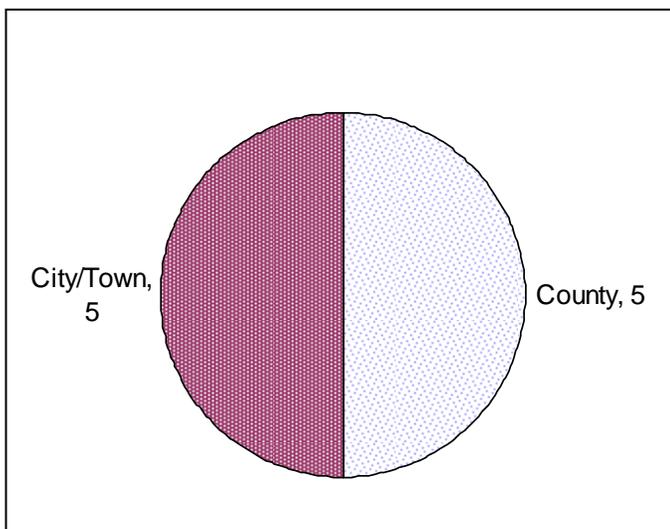
CTED Website on Community Development Block Grants
<http://www.cted.wa.gov/cdbg>

Community Development Block Grant Community Investment Fund Program Grant Awards, 2005

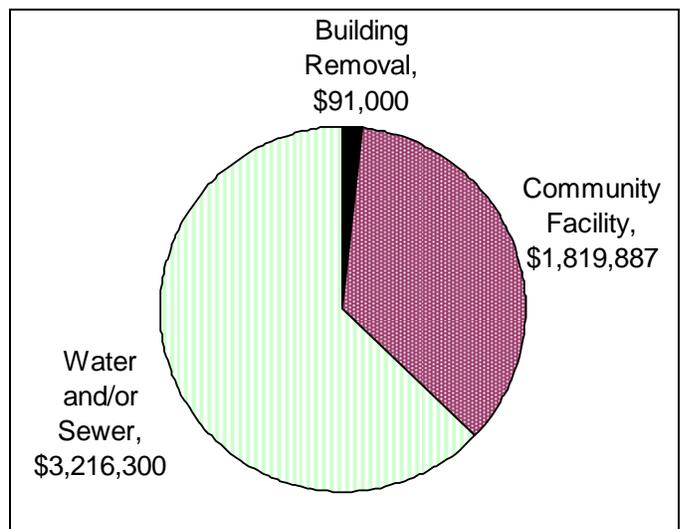
Location of Awards by County



Grant Recipients



Types of Projects Funded



Community Development Block Grant Housing Enhancement Grant Program

Administered By:

Dept of Community, Trade and Economic
Development, Local Government Division

General Information

Program Purpose: Community Development Block Grant (CDBG) Housing Enhancement Grants provide eligible cities and counties with companion grants in coordination with funding from the Housing Trust Fund, allowing these local jurisdictions to partner with non-profit, low-income housing developers to assist in the development or preservation of housing projects. The Housing Enhancement Grant funds are available to cover project costs that cannot be paid for using Housing Trust Fund dollars but that are essential to the project's overall success, such as offsite water and sewer infrastructure. As with all of the state's CDBG grant programs, the Housing Enhancement Grant Program is funded by the U.S. Department of Housing and Urban Development (HUD).

Mission Statement: The mission of all of the state's CDBG grant programs is to improve and maintain the economic and physical environment of eligible cities and counties in order to enhance the quality of life for low- and moderate-income residents and, as a result, benefit the entire community.

Year Established: 1982

Legislative Intent: (Congressional) 42 USC 5301(c)

Enabling State Statutes:
Not applicable (federal law)

The primary objective . . . of the community development program of each grantee is the development of viable urban communities, by providing decent housing and a suitable living environment and expanding economic opportunities, principally for persons of low and moderate income.

Administrative Rules:
Not applicable (federal law)

Is there a separate governing board? No.

Budget Information

Recent Calendar Year Budgets	2002	2003	2004	2005	2006 (Projected)
New Appropriation for Administration*					
New Appropriation for Grants	1,000,000	1,000,000	1,185,000	1,000,000	800,000
Expenditure for Administration*					
Funds Awarded for Grants**	115,750	742,340	624,578	1,146,307	450,000

*Note: CTED receives administrative funding based on the total CDBG federal grant. CTED does not allocate a specific portion of this total administrative funding to each of the nine individual CDBG grant programs.

**Note: CTED is sometimes able to award more in funding than the original allocation in the action plan, for example through the inclusion of contingency funds.

FTEs for the Program in 2005-07:

9.2 FTEs administer all nine CDBG programs

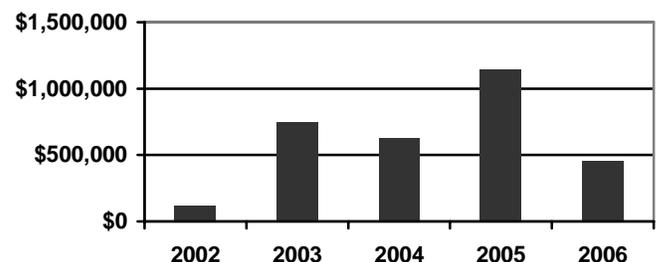
Fund Account(s):

001-2 – General Fund – Federal
001-1 – General Fund – State

Fund Sources:

Annual grant from the U.S. Department of Housing and Urban Development; very small portion from General Fund State is intended to provide a required match to administer the federal grant.

Funds Awarded for Grants



Recent Changes to Funding Pattern: (1) At the federal level, recent budget proposals have called for reductions in funding for all states' CDBG programs; other administration proposals would eliminate or revamp the programs. (2) At the state level, CTED indicates that current policy does not allow for consideration of in-kind services by other CTED programs to count toward the state match required for administrative funding, and that the CDBG programs have not received an appropriation of sufficient state funds to meet that match requirement.

Additional Program/Project Funding Information	Frequency of the Grant/Loan Cycle: Twice per year, in conjunction with the Housing Trust Fund cycle.	
	Does the Legislature Approve Project Selection? No.	
	Number of Projects Selected in 2005: 5	
	Total Amount Awarded in 2005: \$1,146,307	
	What Determines the Total Amount Available for Grants or Loans in a Given Time Period? The amount of the federal grant the state receives from HUD, and then the state's allocation of that total grant amount among the CDBG grant programs that the state chooses to offer.	
	Maximum Amount That Can Be Awarded to a Project: No set maximum.	
	Matching Requirements: None, although these grants will always be in combination with funding from the Housing Trust Fund.	
	Interest Rate Charged: Not applicable (grants only).	Repayment Statistics: Not applicable (grants only).

Eligible Applicants and Projects	Who Is Eligible To Apply?	What Categories of Projects Are Eligible?	Award Type:
	<input checked="" type="checkbox"/> Cities and Towns <input checked="" type="checkbox"/> Counties <input type="checkbox"/> Port Districts <input type="checkbox"/> Other Special Purpose Districts <input type="checkbox"/> Tribes <input type="checkbox"/> State Agencies <input type="checkbox"/> Non-Profit Organizations <input type="checkbox"/> Private Businesses <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Roads <input type="checkbox"/> Bridges <input type="checkbox"/> Railroads or Grade Crossings <input type="checkbox"/> Airports <input type="checkbox"/> Ferries <input type="checkbox"/> Transit and Park & Rides <input checked="" type="checkbox"/> Bicycle & Pedestrian Mobility <input type="checkbox"/> Transportation Planning & Management <input type="checkbox"/> Environmental Protection <input type="checkbox"/> Land/Historic Preservation <input type="checkbox"/> Other <input checked="" type="checkbox"/> Basic Infrastructure <input checked="" type="checkbox"/> Other Infrastructure (Buildings, Facilities, Recreation)	<input checked="" type="checkbox"/> Grants <input type="checkbox"/> Loans
	Eligible Projects: Eligible projects must be directly related to the housing project but ineligible for funds from the Housing Trust Fund. Examples include water or sewer lines for a housing project, with the lines running on the public domain, or a day-care facility that has been incorporated into the design of a larger housing project.		
	Special Qualifications Regarding Who Can Apply: Eligible applicants are cities and towns with less than 50,000 population or counties with less than 200,000 population that are "non-entitlement" jurisdictions, meaning that they do not receive CDBG funds from HUD directly.		

Special Qualifications Regarding Project Eligibility: Projects must principally benefit low- and moderate-income people. "Principally benefit" means that at least 51% of the benefit is to low- and moderate-income people. "Low- and moderate-income" is defined as 80% of county median income. Additionally, only projects receiving Housing Trust Fund dollars may apply for Housing Enhancement Grants. A proposed project must be necessary and appropriate within the scope and the proposed use of a Housing Trust Fund project.

Recent Changes in Eligible Applicants or Categories of Projects: None.

Timing and Steps in the Process:

Note: CDBG Housing Enhancement Grant applications are considered in conjunction with applications for Housing Trust Fund (HTF) projects. The Housing Trust Fund has two application cycles per year, one in the Spring and one in the Fall.

Twice per year	Applicants file an application for the CDBG program as part of the application for the Housing Trust Fund.
	Review of applications takes place in two stages. In Stage One, Housing Trust Fund staff review the application to see that it meets HTF threshold requirements. CDBG staff review the HTF application and the Housing Enhancement Project summary form to screen for project eligibility. CDBG staff may request additional information from the applicant, which the applicant has up to two weeks to provide.
	HTF and CDBG staff meet to finalize the eligibility determination and funding recommendation. CDBG staff notify the applicants of Housing Enhancement funding eligibility/ineligibility.
	For eligible projects, Stage Two begins. CDBG sends the applicant an acknowledgement letter along with additional required forms and information. The applicant must complete a set of federal requirements within 60 days of the date of the acknowledgement letter.
	If these requirements are satisfied, CDBG staff work to complete contract arrangements with the applicant.

What Drives the Timing of the Application and Award Process? The driver is the linkage to the Housing Trust Fund application cycles.

Evaluation Criteria:

<p>Regular CDBG Evaluation Criteria:</p> <ul style="list-style-type: none"> • Need of the community (25 possible points) • Readiness to proceed with the project (25 possible points) • Capacity of the jurisdiction to complete the project (25 possible points) • Results of the project (25 possible points) <p>Applicants must receive a score of at least 65 points to receive funding.</p>	<p>Additional threshold criteria:</p> <ul style="list-style-type: none"> • The project activity is not eligible for funding from the Housing Trust Fund; • The CDBG dollars appear to fill a funding and/or affordability gap; and • The project meets a HUD national objective.
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Recent Changes to the Process or Evaluation Criteria: None.

Application and Award Process

Program Goals and Objectives:

These objectives are for *all* of the Community Development Block Grant programs:

- Achieve a leverage ratio of at least 1:1;
- Within 12 months, obligate 100% of the CDBG annual award from HUD;
- Provide two Application Workshops and two Management Handbook workshops each year;
- HUD requires 70% of CDBG projects benefit low- and moderate-income (LMI) persons. Washington’s CDBG program will strive to have at least 90% of projects benefit LMI persons;
- All funded construction projects will meet the High Score Standard of 65 points;
- Provide economic opportunity through improved/new accessibility, affordability or sustainability while expending no more than \$20,000 per job created;
- Provide decent housing with improved/new availability, affordability or sustainability for LMI households while expending no more than \$30,000 per household; and
- Provide a suitable living environment through improved/new accessibility, affordability or sustainability for target areas that annually serve at least 55% LMI persons.

Performance Measures and Program Performance:

- Average leverage ratio each year
 - Average leverage ratio is 1:3 for 2002 through 2005
- Percent of HUD award obligated within 12 months
 - 100% of the HUD award has been obligated within 12 months for the last four years
- Number of workshops conducted per year
 - Five workshops in 2005
- Percent of projects benefiting LMI
 - Over the last four years, CDBG has averaged about 97% of projects benefiting LMI
- Percent of construction projects meeting the High Standard Score
 - The High Standard Score has been met for each construction project

The program staff are developing measures for the latter three objectives for use in 2007.

Program Challenges or Issues Identified by the Agency:

The agency notes the following concerns:

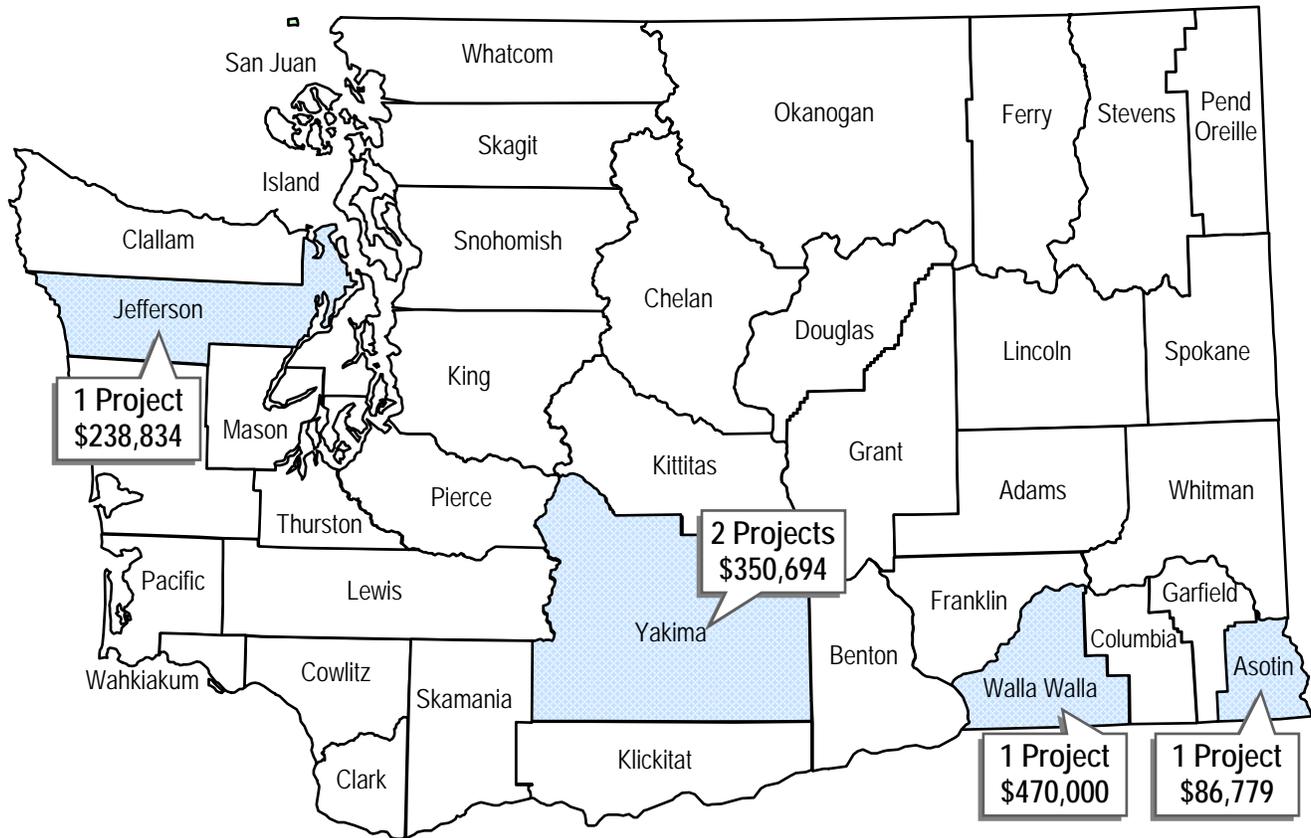
- Uncertainty about the level of federal funding in the future;
- The need for additional state general funds for administrative funding of CDBG grant programs; and
- Concern about not having enough staffing to provide sufficient help to program clients.

For Additional Information:

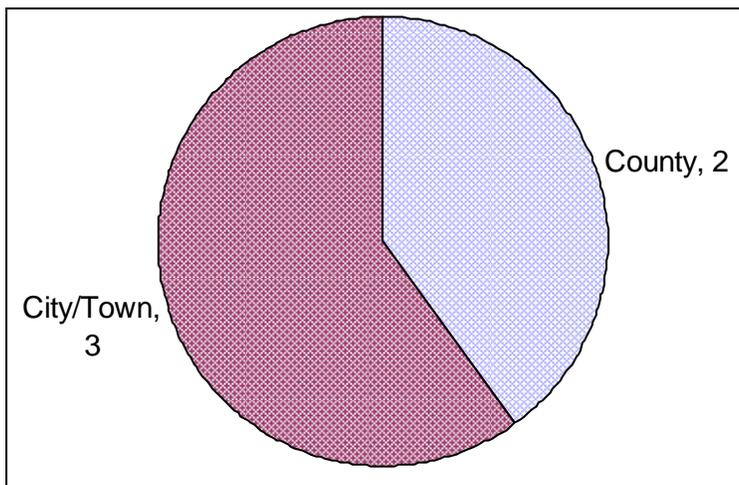
CTED Website on Community Development Block Grants
<http://www.cted.wa.gov/cdbg>

Community Development Block Grant Housing Enhancement Grant Program Program Awards, 2005

Location of Awards by County



Grant Recipients



Types of Projects Funded:
 Infrastructure improvements for
 low- and moderate-income housing,
 senior housing, and
 farm worker rental units

Community Economic Revitalization Board Traditional Program

Administered By:
 Department of Community, Trade and Economic Development
 Community Economic Revitalization Board

General Information	Program Purpose: The Community Economic Revitalization Board (CERB) Traditional Program provides funding assistance statewide for public facilities to foster business/job development and retention for specific higher wage business types (identified later in this profile). "Public facilities" include bridges, roads, domestic and industrial water, sanitary and storm sewer, railroad, electricity, telecommunications, natural gas, buildings and structures, and port facilities – all for the purpose of job creation, job retention, or job expansion.	
	Mission Statement: CERB's mission is to help communities create and retain jobs in partnership with business and industry, providing low-interest loans and grants to local governments to help finance construction of public facility projects supporting private sector development.	
	Year Established: 1982	Legislative Intent: RCW 43.160.010
	Enabling State Statutes: Chapter 43.160 RCW	The Legislature finds that it is the public policy of the state of Washington to direct financial resources toward the fostering of economic development through the stimulation of investment and job opportunities and the retention of sustainable existing employment for the general welfare of the inhabitants of the state . . . A valuable means of fostering economic development is the construction of public facilities which contribute to the stability and growth of the state's economic base.
	Administrative Rules: Chapter 133-40 WAC	
Is there a separate governing board? Yes, the Community Economic Revitalization Board. The Board develops policies for the management of this program and makes the decisions about awarding program loans and grants.		

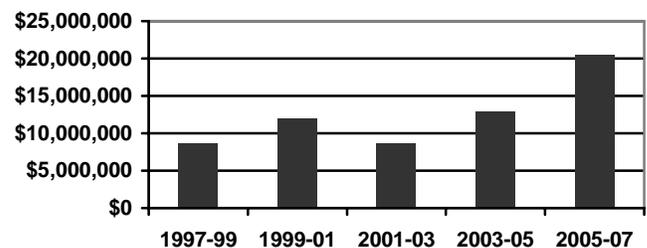
Budget Information	Recent Biennial Budgets	1997-99	1999-01	2001-03	2003-05	2005-07
	New Appropriation for Administration*	515,000	537,056	594,463	627,000	616,000
	New Appropriation for Grants/Loans	10,000,000	17,000,000	7,475,000	11,380,000	20,448,000
	Expenditure for Administration*	---	537,056	435,972	570,554	(estimated) 616,000
	Funds Awarded for Grants/Loans**	8,600,000	11,900,000	8,600,000	12,900,000	(estimated) 20,448,000

*,**Note: The budget information above is a combined total for CERB's Traditional and Rural programs. The administrative budget information above and the FTE number below do not include the work of CTED's Business and Project Development Unit staff in support of the work of CERB.

FTEs for the Program in 2005-07:*
 2.8 for combined Traditional and Rural

Fund Account(s):
 887-1 – Public Facilities Construction Loan Revolving Account

Funds Awarded for Grants/Loans



Additional Program/Project Funding Information	<p>Fund Sources:</p> <ul style="list-style-type: none"> • CERB loan repayments; • Interest earnings on the Public Facilities Construction Loan Revolving Account and the Public Works Assistance Account; and • Other transfers from the Public Works Assistance Account – most recently a set of five annual transfers associated with loans repaid from the Public Works Board’s Timber and Rural Natural Resources loan program.
	<p>Recent Changes to Funding Pattern: CERB was originally funded by state bond sales in 1982. Since then, funding has come from the repayment of CERB loans plus amounts from a variety of other sources. CERB staff report that this has resulted in major fluctuations from biennium to biennium in the amount of funding CERB has available for grants and loans. Using current projections for loan repayments and interest earnings, CERB staff estimate available revenues of approximately \$6.9 million in 2007-09 for its Traditional and Rural programs, down from \$20.4 in 2005-07.</p>

Additional Program/Project Funding Information	<p>Frequency of the Grant/Loan Cycle: Open cycle; CERB normally meets six times per year to consider applications to this program.</p>	
	<p>Does the Legislature Approve Project Selection? No.</p>	
	<p>Number of Projects Selected in 2005: 1</p>	
	<p>Total Amount Awarded in 2005: \$1,000,000</p>	
	<p>What Determines the Total Amount Available for Grants or Loans in a Given Time Period? Legislative appropriation in the state Capital Budget, based in part on projections of loan repayments and interest earnings. Per statute, at least 75% of the funding CERB receives must be used for financial assistance for projects in rural counties or rural natural resources impact areas, leaving at most 25% of funds for CERB’s Traditional Program.</p>	
	<p>Maximum Amount That Can Be Awarded to a Project: Per Board policy, \$1 million per industrial construction project.</p>	
	<p>Matching Requirements: The Board has set, as a target, a local match requirement of 25% of the CERB request.</p>	
	<p>Interest Rate Charged: Based on the rate of government bonds at the time the application comes before the Board; per statute, the rate may not exceed 10%.</p>	<p>Repayment Statistics: No loan defaults.</p>

Who Is Eligible To Apply?	What Categories of Projects Are Eligible?	Award Type:
<input checked="" type="checkbox"/> Cities and Towns <input checked="" type="checkbox"/> Counties <input checked="" type="checkbox"/> Port Districts <input checked="" type="checkbox"/> Other Special Purpose Districts <input checked="" type="checkbox"/> Tribes <input type="checkbox"/> State Agencies <input type="checkbox"/> Non-Profit Organizations <input type="checkbox"/> Private Businesses <input checked="" type="checkbox"/> Other	<input checked="" type="checkbox"/> Roads <input checked="" type="checkbox"/> Bridges <input checked="" type="checkbox"/> Railroads or Grade Crossings <input type="checkbox"/> Airports <input type="checkbox"/> Ferries <input type="checkbox"/> Transit and Park & Rides <input type="checkbox"/> Bicycle & Pedestrian Mobility <input type="checkbox"/> Transportation Planning & Management <input type="checkbox"/> Environmental Protection <input type="checkbox"/> Land/Historic Preservation <input type="checkbox"/> Other <input checked="" type="checkbox"/> Basic Infrastructure <input checked="" type="checkbox"/> Other Infrastructure (Buildings, Facilities, Recreation)	<input checked="" type="checkbox"/> Grants <input checked="" type="checkbox"/> Loans

Eligible Projects: CERB’s Traditional Program can fund a wide range of projects. These include projects in Basic Infrastructure systems such as domestic and industrial water, sanitary sewer, and storm sewer as well as utilities such as electricity, natural gas, and telecommunications. The program can also fund Transportation Infrastructure projects such as roads, bridges, and rail spurs, and Other Infrastructure projects such as general purpose industrial buildings and port facilities. In the column on who is eligible to apply, the “Other” box is checked to highlight that Public Development Authorities apply for project funding through CERB’s programs.

Special Qualifications Regarding Who Can Apply: Per statute, CERB reviews whether local jurisdictions applying for funds are in compliance with the state’s Growth Management Act. If a jurisdiction is not in compliance, CERB will consider how the non-compliance issues affect the proposed project site.

Special Qualifications Regarding Project Eligibility: The major qualification for projects in this program is a proposed project’s direct and specific connection to job creation or retention. Per statute, CERB may only provide financial assistance:

- For projects which would result in specific private developments or expansions in manufacturing, production, food processes, assembly, warehousing, advanced technology, research and development, industrial distribution, processing of recycling materials, manufacturing facilities that rely on recyclable materials, which support the relocation of businesses from nondistressed urban areas to rural counties or rural natural resources impact areas, or which substantially support the trading of goods or services outside of the state’s borders;
- For projects that improve opportunities for the successful maintenance, establishment, or expansion of industrial or commercial plants or will otherwise assist in the creation or retention of long-term economic opportunities;
- When the application includes convincing evidence that *a specific private development or expansion is ready to occur and will occur only if the public facility improvement is made.*

Additionally, the applicant must demonstrate that no other timely source of funding is available to it at costs reasonably similar to financing available from CERB.

CERB is prohibited by statute from funding projects that have the primary purpose of facilitating retail shopping developments, that would displace existing jobs in any other community in the state, that are for the acquisition of real property, or that have the primary purpose of facilitating or promoting gambling.

Recent Changes in Eligible Applicants or Categories of Projects: None.

Application and Award Process	Timing and Steps in the Process:	
	Note: CERB's Traditional Program does not have a specific annual or biennial application cycle date. The Board can consider applications year-round. As per Board rules, CERB has six regular meetings per year.	
	Any time of year	Local jurisdictions pursuing economic development efforts, and companies considering siting a business in Washington, are often in contact with CTED staff in the Business and Project Development unit. These CTED staff assist local governments or businesses to determine the range of options available to meet local economic development needs and can help identify whether CERB may be an appropriate funding source.
		If a local jurisdiction, after consultation with CTED staff, determines that CERB funding is a viable option, the potential applicant fills out an application form and assembles the required supporting documentation. Supporting documentation must include convincing evidence of an eligible private sector business development that is contingent on the proposed project. Business and Project Development staff can provide insights and feedback on proposed project applications, and CERB staff are also available to answer questions.
	45 days before the CERB meeting	The applicant turns in the application form and documentation. The Business and Project Development staff role shifts from applicant assistance to board support staff, preparing a written project summary, evaluation, and staff recommendation for the Board to consider at its meeting.
	At the Board meeting	Business and Project Development staff present the project to the Board. The applicant or applicant representative must be present at the meeting as well. Using the criteria below, the Board makes a decision whether to fund the project.
	What Drives the Timing of the Application and Award Process? CERB staff and Business and Project Development staff can help an applicant assess whether an application is ready to go before the Board; ultimately, however, the timing is the applicant's decision.	
	Evaluation Criteria: Traditional Program application evaluation criteria include:	
	<ul style="list-style-type: none"> • The local unemployment rate at the area where the project is proposed; • The estimated number of jobs created or retained; • The projected wage rates associated with the project; • The ratio of dollar of CERB money to the projected new state and local tax revenues; • The cost per job; • The requested CERB funding as a percent of total project cost; • The proposed amount of local match; and • The ratio of dollar of CERB money to the amount of private investment. 	
	Recent Changes to the Process or Evaluation Criteria: None.	

Program Goals, Objectives, and Performance Measures	Program Goals and Objectives:
	<p>The goals and objectives for CERB programs are to:</p> <ul style="list-style-type: none"> • Encourage business and industry expansion and retention to provide stable employment; • Expand employment opportunities in economically distressed regions; • Strengthen the economies of areas with high unemployment by encouraging private capital investment and development; • Seek opportunities to leverage CERB funds with other public monies; and • Encourage responsible local government investment in public facilities projects by requiring a local match.

Performance Measures and Program Performance:

CERB is required to report to the Legislature biennially on:

- The number of applications for CERB assistance;
- The number and type of projects approved;
- The grant or loan amount awarded each project;
- The projected number of jobs created or retained by each project;
- The actual number of jobs created or retained by each project; and
- The number of delinquent loans and the number of project terminations.

The report may also include additional performance measures and recommendations for programmatic changes. These performance measures apply to the CERB programs, generally.

CERB staff report that data from the CERB 2004 Legislative Report show that, since 1982, the \$97 million that CERB has invested resulted in supporting the creation and/or retention of nearly 22,000 statewide jobs; CERB investment in public infrastructure was the catalyst for the investment of over \$2.3 billion in private capital investment in facilities, machinery, and equipment by business and industry; and the generation of an estimated \$58 million in new annual state and local taxes by new business developments that help stabilize local economies and generate future income.

CERB staff noted a five-year snapshot (1994-1999) of the CERB Rural and Traditional programs' job and private capital investment outcomes. The number of jobs actually created/retained by the private sector business after construction of the public infrastructure project was 113% greater than the number of jobs estimated at the time of application. The amount of actual private capital investment in private facilities and equipment was 272% greater than the amount estimated at the time of application.

Agency-Identified Challenges\Issues**Program Challenges or Issues Identified by the Agency:**

The Board notes the following concerns:

- The ongoing and unmet need for funding for economic development projects, as witnessed by the volume of applications to CERB's regular programs and to the new Job Development Fund Program;
- The need for stable and predictable funding for CERB's regular programs. Funding for CERB programs has fluctuated widely from biennium to biennium. Having stability in the amount available may encourage communities to come forward with strong projects at the point in time when the project is ready to proceed, if they can count on the funding being there. Currently, the wide fluctuation in funding encourages applicants to come forward when the money is there, not necessarily when the project is ready to go. Timing is especially critical for these economic development projects when the public facility must be timed to complement the development of the private project.

Website**For Additional Information:**

CERB website
<http://www.cted.wa.gov/cerb>

Community Economic Revitalization Board Traditional Program
Program Award, 2005



Loan/Grant Recipient:
Spokane International Airport

Type of Project Funded:
Facility Construction

Community Economic Revitalization Board Rural Program

Administered By:

Department of Community, Trade and Economic Development
Community Economic Revitalization Board

General Information	Program Purpose: The Community Economic Revitalization Board (CERB) Rural Natural Resources/Rural Counties Program expands assistance opportunities for targeted areas across the state to achieve more stable and diversified local economies. The Rural Program funds infrastructure for prospective economic development projects to support specific higher wage business types in rural counties and rural natural resources areas that have been affected by downturns in the timber and commercial salmon industries. The program also funds tourism development projects in rural areas, project-specific feasibility studies, and pre-development planning activities to help evaluate high-priority economic development projects that will assist these communities in meeting their economic development goals.	
	Mission Statement: CERB's mission is to help communities create and retain jobs in partnership with business and industry, providing low-interest loans and grants to local governments to help finance construction of public facility projects supporting private sector development.	
	Year Established: 1991	Legislative Intent: RCW 43.160.010(5)
	Enabling State Statutes: Chapter 43.160 RCW	The Legislature finds that sharing economic growth statewide is important to the welfare of the state. Rural counties and rural natural resources impact areas do not share in the economic vitality of the Puget Sound region . . . It is therefore the intent of the Legislature to increase the amount of funding available through CERB for rural counties and rural natural resources impact areas, and to authorize flexibility for available resources in these areas to help fund planning, predevelopment, and construction costs of infrastructure and facilities and sites that foster economic vitality and diversification.
	Administrative Rules: Chapter 133-40 WAC	
Is there a separate governing board? Yes, the Community Economic Revitalization Board. The Board develops policies for the management of this program and makes the decisions about awarding program loans and grants.		

Budget Information	Recent Biennial Budgets	1997-99	1999-01	2001-03	2003-05	2005-07
	New Appropriation for Administration					
	New Appropriation for Grants/Loans		CERB provided budget information for its Traditional and Rural Programs combined.			
	Expenditure for Administration		See the profile for the CERB Traditional Program for this combined information.			
	Funds Awarded for Grants/Loans					
*Note: The FTE number below does not include the work of CTED's Business and Project Development Unit staff in support of the work of CERB.						

Additional Program/Project Funding Information	FTEs for the Program in 2005-07: 2.8 for combined Traditional and Rural	Funds Awarded for Grants/Loans
	Fund Account(s): 887-1 – Public Facilities Construction Loan Revolving Account	
	Fund Sources: <ul style="list-style-type: none"> • CERB loan repayments; • Interest earnings on the Public Facilities Construction Loan Revolving Account and the Public Works Assistance Account; and • Other transfers from the Public Works Assistance Account – most recently a set of five annual transfers associated with loans repaid from the Public Works Board’s Timber and Rural Natural Resources loan program. 	
Recent Changes to Funding Pattern: CERB was originally funded by state bond sales in 1982. Since then, funding has come from the repayment of CERB loans plus amounts from a variety of other sources. CERB staff report that this has resulted in major fluctuations from biennium to biennium in the amount of funding CERB has available for grants and loans. Using current projections for loan repayments and interest earnings, CERB staff estimate available revenues of approximately \$6.9 million in 2007-09 for its Traditional and Rural programs, down from \$20.4 in 2005-07.		

Additional Program/Project Funding Information	Frequency of the Grant/Loan Cycle: Open cycle; CERB normally meets six times per year to consider applications to this program.	
	Does the Legislature Approve Project Selection? No.	
	Number of Projects Selected in 2005: 15	
	Total Amount Awarded in 2005: \$5,524,300	
	What Determines the Total Amount Available for Grants or Loans in a Given Time Period? Legislative appropriation in the state Capital Budget, based in part on projections of loan repayments and interest earnings. Per statute, at least 75% of the funding CERB receives must be used for financial assistance for projects in rural counties or rural natural resource impact areas.	
	Maximum Amount That Can Be Awarded to a Project: Per statute, the maximum amount varies by type of project: <ul style="list-style-type: none"> • \$1 million maximum for industrial construction projects; • \$250,000 maximum for tourism construction projects; • \$50,000 maximum for feasibility studies, pre-development planning, including project engineering, and other planning efforts. 	
	Matching Requirements: The Board sets, as a target, a 25% local match for construction projects. For feasibility studies and other planning efforts, the Board sets a 50% match target.	
	Interest Rate Charged: Based on the rate of government bonds at the time the application comes before the Board; per Board policy, the rate may not exceed 6%.	Repayment Statistics: No loan defaults.

Who Is Eligible To Apply?	What Categories of Projects Are Eligible?	Award Type:
<input checked="" type="checkbox"/> Cities and Towns <input checked="" type="checkbox"/> Counties <input checked="" type="checkbox"/> Port Districts <input checked="" type="checkbox"/> Other Special Purpose Districts <input checked="" type="checkbox"/> Tribes <input type="checkbox"/> State Agencies <input type="checkbox"/> Non-Profit Organizations <input type="checkbox"/> Private Businesses <input checked="" type="checkbox"/> Other	<input checked="" type="checkbox"/> Roads <input checked="" type="checkbox"/> Bridges <input checked="" type="checkbox"/> Railroads or Grade Crossings <input type="checkbox"/> Airports <input type="checkbox"/> Ferries <input type="checkbox"/> Transit and Park & Rides <input type="checkbox"/> Bicycle & Pedestrian Mobility <input type="checkbox"/> Transportation Planning & Management <input type="checkbox"/> Environmental Protection <input type="checkbox"/> Land/Historic Preservation <input type="checkbox"/> Other <input checked="" type="checkbox"/> Basic Infrastructure <input checked="" type="checkbox"/> Other Infrastructure (Buildings, Facilities, Recreation)	<input checked="" type="checkbox"/> Grants <input checked="" type="checkbox"/> Loans

Eligible Projects: CERB’s Rural Program can fund a wide range of projects. These include projects in Basic Infrastructure systems such as domestic and industrial water, sanitary sewer, and storm sewer as well as utilities such as electricity, natural gas, and telecommunications. The program can fund Transportation Infrastructure projects such as roads, bridges, and rail spurs, and Other Infrastructure projects such as general purpose industrial buildings and port facilities. The Rural Program can also fund feasibility studies and other planning efforts for these projects. In the column on who is eligible to apply, the “Other” box is checked to highlight that Public Development Authorities apply for project funding through CERB’s programs.

Special Qualifications Regarding Who Can Apply: Applicants must meet statutory definitions of being a rural county or a rural natural resources impact area. CERB also reviews whether local jurisdictions applying for funds are in compliance with the state’s Growth Management Act. If a jurisdiction is not in compliance, CERB will consider how the non-compliance issues affect the proposed project site.

Special Qualifications Regarding Project Eligibility: Projects must have a connection to job creation or job retention. Unlike CERB’s Traditional Program, which requires a commitment to a project by a private sector company, CERB’s Rural Program can fund *prospective* development construction projects. An applicant for a prospective development project must demonstrate a high likelihood that the project will provide long-term economic opportunity through a feasibility threshold analysis submitted with the application. Rural Program prospective development construction projects are targeted to the same private business types as the Traditional Program, with the addition of tourism projects that fall into other business types such as hotel/motel.

For Rural Program projects that are submitted with an eligible private sector business, the application must provide convincing evidence that a specific private development or expansion is ready to occur and will occur only if the public facility improvement is made, which is the same as the Traditional Program. Such applications are limited to the following eligible business types: manufacturing, production, food processing, assembly, warehousing, industrial distribution, advanced technology, research and development, recycling facilities, or businesses that substantially support the trading of goods and services beyond state borders.

Additionally, the applicant must demonstrate that no other timely source of funding is available to it at costs reasonably similar to financing available from CERB.

CERB is prohibited by statute from funding projects that have the primary purpose of facilitating retail shopping developments, that would displace existing jobs in any other community in the state, that are for the acquisition of real property, or that have the primary purpose of facilitating or promoting gambling.

Recent Changes in Eligible Applicants or Categories of Projects: None.

Timing and Steps in the Process:

Note: CERB's Rural Program does not have a specific annual or biennial application cycle date. The Board can consider applications year-round. As per Board rules, CERB has six regular meetings per year.

Any time of year	Local jurisdictions pursuing economic development efforts, and companies considering siting a business in Washington, are often in contact with CTED staff in the Business and Project Development unit. These CTED staff assist local governments or businesses to determine the range of options available to meet local economic development needs and can help identify whether CERB may be an appropriate funding source.
	If a local jurisdiction, after consultation with CTED staff, determines that CERB funding is a viable option, the potential applicant fills out an application form and assembles the required supporting documentation. Supporting documentation must include convincing evidence of an eligible private sector business development that is contingent on the proposed project. Business and Project Development staff can provide insights and feedback on proposed project applications, and CERB staff are also available to answer questions.
45 days before the CERB meeting	The applicant turns in the application form and documentation. The Business and Project Development staff role shifts from applicant assistance to board support staff, preparing a written project summary, evaluation, and staff recommendation for the Board to consider at its meeting.
At the Board meeting	Business and Project Development staff present the project to the Board. The applicant or applicant representative must be present at the meeting as well. Using the criteria below, the Board makes a decision whether to fund the project.

What Drives the Timing of the Application and Award Process? CERB staff and Business and Project Development staff can help an applicant assess whether an application is ready to go before the Board; ultimately, however, the timing is the applicant's decision.

Evaluation Criteria: Rural Program application evaluation criteria include:

- The local unemployment rate at the area where the project is proposed;
- The estimated number of jobs created or retained;
- The projected wage rates associated with the project;
- The ratio of dollar of CERB money to the projected new state and local tax revenues;
- The cost per job;
- The requested CERB funding as a percent of total project cost;
- The proposed amount of local match; and
- The ratio of dollar of CERB money to the amount of private investment.

Recent Changes to the Process or Evaluation Criteria: None.

Program Goals and Objectives:

The goals and objectives for CERB programs are to:

- Encourage business and industry expansion and retention to provide stable employment;
- Expand employment opportunities in economically distressed regions;
- Strengthen the economies of areas with high unemployment by encouraging private capital investment and development;
- Seek opportunities to leverage CERB funds with other public monies; and
- Encourage responsible local government investment in public facilities projects by requiring a local match.

Application and Award Process

Program Goals, Objectives, and Performance Measures

Performance Measures and Program Performance:

CERB is required to report to the Legislature biennially on:

- The number of applications for CERB assistance;
- The number and type of projects approved;
- The grant or loan amount awarded each project;
- The projected number of jobs created or retained by each project;
- The actual number of jobs created or retained by each project; and
- The number of delinquent loans and the number of project terminations.

The report may also include additional performance measures and recommendations for programmatic changes. These performance measures apply to the CERB programs, generally.

CERB staff report that data from the CERB 2004 Legislative Report show that, since 1982, the \$97 million that CERB has invested resulted in supporting the creation and/or retention of nearly 22,000 statewide jobs; CERB investment in public infrastructure was the catalyst for the investment of over \$2.3 billion in private capital investment in facilities, machinery, and equipment by business and industry; and the generation of an estimated \$58 million in new annual state and local taxes by new business developments that help stabilize local economies and generate future income.

CERB staff noted a five-year snapshot (1994-1999) of the CERB Rural and Traditional programs' job and private capital investment outcomes. The number of jobs actually created/retained by the private sector business after construction of the public infrastructure project was 113% greater than the number of jobs estimated at the time of application. The amount of actual private capital investment in private facilities and equipment was 272% greater than the amount estimated at the time of application.

Agency-Identified Challenges\Issues**Program Challenges or Issues Identified by the Agency:**

The Board notes the following concerns:

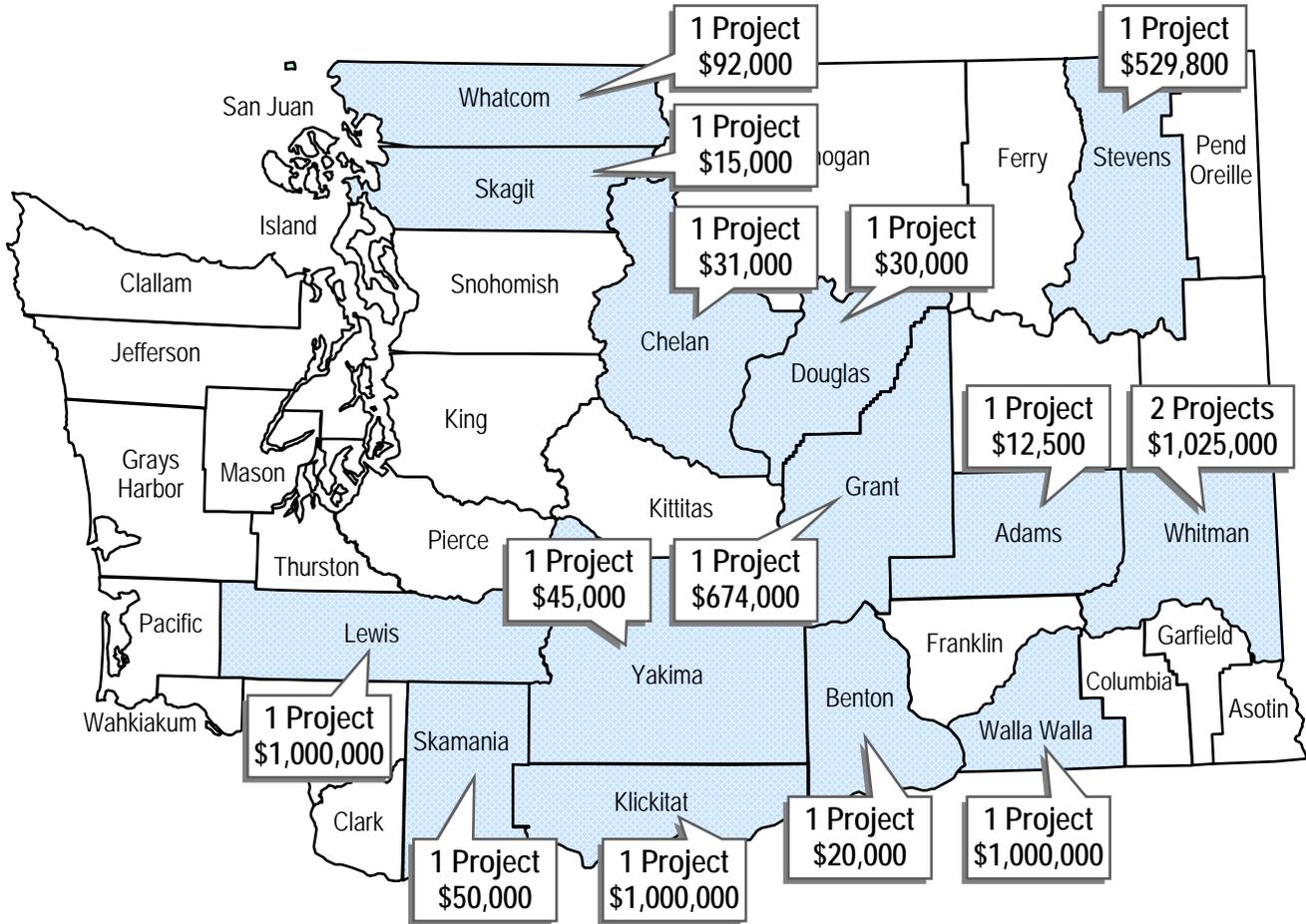
- The ongoing and unmet need for funding for economic development projects, as witnessed by the volume of applications to CERB's regular programs and to the new Job Development Fund Program;
- The need for stable and predictable funding for CERB's regular programs. Funding for CERB programs has fluctuated widely from biennium to biennium. Having stability in the amount available may encourage communities to come forward with strong projects at the point in time when the project is ready to proceed, if they can count on the funding being there. Currently, the wide fluctuation in funding encourages applicants to come forward when the money is there, not necessarily when the project is ready to go. Timing is especially critical for these economic development projects when the public facility must be timed to complement the development of the private project.

Website**For Additional Information:**

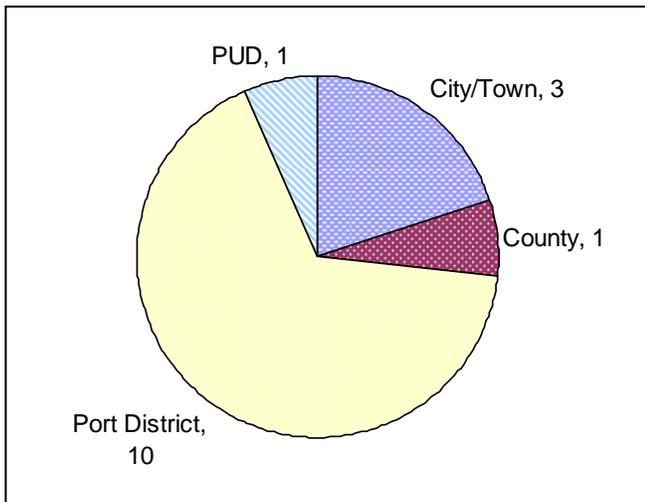
CERB website
<http://www.cted.wa.gov/cerb>

Community Economic Revitalization Board Rural Program Awards, 2005

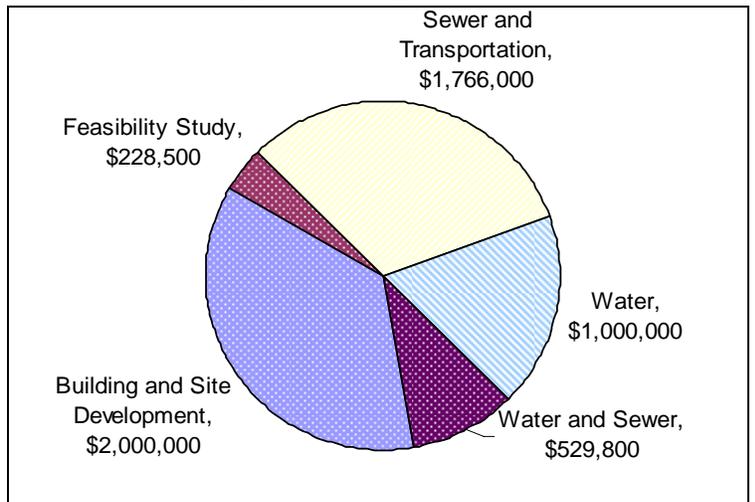
Location of Awards by County



Loan/Grant Recipients



Types of Projects Funded



Job Development Fund Program

Administered By:

Department of Community, Trade and Economic Development
 Community Economic Revitalization Board
 Public Works Board

General Information

Program Purpose: The purpose of the Job Development Fund Program is to provide grants for public infrastructure projects that directly stimulate community and economic development by supporting the creation of new jobs or the retention of existing jobs. This new (2005) program is administered primarily by the Community Economic Revitalization Board (CERB); the Public Works Board (PWB) also plays a role in project selection.

Mission Statement: CERB's mission is to help communities create and retain jobs in partnership with business and industry, providing low-interest loans and grants to local governments to help finance construction of public facility projects supporting private sector development.

Year Established: 2005

Legislative Intent: From ESHB 1903 (2005), Section 1

Enabling State Statutes:
 RCW 43.160.230-240
 RCW 43.155.050

The Legislature finds that current economic development programs and funding, which are primarily low-interest loan programs, can be enhanced by creating a grant program to assist with public infrastructure projects that directly stimulate community and economic development by supporting the creation of new jobs or the retention of existing jobs.

Administrative Rules:
 No rules; there are program guidelines.

Is there a separate governing board? Yes; CERB and PWB both play roles with this new program. CERB is responsible for developing the guidelines for the new program and for developing a prioritized list of projects recommended for funding. The project list then goes before the PWB for its review before the list's eventual delivery to the Legislature for final approval.

Budget Information

Recent Biennial Budgets	1997-99	1999-01	2001-03	2003-05	2005-07
New Appropriation for Administration					430,000
New Appropriation for Grants					
Expenditure for Administration*					(estimated) 430,000
Funds Awarded for Grants**					

*Note: The expenditure information above and the FTE number below do not include the work of CTED's Business and Project Development Unit staff in support of CERB's work on this program, nor do they include the efforts of the Public Works Board staff.

**Note: The first grants will be awarded in 2007. The Legislature appropriated \$50 million in the 2005 Capital Budget for specific projects labeled as Job/Economic Development Grants. However, those projects were selected by the Legislature, not through the process described in this profile. The Legislature then amended its 2005 project list in the 2006 Supplemental Capital Budget.

FTEs for the Program in 2005-07: *
 2.0 for CERB

Fund Account(s):
 058-1 – Public Works Assistance Account
 (also known as Public Works Trust Fund)
 10-H – Job Development Account

Funds Awarded for Grants
 The Legislature will consider awarding an estimated \$49.5 million in grants via this program in 2007.

Fund Sources: Transfer of up to \$50 million each biennium from the Public Works Assistance Account to the Job Development Account.

Recent Changes to Funding Pattern: None (program new in 2005).

Additional Program/Project Funding Information	Frequency of the Grant/Loan Cycle: Biennial, with the first grants in 2007. The enabling legislation terminates in June 2011.	
	Does the Legislature Approve Project Selection? Yes.	
	Number of Projects Selected in 2005: 0	
	Total Amount Awarded in 2005: \$0	
	What Determines the Total Amount Available for Grants or Loans in a Given Time Period? Legislative action in a budget bill or separate legislation, based on the parameters in ESHB 1903 from the 2005 Legislative Session.	
	Maximum Amount That Can Be Awarded to a Project: Per statute, \$10 million.	
	Matching Requirements: Per statute, grant assistance from the Job Development Fund may not exceed 33% of the cost of the project; the applicant must find the remaining 67% from other sources. Per CERB policy, the "cost of the project" refers to the cost of the <i>public</i> project.	
Interest Rate Charged: Not applicable (grants only).	Repayment Statistics: Not applicable (grants only).	

Eligible Applicants and Projects	Who Is Eligible To Apply?	What Categories of Projects Are Eligible?	Award Type:
	<input checked="" type="checkbox"/> Cities and Towns <input checked="" type="checkbox"/> Counties <input checked="" type="checkbox"/> Port Districts <input checked="" type="checkbox"/> Other Special Purpose Districts <input checked="" type="checkbox"/> Tribes <input type="checkbox"/> State Agencies <input type="checkbox"/> Non-Profit Organizations <input type="checkbox"/> Private Businesses <input checked="" type="checkbox"/> Other	<input checked="" type="checkbox"/> Roads <input checked="" type="checkbox"/> Bridges <input checked="" type="checkbox"/> Railroads or Grade Crossings <input type="checkbox"/> Airports <input type="checkbox"/> Ferries <input type="checkbox"/> Transit and Park & Rides <input type="checkbox"/> Bicycle & Pedestrian Mobility <input type="checkbox"/> Transportation Planning & Management <input type="checkbox"/> Environmental Protection <input type="checkbox"/> Land/Historic Preservation <input type="checkbox"/> Other <input type="checkbox"/> Basic Infrastructure <input type="checkbox"/> Other Infrastructure (Buildings, Facilities, Recreation)	<input checked="" type="checkbox"/> Grants <input type="checkbox"/> Loans
	<p>Eligible Projects: The Job Development Fund Program can fund a wide range of projects. These include projects in Basic Infrastructure systems such as domestic and industrial water, sanitary sewer, and storm sewer as well as utilities such as electricity, natural gas, and telecommunications. The program can also fund Transportation Infrastructure such as roads, bridges, and rail spurs, and Other Infrastructure projects such as general purpose industrial buildings and port facilities. In the column on who is eligible to apply, the "Other" box is checked to highlight that Public Development Authorities apply for project funding through CERB's programs.</p> <p>Special Qualifications Regarding Who Can Apply: Applicants must be able to supply a certification of compliance with the state's Growth Management Act. Applicants must also be able to demonstrate that they have provided notice to the area's Associate Development Organization of the applicant's intent to apply to the program.</p>		

Special Qualifications Regarding Project Eligibility: Per statute, the proposed public sector project must be linked to a current or prospective private development project that will result in the creation or retention of jobs upon completion of the public project. More specifically per the CERB guidelines, the public infrastructure investment must be linked to results in specific private developments or expansions in the following business types: manufacturing, production, food processing, assembly, warehousing, advanced technology, research and development, industrial distribution, processing of recyclable materials, manufacturing facilities that rely on recyclable materials, businesses that substantially support the trading of goods or services outside of the state's borders, high priority tourism facilities that create year-round jobs, or other business developments that are competitive in terms of the creation or retention of higher wage jobs and/or other comparative economic development outcomes. Since the statute did not specify specific business types as it does for CERB's other two programs, this offered an opportunity for CERB to consider applications for retail, commercial, and mixed uses.

Recent Changes in Eligible Applicants or Categories of Projects: None (program new in 2005).

Timing and Steps in the Process:

Note: The process described below is the process being used in the first round of funding being allocated through the Job Development Fund Program. CERB members and staff plan to debrief following the completion of this first experience to determine any recommendations for changes to the process or the evaluation criteria.

September – November 2005	CERB develops guidelines for the new Job Development Fund Program.
December 1, 2005	CERB issues statewide competitive project solicitation.
January 6, 2006	Deadline for potential applicants to submit a pre-application to CERB.
January 27, 2006	Deadline for CTED Business and Project Development staff to provide initial technical assistance and feedback on the proposed project to the applicant.
April 3, 2006	Deadline for submittal of final applications to CERB.
April/May 2006	CERB and CTED Business and Project Development staff screen the applications for eligibility. These staff and a staff member from the Public Works Board then score each application using the criteria below. Based on these scores, staff develop a draft prioritized project list for consideration by CERB.
May 18, 2006	CERB reviews the scoring of the applications and develops a prioritized list of projects to recommend to the Legislature for funding (\$49.5 million). CERB also exercises an option in the statute to develop an alternate list of projects (\$10 million).
August 2006	The Public Works Board reviews the CERB prioritized list and approves a project list.
Autumn 2006	The list is incorporated into budget proposals from CTED, then from the Governor.
January 2007	The Job Development Fund prioritized list goes to the Legislature for its consideration. Per statute, the Legislature may remove projects from the list but may not change the ranking of projects. If the Legislature removes projects from the original list, it may add projects from the alternate list, in order of priority.
Spring 2007	The Legislature completes its work on the list; the Governor takes action.

Application and Award Process

What Drives the Timing of the Application and Award Process? The timing of the original legislative action on ESHB 1903 and the need to have a list prepared for legislative consideration in 2007. CERB staff estimate selected applicants will receive their grant funds beginning in August or September, following the allotment process. This means that 16 to 18 months will elapse between the final application deadline (April 2006) and the receipt of grant funds for a project (Autumn 2007).

Evaluation Criteria: CERB used the following criteria in its initial round of ranking projects:

Need

- Comparative level of economic activity – 10%
- Comparative level of existing financial capacity to increase economic activity in the community – 5%

Relative Economic Benefits/Outcomes

- Jobs – 25%
- Return on the state’s investment – 30%
- Ability of the project to improve the viability of existing businesses in the project area – 5%

Commitment/Readiness to Proceed

- Local commitment – 12.5%
- Readiness to proceed – 12.5%

Maximum possible score is 100%.

Recent Changes to the Process or Evaluation Criteria: None (program new in 2005).

Program Goals, Objectives, and Performance Measures

Program Goals and Objectives:

The goals and objectives for CERB programs are to:

- Encourage business and industry expansion and retention to provide stable employment;
- Expand employment opportunities in economically distressed regions;
- Strengthen the economies of areas with high unemployment by encouraging private capital investment and development;
- Seek opportunities to leverage CERB funds with other public monies; and
- Encourage responsible local government investment in public facilities projects by requiring a local match.

Performance Measures and Program Performance:

CERB is required to report biennially to the Legislature on its program and expects Job Development Fund grant recipients to perform the same type of outcome reporting as recipients of other CERB assistance. Information will be collected and reported on:

- Actual number of jobs created/retained;
- Actual amount of private sector investment in the private project;
- Actual amount of funds invested in the public project;
- Percent of jobs created/retained above the annual average county wage rate; and
- Actual state and local tax revenue generated.

Agency-Identified Challenges/ Issues	<p>Program Challenges or Issues Identified by the Agency:</p> <p>The Board notes the following:</p> <ul style="list-style-type: none"> • The amount of unmet need for funding for economic development projects, as witnessed by the volume of applications to CERB’s regular programs and to this new program; • CERB members and staff are committed to debriefing on this first process once it has been completed and to passing on to the Legislature the lessons learned from this first round of Job Development Fund project selection.
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Website	<p>For Additional Information:</p> <p>CERB website: http://www.cted.wa.gov/cerb</p>
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Disaster Public Assistance Program

Administered By:
Washington Military Department
Emergency Management Division

General Information

Program Purpose: The purpose of the Disaster Public Assistance Program is to provide financial assistance through grants to local units of government, state agencies, certain private non-profit organizations, and Indian tribes to repair or replace disaster-damaged public facilities. Categories of eligible facilities are debris removal, emergency protective measures, roads and bridges, water control facilities, buildings and equipment, utilities, and parks, recreational and other.

Mission Statement: The mission of the Emergency Management Division is to minimize the impacts of emergencies and disasters on the people, property, environment, and the economy of Washington State.

Year Established: 1988

Legislative Intent: (Congressional) 42 USC 5121(b)

Enabling State Statutes:
Not applicable (federal law)
General state emergency mgt statutes Chapter 38.52 RCW

It is the intent of the Congress, by this Act, to provide an orderly and continuing means of assistance by the Federal Government to State and local governments in carrying out their responsibilities to alleviate the suffering and damage which results from such disasters by

Administrative Rules:
Not applicable (federal law)

1. revising and broadening the scope of existing disaster relief programs . . . and
6. providing Federal assistance programs for both public and private losses sustained in disasters.

Is there a separate governing board? No.

Budget Information

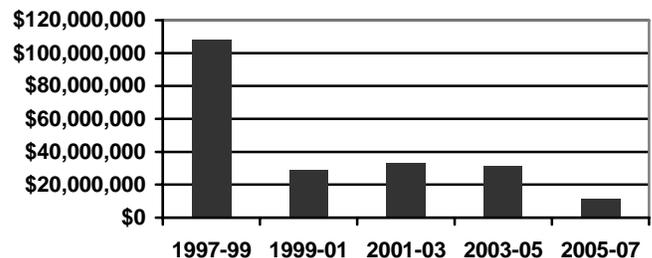
Recent Biennial Budgets	1997-99	1999-01	2001-03	2003-05	2005-07
New Appropriation for Administration	1,559,000	1,155,000	3,510,000	2,763,000	993,000
New Appropriation for Grants	108,100,000	28,824,000	33,215,000	31,090,000	10,960,000
Expenditure for Administration	1,558,944	1,154,414	3,500,535	2,762,937	(estimated) 993,000
Funds Awarded for Grants	108,034,411	28,823,777	33,214,609	31,089,943	(estimated) 10,960,000

FTEs for the Program in 2005-07:
1.0 permanent FTE; the number of project FTEs varies based upon workload (number of open disasters and open disaster grants to sub-recipients).

Fund Account(s):
05H – Disaster/Emergency Fund
309 – Nisqually Fund

Fund Sources: 75% of funds are federal dollars. The 25% non-federal match is typically split 50/50 between the state and local applicant. State dollars are appropriated by the Legislature.

Funds Awarded for Grants



Recent Changes to Funding Pattern: Funding is based upon the number of open disasters and the specific disaster damages remaining to be repaired. As disaster grants and the events are closed, funding needs are reduced.

Additional Program/Project Funding Information	Frequency of the Grant/Loan Cycle: Funding does not occur on a cycle basis or a calendar year. Frequency is based upon the indeterminate timing of disaster events.	
	Does the Legislature Approve Project Selection? No.	
	Number of Grants Awarded in 2005: 5	
	Total Amount Awarded in 2005: \$4,049,598	
	What Determines the Total Amount Available for Grants or Loans in a Given Time Period? When a disaster occurs, any eligible applicant with damages may apply. The total funding amount is related to the total eligible damage. Eligible damage is reimbursed at 75% federal funds. The state share of the remaining 25% is determined by the Legislature. Budget projections are adjusted on a quarterly basis, with reporting to legislative and OFM staff. Funding and adjustments are made by the Legislature through budget provisos.	
	Maximum Amount That Can Be Awarded to a Project: None set.	
	Matching Requirements: 75% federal, 25% non-federal. The non-federal share is split as determined by the Legislature by disaster event.	
Interest Rate Charged: Not applicable (grants only).	Repayment Statistics: Not applicable (grants only).	

Eligible Applicants and Projects	Who Is Eligible To Apply?	What Categories of Projects Are Eligible?	Award Type:
	<input checked="" type="checkbox"/> Cities and Towns <input checked="" type="checkbox"/> Counties <input checked="" type="checkbox"/> Port Districts <input checked="" type="checkbox"/> Other Special Purpose Districts <input checked="" type="checkbox"/> Tribes <input checked="" type="checkbox"/> State Agencies <input checked="" type="checkbox"/> Non-Profit Organizations <input type="checkbox"/> Private Businesses <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Roads <input checked="" type="checkbox"/> Bridges <input type="checkbox"/> Railroads or Grade Crossings <input type="checkbox"/> Airports <input type="checkbox"/> Ferries <input type="checkbox"/> Transit and Park & Rides <input type="checkbox"/> Bicycle & Pedestrian Mobility <input type="checkbox"/> Transportation Planning & Management <input type="checkbox"/> Environmental Protection <input type="checkbox"/> Land/Historic Preservation <input type="checkbox"/> Other <input checked="" type="checkbox"/> Basic Infrastructure <input checked="" type="checkbox"/> Other Infrastructure (Buildings, Facilities, Recreation)	<input checked="" type="checkbox"/> Grants <input type="checkbox"/> Loans
	<p>Eligible Projects: Public facilities and infrastructure. The types of facilities are organized into seven categories: debris removal; emergency protective measures; roads and bridges; water control facilities; buildings and equipment; utilities; and parks, recreational and other. Emergency work is debris removal and emergency protective measures. Permanent work addresses damages to: water control facilities such as revetments, dikes, and dams; streets and bridges; buildings and equipment; public utilities such as water, sewer, storm drainage, and electrical; and parks and other unique structures such as fish hatcheries and fences.</p> <p>Special Qualifications Regarding Who Can Apply: An eligible private non-profit organization must provide an essential government-type service. In addition, the organization must have an effective ruling letter from the U.S. Internal Revenue Service granting tax exemption or certification from the State that the organization is a non-revenue producing, non-profit entity organized and doing business under state law.</p>		

Special Qualifications Regarding Project Eligibility: The project must be the legal responsibility of an eligible applicant and be located in a disaster-declared county. Damages must be caused by the declared disaster event; not fall under the jurisdiction of another federal agency; be in active use at the time of the declared event; and not be caused by the negligence of others.

Recent Changes in Eligible Applicants or Categories of Projects: None.

Timing and Steps in the Process:

Varies depending on disaster-specific circumstances	First, the state has to experience a major disaster. The Emergency Management Division collects preliminary damage assessment information through the county emergency management offices, which act as the point of coordination for eligible applicants in their county.
Within 30 days from the end of the incident, unless a 30-day extension is requested and received from FEMA	The State requests a Joint Preliminary Damage Assessment with the Federal Emergency Management Agency (FEMA) to quickly review and verify that disaster damage exists and that the estimated costs are reasonable. If the state and counties meet the required per capita thresholds and/or can substantiate the severe impact the event has had on their communities, then a disaster declaration request is prepared. The decision to forward the request to the President rests with the Governor. The request must be submitted within 30 days from the end of the incident unless a 30-day time extension is requested and received from FEMA.
Varies depending on disaster-specific circumstances	The President makes a decision about the disaster request. If the President does declare a disaster, eligible applicants have 30 days from the date of declaration to complete and submit a one-page request for assistance under the Disaster Public Assistance Program. Applicant briefings are held in the counties declared. The briefings enable applicants to complete the request form, turn it in, and receive initial information on the process and updates on the program.
Varies depending on disaster-specific circumstances	After receipt of the request form, a team of federal and state representatives meet with each applicant to identify damages and prepare detailed damage assessments and cost estimates upon which the grant funding will be based. Technical assistance is provided to the applicants from the beginning through the closure of their disaster grants.

What Drives the Timing of the Application and Award Process? Timing of applications is driven by receiving a disaster declaration and submitting the request for disaster public assistance within 30 days of the declaration. Actual funding of projects depends on the responsiveness of applicants in identifying their damage sites, identifying actual costs incurred, projecting repair costs, and then the impact on the award process of federal environmental and historical regulations. Depending on location, facility, and repair, the federal environmental review process may take a few days or a few years.

Evaluation Criteria:

Funding eligibility is determined by FEMA based on their regulations, federal Office of Management and Budget circulars, executive orders, and federal environmental and historical regulations. These are not competitive grants. The projects are not ranked. Evaluation is limited to ensuring that the applicant, the facility, the damage, the proposed repair, and the costs are eligible.

Recent Changes to the Process or Evaluation Criteria: None.

Application and Award Process

Program Goals, Objectives, and Performance Measures	Program Goals and Objectives:
	Program goals are to maximize the amount of reimbursement that applicants are eligible for, work to see the projects are funded, work with the applicants to ensure that program and funding conditions are met, and then close their disaster grant as quickly as possible after all work has been completed.
	Performance Measures and Program Performance:
	<p>The internal program performance measure is ensuring that documents with time frames for completion and/or review are processed within identified time periods. Examples are time extensions processed within seven working days, review of plans and specifications within seven working days, and processing payment requests within seven working days. Actions are tracked on a spreadsheet with weekly reviews to ensure work is being completed on a timely basis.</p> <p>When documents are not completed within the specified time period, the Division notes that this can be for a variety of reasons, including the need to go back to the applicant for further information. The Division reports that, because of this variable in determining why the performance measures were not reached, the Division does not specifically rate how it is performing against this measure.</p>

Agency-Identified Challenges/Issues	Program Challenges or Issues Identified by the Agency:
	The agency notes an issue is the lack of a state disaster assistance fund to assist with repairs following disasters/events that do not meet the federal requirements for amount of damage.

Website	For Additional Information:
	Website for the Military Department, Emergency Management Division http://emd.wa.gov/1-dir/divfacshs/43-pub-disast-assist-fs-06-ds.pdf

Program Grants Awarded in 2005

- The Department of Community, Trade, and Economic Development received four grants for a total of \$1,867,014 associated with the Hurricane Katrina disaster declaration;
- A non-profit organization in King County received a grant of \$2,182,584 for the completion of repairs under the Nisqually Earthquake disaster declaration.

