
Federal Funding

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Federal Funding – General Information

State Revenue From Federal Programs

The state receives apportionments and allocations of federal funds from a variety of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) programs. Listed below are the actual apportionments and allocations to the state and local agencies from the statutory federal programs. In addition, the state was eligible for certain discretionary programs administered by the U.S. Department of Transportation.

FHWA Formula Program Apportionments To Washington (Dollars in Millions)

<u>Program</u>	<u>FFY 2007 Apportionments</u>	<u>FFY 2006 Apportionments</u>
Interstate Maintenance	\$98.37	\$88.02
National Highway System	112.78	97.00
Bridge Replacement & Rehabilitation	153.28	144.83
Surface Transportation Program	126.34	111.61
Equity Bonus	14.10	1.74
Congestion Mitigation and Air Quality	32.41	28.40
Recreational Trails	1.69	1.56
Metropolitan Planning	6.30	6.13
State Planning & Research	11.34	9.98
Highway Safety Improvement Program	18.38	17.29
Railway-Highway Crossings	4.02	3.98
Border Infrastructure Program	9.91	8.52
Safe Routes to Schools	2.27	1.70
High Priority Projects	<u>55.34</u>	<u>54.79</u>
TOTAL	\$646.55	\$575.55

FTA Program Allocations To Washington (Dollars in Millions)

<u>Program</u>	<u>FFY 2008 Allocations</u>	<u>FFY 2007 Allocations</u>	<u>FFY 2006 Allocations</u>
Fixed Guideway Modernization (5309) ¹	\$38.2	\$31.9	\$26.3
New Starts (5309) ²	101.9	80.0	83.3
Bus & Bus Facilities (5309) ³	14.6	45.9	18.0
Capital and Operating Grants (5307) ⁴	115.7	101.8	129.4
Rural Assistance (5311)	2.4	8.3	8.0
Rural Transit Assistance Program (5311)	9.1	.1	0.1
Elderly/Disabled Assistance Programs (5310)			2.1
MPO Planning (5303)	1.8		1.7
State Planning (5304)	.38		
Alternative Analysis (5339)		1.1	0.3
Job Access/Reverse Commute	3.4	2.5	2.5
New Freedom	2.1	<u>1.6</u>	<u>1.6</u>
TOTAL	\$290.1	273.2	\$ 273.3

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

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

³ Allocated discretionary grants for transit purposes in Washington State.

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

The Federal Funding Authorization: SAFETEA-LU

On August 10, 2005, President Bush signed into law the **Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU)** (Public Law 109-59), the newest version of the federal surface transportation authorization law. Enactment of SAFETEA-LU followed several extensions of the prior authorization, the Transportation Equity Act for the 21st Century (TEA-21). SAFETEA-LU built on the program structure established in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the funding guarantees created by TEA-21. Like both of those bills, SAFETEA-LU provided a significant increase in federal surface transportation funding.

Increased Spending on Surface Transportation

SAFETEA-LU provided a total of \$286.4 billion in guaranteed funding between FFY 2004 and 2009, a 42% increase over the guaranteed funding provided under TEA-21 (FFY 1998–2003). That funding level includes \$227 billion in guaranteed funding for the federal highway program (a 40% increase over TEA-21) and \$53 billion in guaranteed funding for the federal transit program (a 46% increase).

The New Equity Bonus Program

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

Expanded Tolling Options

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

Enhanced Innovative Financing

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

Environmental Streamlining

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

Freight Mobility

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

SAFETEA-LU expires on September 30, 2009. The House Transportation and Infrastructure Committee, which has House jurisdiction over most of the bill, will probably produce a detailed outline of their proposal by Inauguration Day. They expect to mark up their bill in the spring and bring it to the House floor in the summer. The Senate committees of jurisdiction have not set a schedule, but they are expected to move more slowly than their House counterparts.

The Bush Administration produced a “framework” for reauthorization in July, 2008, but they do not intend to submit draft legislation. The Obama Administration is expected to provide suggestions for reauthorization in the spring or summer. Most close observers of the reauthorization debate expect Congress to miss the September 30, 2009 deadline and extend the provisions of SAFETEA-LU for at least several months.

Federal Transportation User Fees

Motor Fuel

Gasoline: 18.4¢ per gallon

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

Diesel Fuel: 24.4¢ per gallon

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

Special Fuels: 18.4¢ per gallon

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

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

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

Other Highway User Fees (Dedicated To Highway Account)

Tires

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

Truck and Trailer Sales

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

Heavy Vehicle Use (Annual Tax)

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

Federal Highway Trust Fund Revenue

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

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

Originally, the HTF focused solely on highways. In the early 1980's, Congress decided that some revenues should be used to fund transit needs. As a result, two separate accounts were created within the HTF—one for highways and the other for mass transit. Today the federal gasoline tax is the primary source of revenue to the HTF accounts. The federal gasoline tax is 18.4¢ per gallon. Of this, 2.86¢ flows to the Mass Transit Account and 15.44¢ flows to the Highway Account. Other taxes and fees flowing into the HTF are displayed earlier in this document (see *Federal Transportation User Fees* on page 151).

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

Federal Fiscal Year 2006 (October 1, 2005 – September 30, 2006)

Highway Account Fund Revenue

Income:

Motor Fuel Taxes	\$29.362 billion
Other Taxes*	5.511 billion
Total Income	\$34.873 billion

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

Mass Transit Account Revenue

Income:

Motor Fuel Taxes	\$4.996 billion
Total Income	\$4.996 billion

Federal Transportation Programs – Aviation

FEDERAL PROGRAM: **Airport Planning Grants**

FEDERAL AGENCY: Federal Aviation Administration

PROGRAM DESCRIPTION

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

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

STATE RECIPIENTS

WSDOT Program F (Aviation Division).

DISTRIBUTIONS

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

MATCHING REQUIREMENTS

95% federal share; 5% state share.

Federal Transportation Programs – Highways

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

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

PROGRAM DESCRIPTION

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

DISTRIBUTIONS

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

MATCHING REQUIREMENTS

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

FEDERAL PROGRAM: **Bridge Replacement and Rehabilitation**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

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

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

STATE RECIPIENTS

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

DISTRIBUTIONS

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

Over the 6-year life of TEA-21, Washington received \$624.6 million for this program.

MATCHING REQUIREMENTS

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

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

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

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

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

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

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

STATE RECIPIENTS

WSDOT Programs I1 and Z.

DISTRIBUTIONS

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

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

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

MATCHING REQUIREMENTS

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

FEDERAL PROGRAM: **Coordinated Border Infrastructure Program**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

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

DISTRIBUTIONS

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

MATCHING REQUIREMENTS

80% federal share.

FEDERAL PROGRAM: **Emergency Relief Program**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

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

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

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

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

STATE RECIPIENTS

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

DISTRIBUTIONS

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

MATCHING REQUIREMENTS

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

FEDERAL PROGRAM:

Equity Bonus Program

FEDERAL AGENCY:

Federal Highway Administration

PROGRAM DESCRIPTION

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

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

STATE RECIPIENTS

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

DISTRIBUTIONS

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

MATCHING REQUIREMENTS

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

FEDERAL PROGRAM: **Federal Lands Highways Program**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

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

STATE RECIPIENTS

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

DISTRIBUTIONS

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

MATCHING REQUIREMENTS

100% federal share.

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

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

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

STATE RECIPIENTS

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

DISTRIBUTIONS

Distributions are at the discretion of the U.S. Secretary of Transportation, based on application by the state or at Congressional direction. Congress established a \$20 million per year set-a-side for 1999–2003 as follows: Washington – \$5 million; Alaska – \$10 million; and New Jersey – \$5 million. To date, Washington has only received the \$5 million earmark for each federal fiscal year.

Over the 6-year life of TEA-21, Washington received \$31.6 million for this program.

REQUIREMENTS

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

FEDERAL PROGRAM: **High Priority Projects**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

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

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

STATE RECIPIENTS

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

DISTRIBUTIONS

High Priority Projects are discretionary on the part of Congress. SAFETEA-LU includes \$276.7 million for Washington State High Priority Projects.

MATCHING REQUIREMENTS

80% federal share; 20% state share.

FEDERAL PROGRAM: **Highway Safety Improvement Program**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

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

DISTRIBUTIONS

Distributions are apportioned to states based on the following: 1/3 based on lane miles of federal-aid highways; 1/3 based on vehicle miles traveled on federal-aid highway lanes; and 1/3 based on the number of fatalities on the federal-aid system. Each state will receive at least $\frac{1}{2}$ of 1% of total funds.

MATCHING REQUIREMENTS

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

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

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

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

DISTRIBUTIONS

For the period 2005–2009, at least one project in each state shall be approved, if possible. No more than 15 projects may be approved in any one fiscal year.

MATCHING REQUIREMENTS

Up to 100% federal share.

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

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

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

STATE RECIPIENTS

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

DISTRIBUTIONS

State apportionments are based on a three-part formula:

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

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

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

MATCHING REQUIREMENTS

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

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

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

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

STATE RECIPIENTS

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

DISTRIBUTIONS

Distributions are made at the discretion of the U.S. Secretary of Transportation based on application of the states. Washington did not meet the eligibility requirements for these during the life of TEA-21.

MATCHING REQUIREMENTS

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

FEDERAL PROGRAM: **Metropolitan Planning Program**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

Each year prior to making distribution of certain formula program funds, 1% of the funds available for apportionment to the states is set aside for the Metropolitan Planning Program. This program provides funds to states for further allocation to Metropolitan Planning Organizations (MPOs) to assist them in carrying out their planning requirements under Title 23, U.S.C. The programs subject to the 1% set-aside are the National Highway System, Surface Transportation Program, CMAQ, Interstate Maintenance and Bridge.

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

STATE RECIPIENTS

WSDOT Program T.

DISTRIBUTIONS

Distribution of Metropolitan Planning funds within the state is in accordance with a formula developed by WSDOT in cooperation with the eight MPOs in the state. The eight MPOs cover the central Puget Sound area (Puget Sound Regional Council), Spokane, Vancouver, Bellingham, Yakima, Longview-Kelso, Richland-Kennewick-Pasco, and Olympia-Lacey-Tumwater.

Over the 5-year life of SAFETEA-LU, Washington received \$31.7 million for this program.

MATCHING REQUIREMENTS

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

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

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

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

DISTRIBUTIONS

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

MATCHING REQUIREMENTS

80% federal share.

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

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

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

DISTRIBUTIONS

Distributions are made at the discretion of the U.S. Secretary of Transportation based on application of the states or at Congressional direction.

MATCHING REQUIREMENTS

80% federal share.

FEDERAL PROGRAM: **National Highway System**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

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

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

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

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

STATE RECIPIENTS

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

DISTRIBUTIONS

State apportionments are based on a four-part formula:

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

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

Over the 5-year life of SAFETEA-LU, Washington received \$522.1 million for this program.

MATCHING REQUIREMENTS

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

FEDERAL PROGRAM: **National Scenic Byways Program**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

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

STATE RECIPIENTS

WSDOT Program I3 or T.

DISTRIBUTIONS

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

MATCHING REQUIREMENTS

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

FEDERAL PROGRAM:

New Freedom Program

FEDERAL AGENCY:

Federal Transit Administration

PROGRAM DESCRIPTION

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

DISTRIBUTIONS

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

MATCHING REQUIREMENTS

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

FEDERAL PROGRAM: **Recreational Trails Program**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

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

DISTRIBUTIONS

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

MATCHING REQUIREMENTS

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

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

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

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

DISTRIBUTIONS

Funds are apportioned to states based on their relative shares of total enrollment in primary and middle schools, but no state will receive less than \$1 million.

MATCHING REQUIREMENTS

100% federal share.

FEDERAL PROGRAM: **Small Starts Program**

FEDERAL AGENCY: Federal Transit Administration

PROGRAM DESCRIPTION

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

DISTRIBUTIONS

Distributions are made at the discretion of the U.S. Secretary of Transportation based on application of transit sponsors or at Congressional direction.

MATCHING REQUIREMENTS

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

FEDERAL PROGRAM: **Surface Transportation Program**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

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

STP funds are distributed as follows:

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

STATE RECIPIENTS

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

DISTRIBUTIONS

State apportionments are based on a three-part formula:

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

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

MATCHING REQUIREMENTS

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

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

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTIONS

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

DISTRIBUTIONS

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

MATCHING REQUIREMENTS

80% federal share.

FEDERAL PROGRAM: **Transportation Improvements**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTIONS

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

DISTRIBUTIONS

To specified states.

MATCHING REQUIREMENTS

80% federal share.

FEDERAL PROGRAM:

Truck Parking Facilities Program

FEDERAL AGENCY:

Federal Highway Administration

PROGRAM DESCRIPTIONS

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

DISTRIBUTIONS

Distributions are made at the discretion of the U.S. Secretary of Transportation based on the applications of states, MPOs, and local governments.

MATCHING REQUIREMENTS

80% federal share.

FEDERAL PROGRAM:

Work Zone Safety Grants

FEDERAL AGENCY:

Federal Highway Administration

PROGRAM DESCRIPTIONS

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

DISTRIBUTIONS

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

MATCHING REQUIREMENTS

80% federal share.

Federal Transportation Programs –Traffic Safety

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

FEDERAL AGENCY: Federal Motor Carrier Safety Administration

PROGRAM DESCRIPTION

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

State Grants

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

Information Systems

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

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

Partnering With Other State Agencies to Enhance MCSAP

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

RECIPIENTS

Washington State Patrol.

DISTRIBUTIONS

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

MATCHING REQUIREMENTS

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

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

FEDERAL AGENCY: National Highway Traffic Safety Administration

PROGRAM DESCRIPTION

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

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

STATE RECIPIENTS

Traffic Safety Commission

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

DISTRIBUTIONS

The Section 402 formula is:

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

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

MATCHING REQUIREMENTS

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

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

FEDERAL AGENCY: National Highway Traffic Safety Administration

PROGRAM DESCRIPTION

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

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

STATE RECIPIENTS

Traffic Safety Commission

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

DISTRIBUTIONS

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

MATCHING REQUIREMENTS

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

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

FEDERAL AGENCY: National Highway Traffic Safety Administration

PROGRAM DESCRIPTION

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

STATE RECIPIENTS

Traffic Safety Commission

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

DISTRIBUTIONS

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

MATCHING REQUIREMENTS

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

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

FEDERAL AGENCY: National Highway Traffic Safety Administration

PROGRAM DESCRIPTION

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

STATE RECIPIENTS

Traffic Safety Commission

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

DISTRIBUTIONS

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

MATCHING REQUIREMENTS

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

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

FEDERAL AGENCY: National Highway Traffic Safety Administration

PROGRAM DESCRIPTION

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

STATE RECIPIENTS

Traffic Safety Commission

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

DISTRIBUTIONS

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

MATCHING REQUIREMENTS

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

Federal Transportation Programs – Transit

FEDERAL PROGRAM: **Alternatives Analysis Program**

FEDERAL AGENCY: Federal Transit Administration

PROGRAM DESCRIPTION

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

DISTRIBUTIONS

Distributions are made at the discretion of the U.S. Secretary of Transportation based on application of transit sponsors or at Congressional direction.

MATCHING REQUIREMENTS

Up to 80% federal share.

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

FEDERAL AGENCY: Federal Transit Administration

PROGRAM DESCRIPTION

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

STATE RECIPIENTS

Fixed Guideway Modernization: Seattle

New Starts: Sound Transit

Buses and Bus Facilities: Varies from year to year

DISTRIBUTIONS

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

Allocations of Section 5309 funds for FFY 2006 and 2007 were as follows:

	<u>FFY 2007</u>	<u>FFY 2006</u>
Fixed Guideway Modernization:		
Seattle	\$31,857,041	\$26,274,605
New Starts:		
Seattle Sound Transit Central Link	80,000,000	78,408,000
Sounder Commuter Rail	4,900,500	
Buses & Bus Facilities:		
Seattle – Multimodal Terminal Redevelopment and Expansion	900,000	
Seattle – Urban Partnership Agreement	41,000,000	
Ben Franklin Transit, Maint & Operations Facility	495,000	
Clallam Transit	217,800	
Everett Transit Vehicle Replacement	816,750	
Grant Transit Buses	222,750	
Grays Harbor Transit, Transit Center Expansion	772,200	
Grays Harbor Transit Buses	64,350	
Ilwaco Park and Ride Lot	20,064	19,036
Ilwaco Shuttle Vehicles	20,064	19,036
Island Transit Buses	481,536	475,200
Island Transit Operations Base Facility Project		456,857
Jefferson Transit Facility		361,350
King County Airfield Transfer Area		1,188,000
King County Metro Park and Ride on First Hill		1,188,000
King County Metro Bus Radio Replacement Program		1,980,000
Link Transit Low Floor Coaches		495,000
Mason Transit Buses		148,500

Mukilteo Multi-Modal Terminal	1,163,712	1,104,072
North Bend Park and Ride Lot	160,512	152,286
Oak Harbor Multimodal Facility	200,640	190,357
Port Angeles International Gateway Project		792,000
Pullman Transit Buses		49,500
Puyallup Transit Center Park and Ride		772,200
Seattle Multimodal Terminal Redevelopment		792,000
Skagit Transit Bus Acquisition		420,750
Skagit Transit Chuckanut Drive Station		297,000
Community Transit Buses and Facility Enhancement	601,920	571,072
Sound Transit Eastgate Transit Access		1,485,000
SW King Co-Highline CC Intermodal Transit Facility		841,500
Thurston County Bus Replacement	180,576	171,321
Twin Transit Buses		158,400
Valley Transit Buses		272,250
Washington Southworth Terminal Redevelopment	1,150,000	990,000
King Street Center-Intercity Bus Terminal	60,000	49,500

MATCHING REQUIREMENTS

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

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

FEDERAL AGENCY: Federal Transit Administration

PROGRAM DESCRIPTION

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

STATE RECIPIENTS

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

DISTRIBUTIONS

FFY 2007 and 2006 apportionments for Washington State were:

	<u>FFY 2007</u>	<u>FFY 2006</u>
Portland-Vancouver	\$ 33,570,887	\$ 32,160,503
Seattle-Tacoma-Everett-Bremerton	83,578,906	77,887,348
Spokane	6,434,323	6,090,846
Smaller Areas*	12,009,496	12,956,985

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

MATCHING REQUIREMENTS

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

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

FEDERAL AGENCY: Federal Transit Administration

PROGRAM DESCRIPTION

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

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

STATE RECIPIENTS

WSDOT provides grants to local providers.

DISTRIBUTIONS

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

MATCHING REQUIREMENTS

80% federal share; 20% state and local.

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

FEDERAL AGENCY: Federal Transit Administration

PROGRAM DESCRIPTION

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

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

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

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

STATE RECIPIENTS

WSDOT provides grants to local providers.

DISTRIBUTIONS

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

MATCHING REQUIREMENTS

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

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

FEDERAL AGENCY: Federal Transit Administration

PROGRAM DESCRIPTION

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

STATE RECIPIENTS

WSDOT Program T.
Metropolitan Planning Organizations.
Transportation Management Areas.

DISTRIBUTIONS

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

MATCHING REQUIREMENTS

80% federal share; 20% local.

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

FEDERAL AGENCY: Federal Transit Administration

PROGRAM DESCRIPTION

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

STATE RECIPIENTS

WSDOT Program Y.

DISTRIBUTIONS

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

MATCHING REQUIREMENTS

80% federal share; 20% state share.

Federal Transportation Programs – Rail

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

FEDERAL AGENCY: Federal Highway Administration and Federal Railroad Administration

PROGRAM DESCRIPTION

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

STATE RECIPIENTS

WSDOT Program Y.

DISTRIBUTIONS

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

MATCHING REQUIREMENTS

None. 100% federal funding.

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

FEDERAL AGENCY: Federal Railroad Administration

PROGRAM DESCRIPTION

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

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

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

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

STATE RECIPIENTS

WSDOT Program Y.

DISTRIBUTIONS

Loans and loan guarantees are at the discretion of the U.S. Secretary of Transportation based on application. Washington State is assessing the applicability of this program and may consider applying.

