

**FEDERAL PROGRAM:** STATEWIDE AND NONMETROPOLITAN PLANNING (SPR)

**FEDERAL AGENCY:** U.S. Department of Transportation

**PROGRAM DESCRIPTION:**

The statewide and nonmetropolitan planning process establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions throughout the State. Oversight of this process is a joint responsibility of the Federal Highway Administration and the Federal Transit Administration.

*Apportionment Levels\**

\$ in millions	IIJA Estimated Apportionments						
	FAST Act (2016-2020) Total	2022	2023	2024	2025	2026	IIJA Total
WA	70.3	16.8	17.1	17.4	17.7	18.1	87.1

\*The amounts for FFY2022 come from FHWA apportionment notice N4510.858 found at [https://www.fhwa.dot.gov/legregs/directives/notices/n4510858/n4510858\\_t1.cfm](https://www.fhwa.dot.gov/legregs/directives/notices/n4510858/n4510858_t1.cfm).

The amounts for FFY2023 – FFY2026 come from FHWA Estimated Highway Apportionments under the IIJA (before post-apportionment set-asides; penalties, and sequestration) found at [https://transportation.house.gov/download/ta\\_est-fy-2022-2026-apportionments\\_ans-as-passed-by-senate-infrastructure-investment-and-jobs-act](https://transportation.house.gov/download/ta_est-fy-2022-2026-apportionments_ans-as-passed-by-senate-infrastructure-investment-and-jobs-act). Estimates increase 2% annually based on the data shown in the highway authorizations estimates document found at [https://www.fhwa.dot.gov/bipartisan-infrastructure-law/docs/highway\\_authorizations\\_nov302021.pdf](https://www.fhwa.dot.gov/bipartisan-infrastructure-law/docs/highway_authorizations_nov302021.pdf).

*Background*

The IIJA continued the Statewide and Nonmetropolitan Planning program. This program is funded by a 2% set-aside from five core programs – National Highway Performance Program (NHPP), Surface Transportation Block Grant Program (STBG), Highway Safety Improvement Program (HSIP), Congestion Mitigation and Air Quality Improvement Program (CMAQ) and the National Highway Freight Program (NHFP).

Statewide Planning funding has been available in some form since 1934 but beginning in 1992 a minimum of 25% of the SPR funds apportioned annually were restricted for use on research, development, and technology transfer activities except under specific circumstances.

In general, the federal share is 80% (subject to the sliding scale) and are ineligible to transfer to other highway formula programs.

*Fund Distribution*

100% SPR funds are provided to WSDOT.

*Changes under the IIJA*

- Established new Complete Streets standard to ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles. This program is funded by the following:
  - in the case of a State, not less than 2.5 percent of the amounts made available to the State to fund the Statewide Planning and Nonmetropolitan Planning Program; and
  - in the case of a metropolitan planning organization, not less than 2.5 percent of the amounts made available for Metropolitan Planning.
- The federal share for Complete Streets is 80%

- A state or metropolitan planning organization may opt out of the Complete Streets program with the approval of the Secretary, if the State or metropolitan planning organization demonstrates to the Secretary, by not later than 30 days before the Secretary apportions funds for a fiscal year under section 104, that the State or metropolitan planning organization—
  - has Complete Streets standards and policies in place; and
  - has developed an up-to-date Complete Streets prioritization plan as described in subsection

*Eligible Projects*

- Engineering and economic surveys and investigations.
- The planning of future highway programs and local public transportation systems and the planning of the financing of such programs and systems, including metropolitan and statewide planning.
- Development and implementation of management systems.
- Studies of the economy, safety, and convenience of surface transportation systems and the desirable regulation and equitable taxation of such systems.
- Research, development, and technology transfer activities necessary in connection with the planning, design, construction, management, and maintenance of highway, public transportation, and intermodal transportation systems.
- Study, research, and training on the engineering standards and construction materials for transportation systems described in prior bullet, including the evaluation and accreditation of inspection and testing and the regulation and taxation of their use.
- The conduct of activities relating to the planning of real-time monitoring elements.