Federal Funding

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Federal Transportation Funds Overview

Background

How does the federal government impact transportation in Washington State?

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

Federal transportation funds are distributed back to states through formula, earmarks, and grants, though Congress eliminated earmarks in 2011. WSDOT administers most federal highway transportation funds, subject to federal and state criteria, including funds that go to local agencies. WSDOT acts as a fiscal agent for the federal government, ensuring that local agencies comply with the multitude of federal transportation and environmental laws and regulations. MPOs/RTPOs and transit agencies make many local funding decisions, and directly receive the majority of federal transit funds. For federal aviation funding, WSDOT receives funding for projects at one eligible state-owned airport while the majority of aviation funds in Washington go directly to eligible locally-owned airports.

For more information on financing federal aid highways, see FHWA's 2007 Primer.

Congressional Authorization Process
There are two primary legislative vehicles for federal transportation funding: authorization bills that authorize policy, programs and funding ceilings over multiple years, such as the Moving Ahead for Progress in the 21st Century Act (MAP-21), and annual appropriations bills that set annual spending levels for transportation programs.

The federal transportation financing cycle begins with Congressional authorization of a transportation act. Unlike many other federal programs, which require appropriations for states to begin spending funds, an authorization act for the federal-aid highway program permits states to commence programming funds beginning on the first day of the federal fiscal period. Called "contract authority," this feature of transportation funding recognizes the need for predictability by state transportation departments in order to plan and finance programs.

Once authorized, states receive a notice of their apportioned share of federal funds. The shares are established by programmatic statutory formulas, adjusted by penalties. States may then begin obligating funds to activities and projects in their approved transportation improvement plan. An "obligation" is a commitment by the federal government to pay for its share of an approved project's eligible costs. This commitment occurs when the project is approved and the project agreement is executed. Obligated funds are considered used even though no cash has been transferred.

Federal transportation programs work as a reimbursement program; cash is not distributed to the states. Rather, after states pay expenses, the federal government will reimburse them, typically for 80 percent of project costs, though the federal share varies between programs. The maximum federal share is specified in the federal legislation authorizing the program. Most projects have an 80 percent federal share, while

Interstate rehabilitation and maintenance projects have typically been funded with a 90 percent federal share.

While states do not need to depend on appropriations to proceed with projects, Congress continues to be responsible for balancing federal transportation revenues and outlays and uses the annual appropriations process to achieve that balance. As such, states may not be permitted to use their full amount of apportionment. To control outlays, Congress sets obligation limitations on state apportionments. Each state receives a single, overall limitation that covers most programs, and they have flexibility in how to allocate the limitation among programs. At times Congress exerts further control over outlays by rescinding unused balances of previously authorized funds.

Not all programs are subject to apportionment. Distributions of funds when there are no formulas in law are called "allocated" or "discretionary" funds. Examples of past discretionary programs include the Ferry Boat Discretionary, the Interstate Maintenance Discretionary, and the National Scenic Byways programs. The TIGER grant program created by the American Recovery and Reinvestment Act of 2009 is also a discretionary program, created outside of the general transportation authorization legislation, and is funded by the General Fund rather than the Highway Trust Fund. Typically, states and localities must compete for discretionary funds, either through earmarks, before earmarks were banned by Congress, and more recently through competitive grants.

Annual appropriations bills are usually drafted in late spring, and debated during the summer and early fall. While the federal fiscal year runs from October 1st through September 30th, in recent years Congress has been unable to pass appropriations bills by the October 1st deadline and therefore bills are typically passed anywhere from several weeks to several months late.

The current surface transportation authorization bill is MAP-21. Unlike previous authorization bills that lasted four to six years, MAP-21 was only a two-year bill. It expired on September 30, 2014, but Congress extended it until May 31, 2015.

Federal Highway Trust Fund

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 MAP-21.

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 Federal-Aid Highway Act of 1956 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 that the legislation created.

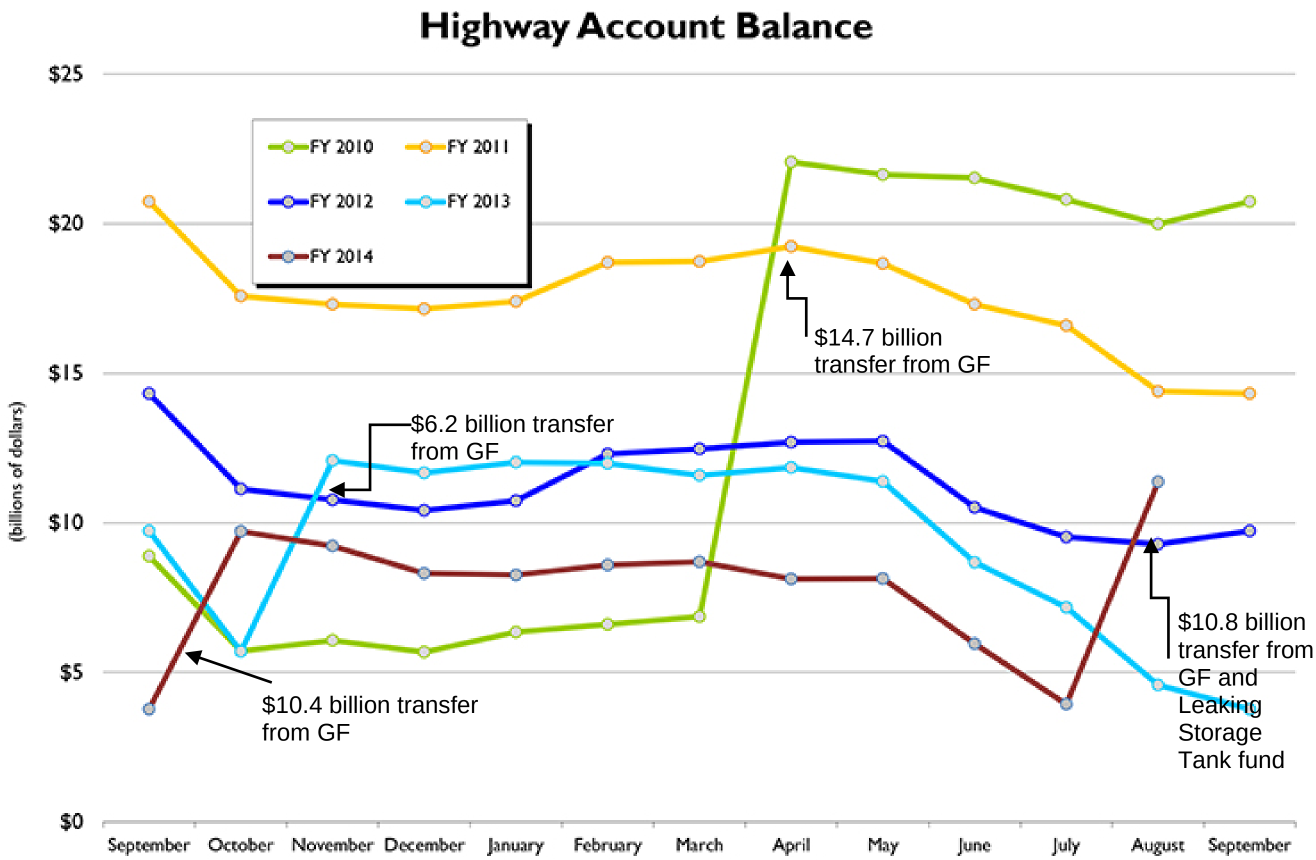
Originally, the HTF focused solely on highways. In the early 1980's, Congress decided that some revenues should be used to fund transit needs. As a result, two separate accounts were created within the HTF—one for highways and the other for mass transit. Today the federal gasoline and diesel taxes are the primary source of revenue to the HTF accounts. The federal gasoline tax is 18.4¢ per gallon while the federal diesel tax is 24.4¢. Of each tax, 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 on the next page (see *Federal Surface Transportation User Fees* on page 148).

Each penny of federal motor fuel tax generates about $1.75 billion annually. Under current law, all but 0.1¢ of the federal gasoline and diesel tax revenues goes into the HTF and is directed to transportation (the remaining 0.1¢ per gallon of gasoline and 0.1¢ per gallon of diesel is deposited into the Leaking

Underground Storage Tank Trust Fund). The federal gas tax was last raised in 1993 and is not indexed to inflation.

From FFY 2010 to 2014, Congress has transferred $42.1 billion from the federal General Fund and the Leaking Underground Storage Tank fund into the HTF to keep it afloat.

Monthly Federal Highway Trust Fund Account Balance
2010-2014 *billions of dollars*



For FY 2010 includes $14.7 billion transferred from the General Fund (GF) in April pursuant to Public Law (P.L.) 111-147.
For FY 2012 includes $2.4 billion transferred from the Leaking Underground Storage Tank (LUST) Trust Fund in August pursuant to P. L. 112-141
For FY 2013 includes $6.2 billion transferred from the GF in November pursuant to P.L. 112-141, of which $316.2 million was sequestered in August.
For FY 2014 includes $10.4 billion tranferred from the GF in October pursuant to P.L. 112-121 less sequester of $748.8 million. Also includes $7.765 billion tranferred from the GF and $1 billion tranferred from the LUST Trust Fund in August pursuant to P.L. 113-159

On August 8, 2014, the Highway and Transportation Funding Act of 2014 was signed into law providing $10.8 billion in temporary funding for highway and transit construction. At the time of enactment the Congressional Budget Office projected that by September 30, 2015, the HTF will have a negative balance of $2 billion.

A shortfall in HTF revenues does not mean the Trust Fund has no funds. Revenues still flow into the Trust Fund from the gas tax and truck taxes. The amounts, however, will not be sufficient to pay all bills that state and local governments are expected submit for construction work performed on highway and transit improvement projects. Once that happens, the FHWA will only be able to pay bills as new revenues come into the HTF.

State Revenue from the Federal Highway Administration and Federal Transit Administration

The state receives federal apportionments and allocations from a variety of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) programs. Federal funding is an important supplement and complement to state transportation funding. Over the past 10 years, federal funds on average have made up 27% of Washington's highway budget. They provided 21.48% of WSDOT's 2011-13 budget and are projected to provide 25.90% of WSDOT's 2013-15 budget.

Federal Aid Highway Funds/MAP-21 Forecast
MAP-21 provides the majority of Federal-aid highway funds to the states through apportionment to core programs. The MAP-21 core programs are the following: National Highway Performance Program, Surface Transportation Program, Congestion Mitigation & Air Quality Improvement Program, Highway Safety Improvement Program and Metropolitan Planning. MAP-21 has authorized another program, Transportation Alternatives, which is a set-aside program from each state's apportionment level.

MAP-21 requires FHWA to divide the total federal apportionment among the states using an allocation process specified in law. The federal apportionment is then distributed between the state's core programs using formula calculation set in MAP-21.

The following table provides Washington State's federal apportionment funds under the MAP-21 authorization bill for FFY 2013 through 2015 by type of federal program. The September 2014 forecast shows actual apportionment distributions from FHWA for FFY 2013 totaling $728.1 million dollars. This includes all the discretionary and allocated programs apportionment of $62.12 million. Washington's apportionment for FFY 2014 is $666.1 million based on FHWA Notice N4510.777 dated August 22, 2014.

MAP - 21	**2013**	**2014**	**2015**
State Apportionment and Obligation Authority Forecast			
Federal Aid Highway Core Programs Apportionment			
National Highway Performance Program (NHPP)	$363,030,307	$359,315,130	$373,504,000
Surface Transportation Program (STP)	168,610,051	171,800,292	171,800,000
Highway Safety Improvement Program (HSIP)	41,178,651	41,203,842	41,204,000
Congestion Mitigation and Air Quality Program (CMAQ)	35,448,943	35,469,204	35,469,000
Metropolitan Planning (MPO)	6,956,355	6,960,373	6,961,000
Subtotal Core Programs	**$615,224,307**	**$614,748,841**	**$628,938,000**
State Planning and Research (SPR)	12,852,433	12,862,896	12,862,000
Transportation Alternatives	12,309,447	12,503,968	12,504,000
Redistribution of section 164 Penalty	14,177,525	14,189,258	-
Ferry Boats and Terminal Facilities Apportionment	11,399,180	11,799,180	11,799,000
Discretionary and Allocated Programs	62,115,211	-	-
Total Washington State MAP - 21 Apportionment	**$728,078,103**	**$666,104,143**	**$666,103,000**
Total Washington State MAP - 21 Obligation Authority	$717,862,540	664,075,000	$664,074,000

As noted on the above table, MAP-21 also establishes an annual obligation authority (OA) for the purpose of limiting highway spending each year (about $40 billion nationally for FFY 2014 divided among the states). Obligation authority is a mechanism for controlling spending by limiting Federal-aid highway and highway safety construction program obligations.

The forecasts for 2015 through 2020 shown in the next table assume a continuation of Washington State's historical 1.7% of national apportionment each year. In addition, to reflect Congressional Budget Office assumptions regarding reductions to the Highway Trust Fund needed to maintain solvency, the state's federal funds forecast for FFY 2016 is reduced 26.7% from FFY 2015 levels. After FFY 2016, Washington's federal funding level is assumed to grow at the same rates as state motor fuel consumption (same methodology as applied in prior forecasts).

MAP-21 Programs	Forecast 2015	Forecast 2016	Forecast 2017	Forecast 2018	Forecast 2019	Forecast 2020
WSDOT Apportionment						
Federal Aid Highway Core Programs Apportionment						
National Highway Performance Program (NHPP)	$373,504,000	$273,779,000	$274,481,000	$275,328,000	$276,186,000	$277,126,000
Surface Transportation Program (STP)	171,800,000	125,930,000	126,253,000	126,642,000	127,037,000	127,470,000
Highway Safety Improvement Program (HSIP)	41,204,000	30,202,000	30,281,000	30,374,000	30,468,000	30,571,000
Congestion Mitigation and Air Quality Program (CMAQ)	35,469,000	25,999,000	26,065,000	26,147,000	26,228,000	26,317,000
Metropolitan Planning (MPO)	6,961,000	5,102,000	5,115,000	5,130,000	5,146,000	5,164,000
Subtotal Core Programs	**$628,938,000**	**$461,012,000**	**$462,195,000**	**$463,621,000**	**$465,065,000**	**$466,648,000**
State Planning and Research (SPR)	12,862,000	9,428,000	9,453,000	9,481,000	9,511,000	9,544,000
Transportation Alternatives	12,504,000	9,165,000	9,189,000	9,217,000	9,246,000	9,277,000
Redistribution of section 164 Penalty	-	-	-	-	-	-
Ferry Boats and Terminal Facilities Apportionment	21,759,000	15,949,000	15,990,000	16,039,000	16,089,000	16,144,000
Discretionary and Allocated Programs	-	-	-	-	-	-
Total Washington State MAP - 21 Apportionment	**$676,063,000**	**$495,554,000**	**$496,827,000**	**$498,358,000**	**$499,911,000**	**$501,613,000**

Federal Public Transportation Funding

In addition to the FHWA formula and non-formula programs governed by MAP-21, the Federal Transit Administration also provides program allocations to Washington for a variety of transit projects. The following table provides those actual allocations from FTA to Washington State for FFY 2012 through 2014.

FTA Program Allocaitons to WSDOT				
FTA Codification	**Current Program Name**	**2012**	**2013**	**2014**
5303	MPO Planning	$ 1,996,004	$ 2,335,942	$ 2,385,871
5304	Statewide Planning	$ 413,561	$ 479,306	$ 494,874
5309	Bus and Bus Facilities Discretionary	$ -	$ -	$ -
5310	Enhanced Transportation for Elderly & Persons with Disabilities	$ 2,536,376	$ 2,650,897	$ 2,671,358
5311	Rural Area Formula Apportionments	$ 9,600,022	$ 12,205,458	$ 12,443,767
5311(b)	Rural Transit Assistance Program	$ 148,727	$ 199,166	$ 201,796
5316	Job Access Reverse Commute Formula	$ 1,575,936	$ -	$ -
5317	New Freedom Formula	$ 978,192	$ -	$ -
5329 e	State Safety Oversight	$ -	$ 540,094	$ 548,124
5339	Bus and Bus Facilities Formula (2012 & Prior 5309 discretionary)	$ -	$ 1,247,500	$ 1,250,000
5337	State of Good Repair Formula (2012 is discretionary)	$ 2,248,298	$ -	$ -
	Totals	$ 19,497,116	$ 19,658,363	$ 19,995,790

* This chart does not include discretionary or formula funds awarded to the Ferry System

Federal Surface 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.
- 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 Transportation Programs – Multimodal

FEDERAL PROGRAM: **TIGER Grant Program**

FEDERAL AGENCY: U.S. Department of Transportation

PROGRAM DESCRIPTION

Originally created by the American Recovery and Reinvestment Act of 2009 (ARRA), the Transportation Investment Generating Economic Recovery (TIGER) Grant Program is a competitive program for “projects that have a significant impact on the nation, a metro area, or a region.” It is a multimodal, competitive program that invests in road, rail, transit and port projects that promise to achieve critical national objectives.

Subsequent TIGER Discretionary Grant opportunities are similar, but not identical to the appropriation for the “TIGER” program authorized and implemented pursuant to the American Recovery and Reinvestment Act (ARRA). Because of the similarity in program structure, USDOT has continued to refer to the program as ‘‘TIGER Discretionary Grants.’’

Eligible applicants are state, local, and tribal governments, including transit agencies, port authorities, metropolitan planning organizations (MPOs), other political subdivisions of State or local governments, and multi-State or multijurisdictional groups applying through a single lead applicant.

ARRA provided $1.5 billion nationwide for the TIGER grant program (TIGER I). Since ARRA, Congress has funded the TIGER program through the annual appropriations process: $600 million was provided in FFY2010 (TIGER II), $526.944 million was provided in FFY2011 (TIGER III), $500 million was provided in FFY2012 (TIGER IV), and $474 million was provided in FFY2013 (TIGER V). The program is oversubscribed and very competitive. For instance, for the TIGER VI competition in 2014, USDOT received 794 applications worth $9 billion and was only able to award 72 grants worth nearly $600 million.

RECIPIENTS, Washington State

TIGER I: $35 million for the construction of additional lanes on the North Spokane Corridor Project (WSDOT); $30 million for the Mercer Corridor Project (City of Seattle)

TIGER II: $34 million for the South Park Bridge Replacement Project (City of Seattle); $10 million for the West Vancouver Freight Access Project (Port of Vancouver); $1.010 million for the East Foster Wells Road Extension Project (Franklin County)

TIGER III: $15 million for the I-5 Joint Base Lewis-McChord Area Congestion Management Project (WSDOT); $10 million for the South Link: Sea-Tac Airport to South 200th Street Project (Sound Transit)

TIGER IV: $10 million for the North Spokane Corridor North Spokane Corridor – BNSF Railroad Structures/Realignment Project (WSDOT); $14 million for the Mercer Corridor West Reconstruction Project (City of Seattle)

TIGER V: $14 million for the I-90 Two Way Transit and HOV Project, Stage 3 (Sound Transit); $10 million for the Tacoma Trestle Replacement (Sound Transit)

TIGER VI: $20 million for the Terminal 46 Rehabilitation Project (Port of Seattle); $1.1 million for the Oil Spill Response Access Dock Plan (Makah Tribe) administered through MARAD

DISTRIBUTIONS

TIGER grants are competitively awarded by USDOT.

MATCHING REQUIREMENTS

ARRA-funded TIGER I grants did not have a matching requirement, though the presence of matching funds was a factor in USDOT selection of TIGER grant awards. For subsequent rounds of TIGER grants, projects in urban areas have been required to provide at least a 20 percent match from non-federal funds, while projects in rural areas may receive up to 100 percent federal funding. Projects can increase their competitiveness by demonstrating significant non-federal contributions.

FEDERAL PROGRAM: **TIFIA Loan Program**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

The Transportation Infrastructure Finance and Innovation Act (TIFIA) Program was originally authorized through the Transportation Equity Act for the 21st Century (TEA-21) in 1998. It provides federal credit assistance in the form of direct loans, loan guarantees, and standby lines of credit to finance eligible surface transportation projects of national and regional significance. Highway, transit, intercity passenger rail, some types of freight rail, intermodal freight, and port access projects are eligible for assistance. TIFIA can help advance qualified, large-scale projects that otherwise might be delayed or deferred because of size, complexity, or uncertainty over the timing of revenues. Each dollar of federal funds can provide up to $10 in TIFIA credit assistance and leverage $30 in transportation infrastructure investment. TIFIA assistance must be repaid through dedicated revenue sources that secure project obligations, such as tolls, other user fees, or payments received under a public-private partnership agreement. Repayment of a TIFIA loan must begin by five years after the substantial completion of the project, and the loan must be fully repaid within 35 years after the project's substantial completion or by the end of the useful life of the asset being financed, if that life is less than 35 years.

RECIPIENTS, Washington State

In October 2012, WSDOT received a $300 million TIFIA loan that will fund design and construction of a portion of the SR 520 project – a westbound bridge between the west-end landing of the new floating bridge and Montlake in Seattle. The loan will be repaid with toll revenues. It is the only TIFIA assistance that has been provided to a project in Washington.

DISTRIBUTIONS

TIFIA credit assistance is awarded by FHWA based on strengths of applications in meeting the following eligibility criteria provided in MAP-21:

- Credit worthiness,
- Fostering partnerships that attract public and private investment for the project,
- Ability to proceed at an earlier date or reduced lifecycle costs,
- Reduces contribution of Federal grant assistance for the project,
- Project readiness.

MATCHING REQUIREMENTS

TIFIA credit assistance may cover the following portions of the total cost of a project:

- TIFIA line of credit: up to 33%
- TIFIA loan: up to 49%
- TIFIA loan and TIFIA line of credit, combined: up to 49%
- Total Federal assistance (grants and loans) to a project receiving a TIFIA loan: up to 80%

Federal Transportation Programs – Aviation

FEDERAL PROGRAM: **Airport Improvement Program**

FEDERAL AGENCY: Federal Aviation Administration

PROGRAM DESCRIPTION

The Airport Improvement Program (AIP) provides grants to public agencies — and, in some cases, to private owners and entities — for the planning and development of public-use airports that are included in the National Plan of Integrated Airport Systems (NPIAS). Eligible projects include those improvements related to enhancing airport safety, capacity, security, and environmental concerns. In general, sponsors can use AIP funds on most airfield capital improvements or repairs and in some specific situations, for terminals, hangars, and non-aviation development. Projects related to airport operations and revenue-generating improvements are typically not eligible for funding. Operational costs, such as salaries, equipment, and supplies, are also not eligible for AIP grants.

RECIPIENTS

AIP grants for planning, development, or noise compatibility projects are at or associated with individual public-use airports (including heliports and seaplane bases). A public-use airport is an airport open to the public that also meets the following criteria:

- Publicly owned, or
- Privately owned but designated by FAA as a reliever, or
- Privately owned but having scheduled service and at least 2,500 annual enplanements.

To be eligible for an AIP grant, an airport must be included in the NPIAS. The NPIAS, which is prepared and published every 2 years, identifies public-use airports that are important to public transportation and contribute to the needs of civil aviation, national defense, and the Postal service. Recipients of grants are referred to as "sponsors."

DISTRIBUTIONS

Because the demand for AIP funds exceeds the availability, FAA bases distribution of these funds on present national priorities and objectives. AIP funds are typically first apportioned into major entitlement categories such as primary, cargo, and general aviation. Remaining funds are distributed to a discretionary fund. Set-aside projects (airport noise and the Military Airport Program) receive first attention from this discretionary distribution. The remaining funds are true discretionary funds that are distributed according to a national prioritization formula.

The Methow Valley State Airport is the only state-owned airport that is eligible for AIP funding. The airport receives $150,000 annually in non-primary entitlement funding. Additionally, in Federal Fiscal Year (FFY) 2009 and FFY 2011, WSDOT received AIP grants totaling $1,032,924 for airport improvements such as runway lighting, runway markings, Precision Approach Path Indicator (PAPI), segmented circle and lighted wind cone, and fencing. The WSDOT Aviation Division also receives AIP funding for system planning studies such as the Economic Impact Study, Statewide Airport Pavement Management System, and the Washington Aviation System Plan. Of the 64 Washington airports included in the FAA's NPIAS (the upcoming 2015-2019 NPIAS report to congress is to be released in October 2014), 10 airports will be classified as 'Primary' airports and will receive an annual minimum entitlement of $650,000 to $1 million. Of the remaining 54 airports, locally owned except for Methow Valley State Airport, 49 are eligible for an annual non-primary entitlement funding of up to $150,000. The remaining five airports were recently categorized as "Unclassified" in the FAA's ASSET 2 study (March 2014) and will not be eligible for the non-primary entitlement funding.

MATCHING REQUIREMENTS

For large and medium primary hub airports, the grant covers 75 percent of eligible costs (or 80 percent for noise program implementation). For small primary, reliever, and general aviation airports, the grant covers a range of 90-95 percent of eligible costs, based on statutory requirements (normally 90 percent for airports in Washington State).

Federal Transportation Programs – Highways

FEDERAL PROGRAM: **Congestion Mitigation and Air Quality Improvement Program (CMAQ)**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) was established in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). The CMAQ Program provides funds to states for transportation projects and programs that help meet the requirements of the Clean Air Act. Funding is available for areas that do not meet the National Ambient Air Quality Standards (non-attainment areas), as well as former non-attainment areas that are now in compliance (maintenance areas). Eligible activities include:

- Acquisition of diesel retrofits, including tailpipe emissions control devices, and the provision of diesel-related outreach activities;
- Intermodal equipment and facility projects that target diesel freight emissions through direct exhaust control from vehicles or indirect emissions reductions through improvements in freight network logistics;
- Alternative fuel projects including participation in vehicle acquisitions, engine conversions, and refueling facilities;
- Conversion of diesel engine ferries to liquefied natural gas (LNG) or diesel/LNG combined;
- Establishment or operation of a traffic monitoring, management, and control facility, including the installation of advanced truck stop electrification systems;
- Projects that improve traffic flow, including efforts to provide signal systemization, construct HOV lanes, streamline intersections, add turning lanes, improve transportation systems management and operations that mitigate congestion and improve air quality, and implement ITS and other CMAQ-eligible projects, including efforts to improve incident and emergency response or improve mobility, such as through real time traffic, transit and multimodal traveler information;
- Projects or programs that shift travel demand to nonpeak hours or other transportation modes, increase vehicle occupancy rates, or otherwise reduce demand through initiatives, such as teleworking, ridesharing, pricing, and others;
- Transit investments, including transit vehicle acquisitions and construction of new facilities or improvements to facilities that increase transit capacity, and operating assistance;
- Passenger rail operating costs for up to three years;
- Non-recreational bicycle transportation and pedestrian improvements that provide a reduction in single-occupant vehicle travel; and
- Vehicle inspection and maintenance programs.

No funds may be used to add capacity except for HOV facilities that are available to single-occupancy vehicles only at off-peak times.

The Federal Highway Administration (FHWA) had until April 1, 2014, to establish performance measures for states to assess traffic congestion and on-road mobile source emissions. However, FHWA has been delayed and as of September 2014 the draft performance measures have not been published. States must then establish targets within one year of the final FHWA rule on national performance measures, and are then responsible for meeting the performance targets for each measure. Once the State has set its performance targets metropolitan planning organizations (MPOs) have 180 days to set their own targets. Each MPO serving a Transportation Management Area (TMA) with a population of more than one million and also representing a non-attainment or maintenance area (e.g., PSRC) is required to develop a performance plan to achieve emission and congestion reduction targets. The MPO plans must be updated biennially and each update must include a retrospective assessment of the progress made toward the air quality and traffic congestion performance targets through the last program of projects.

RECIPIENTS

The State is the recipient of CMAQ funding; WSDOT Improvement Program (I1). (The State sub-allocates, or distributes, all of its CMAQ apportionment to the five qualifying MPOs.)

DISTRIBUTIONS

Instead of using a separate programmatic formula for distribution as under past law, MAP-21 provides a total apportionment for each state and then divides that state amount among individual apportioned programs. Washington received $35.5 million in CMAQ funding in federal fiscal year (FFY) 2014 and anticipates to receive the same in FFY 2015, which will all be sub-allocated to MPOs that qualify as maintenance or non-attainment areas.

The State sub-allocates all of its CMAQ apportionment to five MPOs that qualify as maintenance areas (the state has no non-attainment areas): Puget Sound Regional Council (PSRC), Spokane Regional Transportation Council (SRTC), Southwest Washington Regional Transportation Council (RTC), Yakima Valley Conference of Governments (YVCOG) and Thurston Regional Planning Council (TRPC). Each MPO issues a regional call for projects involving local agencies and WSDOT. Projects are prioritized based on criteria developed by each MPO that provides sustainable reductions in emissions. Project selections are made in consultation with the State. The Governor's MAP-21 Steering Committee agreed to continue to sub-allocate 100 percent of CMAQ funding to MPOs in maintenance areas.

MATCHING REQUIREMENTS

The federal share is generally 80 percent, with an increased share up to 95 percent for states with large amounts of federally-owned lands (i.e. the sliding scale adjustment). Washington's federal share with the sliding scale adjustment is 86.5%. Certain safety projects that include an air quality or congestion relief component (e.g. carpool/vanpool projects, as provided in 23 USC 120(c)) may have a federal share of 100 percent, with limits.

FEDERAL PROGRAM: **Emergency Relief Program**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

The Emergency Relief Program authorizes the Federal Highway Administration (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 an external cause. 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.

The Emergency Relief Program is authorized at $100 million per year. Debris removal is eligible only if the event is not declared a major disaster by the President, or where the event is declared a major disaster by the President but the debris removal is not eligible for assistance under the federal Disaster Relief Act ("Stafford Act"). Emergency Relief funds may be used to repair or reconstruct a comparable facility, which is defined as "a facility that meets the current geometric and construction standards required for the types and volume of traffic that the facility will carry over its design life." No funds may be used for repair or reconstruction of a bridge if the construction phase of a replacement structure is included in a state's approved transportation improvement program at the time of the event. A state's application for Emergency Relief funds must include a comprehensive list of all eligible project sites and repair costs within two years after the event. Tribal transportation facilities, federal lands transportation facilities, and other federally-owned roads open to public travel are eligible for Emergency Relief funding.

The state has received Emergency Relief (ER) 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. In 2013, Washington received $16.6M for the I-5 Skagit River Bridge collapse and $39.5M in 2014 for the Oso mudslide. In all, Washington received $18.3M in 2013 and $42.5M in 2014 in total ER funding.

RECIPIENTS

WSDOT Improvement, Preservation, Maintenance (WSOT Programs I2, P1, P2, P3, M2). The State allocates, or distributes, ER funds to local agencies based on approved qualifying sites.

DISTRIBUTIONS

Distribution of Emergency Relief funds to the states is 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

The federal share is 100 percent 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 federal-aid system (in Washington it is generally, 90.66 percent on the Interstate System and 86.5 percent on all other routes).

FEDERAL PROGRAM: **Federal Lands Access Program**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

The Federal Lands Access Program (Access Program) provides funds for projects that are located on or adjacent to, or that provide access to federal lands.

Eligible activities include:

- Transportation planning, research, engineering, preventive maintenance, rehabilitation, restoration, construction, and reconstruction of federal lands access transportation facilities located on or adjacent to, or that provide access to, federal land, and—
  - adjacent vehicular parking areas;
  - acquisition of necessary scenic easements and scenic or historic sites;
  - provisions for pedestrians and bicycles;
  - environmental mitigation in or adjacent to federal land to improve public safety and reduce vehicle-caused wildlife mortality while maintaining habitat connectivity;
  - construction and reconstruction of roadside rest areas, including sanitary and water facilities; and
  - other appropriate public road facilities, as determined by the Secretary of USDOT.
- Operation and maintenance of transit facilities.
- Any transportation project eligible for assistance under title 23 of the United States Code that is within or adjacent to, or that provides access to, federal land.

Projects are selected by a Programs Decision Committee that each State is required to create. The committee is composed of a representative of the FHWA, a representative of the state DOT, and a representative of the appropriate political subdivisions of the State. For the State of Washington a county representative fills the role of appropriate political subdivision. This committee will make programming decisions for Access Program funds.

- The committee is required to cooperate with applicable Federal agencies within the State prior to any joint discussion or final programming decision.
- The committee shall give preference to projects that provide access to, are adjacent to, or are located within high-use federal recreation sites or federal economic generators, as identified by the Federal Lands Management Agencies.

RECIPIENTS

WSDOT Improvement and Preservation Programs (I-1, I-2, P1, P2, P3). The State allocates, or distributes, the funds to local agencies, or local agencies may receive funds directly from FHWA in this program.

DISTRIBUTIONS

Funds are distributed by formula among States that have federal lands managed by the National Park Service, the U.S. Forest Service, the U.S. Fish and Wildlife Service, the Bureau of Land Management, and the U.S. Army Corps of Engineers.

80% of funds go to States that contain at least 1.5% of the national total of public lands, and the remaining 20% going to States with less than 1.5% of the national total.

Funds are distributed by formula based on the following factors:

- 30% based on the State's share of total recreational visitation in all States.
- 5% based on the State's share of total federal land area in all States.
- 55% based on the State's share of total federal public road miles in all States.
- 10% based on the State's share of total number of federal public bridges in all States.

MATCHING REQUIREMENTS

The federal share is equal to the federal share payable on a project on the federal-aid system (in Washington it is generally 90.66 percent on the Interstate System and 86.5 percent on all other routes).

FEDERAL PROGRAM: **Ferry Boat Formula Program**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

The Ferry Boat Formula Program provides $67 million a year nationwide for public ferry systems to construct ferry boat and ferry terminal facilities, including ferry maintenance facilities. The ferry boat or ferry terminal facility using federal funds must be publicly owned or operated, or be majority publicly owned and be found by the U.S. Department of Transportation Secretary to provide a substantial public benefit. The operation of the ferry shall be on a route classified as a public road within the state and it must not be designated as a route on the Interstate System. Ferry boats carrying cars and passengers and ferry boats carrying passengers only on a fixed route are eligible. Temporary ferry operations are not eligible for this program.

RECIPIENTS

The State is the recipient of Ferry Boat Formula funds; Program W for Washington State Ferries. The State allocates, or distributes, Ferry Boat funds to local agencies that are direct recipients of the Ferry Boat funds.

DISTRIBUTIONS

Funds are distributed to eligible public ferry systems based on the number of passengers carried (20 percent), vehicles carried (45 percent), and total route miles (35 percent). The formula is applied using the latest data collected in the National Census of Ferry Operators as implemented by the Bureau of Transportation Statistics at the U.S. Department of Transportation. The State is the recipient of Ferry Boat Formula funds and funds are sub-allocated to specified ferry systems and public entities responsible for developing ferries. Washington received $15.6M of Ferry Boat Formula Program apportionment in federal fiscal year (FFY) 2014.

MATCHING REQUIREMENTS

The federal share is limited to 80 percent.

FEDERAL PROGRAM: **Highway Safety Improvement Program**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

The Highway Safety Improvement Program (HSIP) is designed to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The program provides the flexibility to allow states to target safety funds to their most critical safety needs. As part of this flexibility, each state is required to develop and implement a Strategic Highway Safety Plan that includes all public roads in the state. Target Zero is Washington State's Strategic Highway Safety Plan. States may use HSIP funds to carry out strategies, activities, and projects on a public road that are consistent with a state strategic highway safety plan and correct or improve a hazardous road location or feature, or address a highway safety problem. The program includes a set-aside for the Railway-Highway Crossing Program.

Performance Measures
The Federal Highway Administration (FHWA) had until April 1, 2014, to establish performance measures for states to use to assess serious injuries and fatalities per vehicle mile traveled and the number of serious injuries and fatalities. However, FHWA did not publish its draft performance measures until March 2014 and as of September 2014 they have yet to be made final. States must establish targets within one year of the final FHWA rule on national performance measures, and are then responsible for meeting the performance targets for each measure. If a state does not meet or make significant progress toward meeting the targets within two years of their establishment, the state must use an amount of its formula obligation limitation equal to its prior year HSIP apportionment only for obligation of its HSIP funding and submit an annual plan on how it will make progress to meet the targets. Additionally, if traffic fatalities and serious injuries per capita for older drivers and pedestrians increases, a state must include in its next Strategic Highway Safety Plan strategies to address the increase. Finally, if the fatality rate on rural roads in a state increases over the most recent two-year period, the state must obligate in the next fiscal year an amount equal to 200 percent of the amount of funds the state received for high-risk rural roads in federal fiscal year (FFY) 2009 for projects on high-risk rural roads.

RECIPIENTS

WSDOT Improvement Program (I1). The State allocates, or distributes, safety funds to cities and counties based upon the strategies in Target Zero to reduce fatal and serious injury collisions to zero by the year 2030.

DISTRIBUTIONS

Instead of using a separate programmatic formula for distribution as under past law, MAP-21 provides a total apportionment for each state and then divides that state amount among individual apportioned programs. Washington received $37.1 million in HSIP funding in federal fiscal year (FFY) 2014. Of that amount, locals received $25.9 million.

The Governor's MAP-21 Steering Committee[1] agreed that one-third of the FFY2009 level of federal funding for the Safe Routes to School Program should come from HSIP. The remainder of the HSIP funding should be a data-driven distribution between state programs and local responsibilities based on the top infrastructure priorities under Target Zero. The local responsibility includes city streets, county roads, tribal roadways and city streets designated as state highways in cities that exceed 25,000 population.

[1] The Governor's MAP-21 Steering Committee was convened in the fall of 2012 to review the existing distributions of federal highway formula funds between state and local governments. The Committee was composed of two state legislators, the Secretary of Transportation, and representatives of cities, counties, ports, tribes, MPOs/RTPOs, and transit agencies.

MATCHING REQUIREMENTS

The federal share is 90% 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: **Metropolitan Planning Program**

FEDERAL AGENCY: Federal Highway Administration and Federal Transit Administration

PROGRAM DESCRIPTION

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly administer this program which provides funds for each MPO to perform transportation planning activities required by MAP-21. Funds may be spent to develop these required documents: Unified Planning Work Program (UPWP); Transportation Plan; Transportation Improvement Program (TIP); Public Participation Plan; and Congestion Management Process, and other planning activities as approved by FHWA and FTA. Funds may also be spent to perform federally-required coordination with WSDOT, transit agencies, tribes, local governments, and the public. FHWA, FTA, and WSDOT maintain a complete list of eligible activities.

FHWA and FTA require state departments of transportation to monitor and report on all the MPOs activities as per 23 CFR §420.117. WSDOT assigns regional coordinators to each MPO to assist with compliance and to act as a liaison with FHWA and FTA. WSDOT regional coordinators review the UPWP Annual Reports before submitting them to FHWA and FTA.

MAP-21 has a new requirement for MPOs and states to establish and report on performance targets that meet federally-set performance measures.

- The US Department of Transportation plans to establish performance measures in 2015.
- States must establish targets within 1 year after the federal measures are set.
- MPOs can adopt state's targets or set their own within 18 months after the federal measures are set. (6 months after the State adopts targets)
- MPOs must address how targets are being met in their Transportation Improvement Programs (TIPs) and their Metropolitan Transportation Plans.

For more information on MPOs, see the *Local Jurisdictions section* on page 339.

RECIPIENTS

The following amounts are the total estimated apportionments for Washington State's Metropolitan Planning Program:

FY 2013	$ 9,300,000
FY 2014	$ 9,300,000
TOTAL	$18,600,000

As shown in the table below, there are twelve MPOs in Washington.

Benton Franklin Council of Governments	Spokane Regional Transportation Council
Cowlitz-Wahkiakum Council of Governments	Thurston Regional Planning Council
Lewis Clark Valley MPO	Walla Walla Valley MPO
Puget Sound Regional Council	Wenatchee Valley Transportation Council
Skagit Metropolitan Planning Organization	Whatcom Council of Governments
Southwest Washington Regional Transportation Council	Yakima Valley Conference of Governments

DISTRIBUTIONS

FHWA and FTA combine their funds and FHWA apportions funds to WSDOT. WSDOT then sub-allocates planning funds to each MPO using a formula developed with MPOs and approved by FHWA as per 23 CFR§ 420.109. The formula considers each MPO's urbanized area population, the metropolitan planning area boundary, their individual planning needs, and a minimum distribution.

MATCHING REQUIREMENTS

For Washington, the federal share is 86.5% and the match is equal to 13.5%.

FEDERAL PROGRAM: **National Highway Performance Program**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

The National Highway Performance Program (NHPP) has three purposes: 1) provide support for the condition and performance of the National Highway System (NHS); 2) provide support for the construction of new facilities on the NHS; and 3) ensure that investments of federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a state's asset management plan for the NHS.

NHPP funds may generally only be spent on facilities located on the NHS and must be for a project, or part of a program of projects, supporting progress towards the achievement of national performance goals for improving infrastructure condition, safety, mobility or freight movement on the NHS and are consistent with federal planning requirements. Eligible activities include, but are not limited to: construction, reconstruction, resurfacing, restoration, rehabilitation, preservation or operational improvement of segments of the NHS; construction, replacement, rehabilitation, preservation, and protection of bridges and tunnels on the NHS; inspection and evaluation of bridges and tunnels on the NHS; training of bridge and tunnel inspectors; construction, rehabilitation, or replacement of existing ferry boats and ferry boat facilities, including approaches that connect road segments of the NHS; bicycle transportation and pedestrian walkways that are associated with an NHS facility; highway safety improvements for segments of the NHS; development and implementation of a state asset management plan; and environmental restoration and pollution abatement projects associated with an NHS activity.

Performance Measures
The Federal Highway Administration (FHWA) had until April 1, 2014, to establish performance measures for the condition of pavement, bridges and the performance of the Interstate and NHS systems. However, FHWA has been delayed and as of September 2014 the draft performance measures have note been published. States must then establish targets within one year of the final FHWA rule on national performance measures, and are then responsible for meeting the performance targets for each measure. Once the State has set its performance targets metropolitan planning organizations (MPOs) have 180 days to set their own targets. The State must report to FHWA on its progress towards achieving the targets every two years. MPOs will report to FHWA on progress in their Metropolitan Transportation Plan on a four or five year frequency, depending on the size of the area. If the State does not meet or make significant progress toward the performance targets for two consecutive reporting periods, the State must document in its next report the actions it will take to achieve the targets.

State Asset Management Plans
Under the NHPP the State is required to develop a risk-based asset management plan that prioritizes urgent repairs to help improve the overall condition of the State's bridges and highway systems. As of September 2014, the FHWA has not yet established the process for states to use in developing this plan for preserving and improving the condition of the NHS. Once established, the State's process must be reviewed and recertified at least every four years. If certification is denied, the State has 90 days to cure deficiencies. If the State has not developed and implemented an asset management plan consistent with requirements by October 1, 2015, the federal share for NHPP projects in that fiscal year is reduced to 65%. However, given the delay in federal rulemaking, this deadline will likely be extended.

Minimum Interstate Pavement and NHS Bridge Conditions
FHWA is directed to establish a minimum level of condition for Interstate pavements. If during two consecutive reporting periods Interstate pavement conditions in the State fall below the minimum set by

USDOT, the State must, at a minimum, devote the following resources to improve Interstate pavement conditions during the following fiscal year (and each year thereafter if the condition remains below the minimum):

- NHPP funds in an amount equal to the state's FFY 2009 Interstate Maintenance (IM) apportionment ($94.6 million in Washington), to increase by 2% per year for each year after FFY 2013.
- Funds transferred from the Surface Transportation Program to the NHPP in an amount equal to 10% of the amount of the state's FFY 2009 IM apportionment ($9.46 million in Washington).

Federal law also establishes a minimum standard for NHS bridge conditions. If more than 10% of the total deck area of NHS bridges in the State is on structurally deficient bridges for three consecutive years, the State must devote NHPP funds in an amount equal to 50% of the State's FFY 2009 Highway Bridge Program apportionment to improve bridge conditions during the following fiscal year ($73 million in Washington), and each year thereafter if the condition remains below the minimum.

<u>RECIPIENTS</u>

The State is the recipient of NHPP funding, Improvement (I) and Preservation (P) programs. The State allocates, or distributes, NHPP funds to cities and counties for improvements to their bridges.

<u>DISTRIBUTIONS</u>

Instead of using a separate programmatic formula for distribution as under past law, MAP-21 provides a total apportionment for each state and then divides that state amount among individual apportioned programs. Washington received $362.94 million in NHPP funding in FFY 2014. Of that amount, locals received $21.2 million.

The Governor's MAP-21 Steering Committee[2] agreed to maintain the historic split between the State and local governments. The Committee also agreed that the local share of the NHPP program is for locally-owned bridges.

<u>MATCHING REQUIREMENTS</u>

The federal share is generally 80 percent, with an increased share up to 95 percent for states with large amounts of federally-owned lands (i.e. the sliding scale adjustment). The federal share for projects on the Interstate system is 90 percent, also subject to the upward sliding scale adjustment, unless the project adds lanes that are not high-occupancy-vehicle (HOV) or auxiliary lanes. For projects that add single occupancy vehicle capacity on the Interstate, that portion of the project that increases single occupancy vehicle capacity will revert to the 80 percent federal share participation level. Washington's federal share is 86.5%. For NHPP projects on the Interstate System, Washington's 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.

Certain safety improvements may have a federal share of 100 percent (as listed in 23 U.S.C. 120(c) (1)), with limits. Projects that demonstrate an improvement to the efficient movement of freight and are identified in a state freight plan are eligible for an increased federal share of up to 95 percent for projects on the Interstate System and up to 90 percent for all other projects on the NHS. As noted above, for states that have not developed and implemented a state asset management plan by October 1, 2015, the federal share is limited to 65 percent.

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[2]The Governor's MAP-21 Steering Committee was convened in the fall of 2012 to review the existing distributions of federal highway formula funds between state and local governments. The Committee was composed of two state legislators, the Secretary of Transportation, and representatives of cities, counties, ports, tribes, MPOs/RTPOs, and transit agencies.

FEDERAL PROGRAM: **State Planning and Research Program**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

The State Planning and Research Program (SP&R) funds are used to establish a cooperative, continuous, and comprehensive framework for making transportation investment decisions and to carryout transportation research activities throughout the State.

Funding is provided for SP&R by a 2% set-aside from each State's apportionments of four programs: the National Highway Performance Program (NHPP); the Surface Transportation Program (STP); the Highway Safety Improvement Program (HSIP); and the Congestion Mitigation Air Quality Improvement Program (CMAQ) Program. Of the funds that are set aside, a minimum of 25% must be used for research purposes, unless the State certifies that more than 75% of the funds are needed for statewide and metropolitan planning and the Secretary accepts such certification.

Eligible Activities

- Planning of future highway programs and local public transportation systems and planning of the financing of such programs and systems, including metropolitan and statewide planning;
- Development and implementation of management systems, plans and processes under the NHPP, HSIP, CMAQ, and the National Freight Policy;
- 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 the previous bullet, including the evaluation and accreditation of inspection and testing and the regulation and taxation of their use;
- Engineering and economic surveys and investigations;
- Conduct of activities relating to the planning of real-time monitoring elements; and
- Implementation by the Secretary of the findings and results of the Future Strategic Highway Research Program.

RECIPIENTS

WSDOT Planning and Research Division (Program T).

DISTRIBUTIONS

The following WSDOT Divisions receive this funding: Freight Systems, Public Transportation; Capital Program Development and Management (Highway System Plan); Engineering Policy and Innovation; Strategic, Enterprise, and Employee Services; and Multimodal Planning. No federal funds from this program go to other agencies.

MATCHING REQUIREMENTS

The Federal share of the cost of a project carried out with SP&R funds shall be 80% unless the Secretary determines that the interests of the Federal-aid highway program would be best served by decreasing or eliminating the non-Federal share.

FEDERAL PROGRAM: **Surface Transportation Program**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

The Surface Transportation Program (STP) was originally established in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and is the most flexible of all the federal-aid programs, allowing for the widest array of transportation projects. Eligible projects include:

- Construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements for highways;
- Replacement (including replacement with fill material), rehabilitation, preservation, protection for bridges (and approaches to bridges and other elevated structures) and tunnels on public roads of all functional classifications, including any such construction or reconstruction necessary to accommodate other transportation modes;
- Construction of a new bridge or tunnel at a new location on a federal-aid highway;
- Inspection and evaluation of bridges and tunnels and training of bridge and tunnel inspectors;
- Capital costs for transit projects, which includes vehicles and facilities (publicly or privately owned) that are used to provide intercity passenger bus service;
- Carpool projects, fringe and corridor parking facilities and programs, including electric vehicle and natural gas vehicle infrastructure;
- Bicycle transportation and pedestrian walkways, and the modification of public sidewalks to comply with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.);
- Highway and transit safety infrastructure improvements and programs, installation of safety barriers and nets on bridges, hazard eliminations, projects to mitigate hazards caused by wildlife, and railway-highway grade crossings;
- Highway and transit research and development and technology transfer programs;
- Capital and operating costs for traffic monitoring, management, and control facilities and programs, including advanced truck stop electrification systems;
- Surface transportation planning programs;
- Transportation alternatives (*see Transportation Alternatives Program* on page 177);
- Transportation control measures listed in section 108 (f)(1)(A) (other than clause (xvi)) of the Clean Air Act;
- Development and establishment of management systems;
- Environmental mitigation efforts relating to federal-aid highway projects;
- Projects relating to intersections that have – disproportionately high accident rates; high levels of congestion, as evidenced by interrupted traffic flow at the intersection and a level of service rating of "F" during peak travel hours, calculated in accordance with the Highway Capacity Manual; and are located on a federal-aid highway;
- Infrastructure-based intelligent transportation systems capital improvements;
- Environmental restoration and pollution abatement;
- Control of noxious weeds and aquatic noxious weeds and establishment of native species;
- Projects and strategies designed to support congestion pricing, including electronic toll collection and travel demand management strategies and programs;
- Recreational trails projects;
- Construction of ferry boats and ferry terminal facilities;
- Border infrastructure projects;
- Truck parking facilities;
- Development and implementation of a state asset management plan for the National Highway System as required by the *National Highway Performance Program* on page 171;

- A project that, if located within the boundaries of a port terminal, includes only such surface transportation infrastructure modifications as are necessary to facilitate direct intermodal interchange, transfer, and access into and out of the port;
- Construction and operational improvements for any minor collector if – the minor collector and the project to be carried out are in the same corridor and in proximity to a National Highway System route; the construction or improvements will enhance the level of service on the National Highway System route and improve regional traffic flow; and the construction or improvements are more cost-effective, as determined by a benefit-cost analysis, than an improvement to the National Highway System route; and
- Workforce development, training, and education activities.

From its STP apportionment, the State is required to spend the equivalent of not less than 15 percent of its FFY 2009 Highway Bridge Program apportionment ($21.9 million in Washington) on bridges off the federal-aid system (i.e. the off-system bridge set-aside).

RECIPIENTS

WSDOT Capital Improvement, Preservation, and Ferry Programs (I1, I2, I3, I4, P1, P3, W) and Planning. The State allocates, or distributes, STP funds to MPO/RTPO/County lead agencies for project selection.

DISTRIBUTIONS

Instead of using a separate programmatic formula for distribution as under past law, MAP-21 provides a total apportionment for each state and then divides that state amount among individual apportioned programs. Washington received $171.8 million in STP funding in FFY 2014. Of that amount, locals received $119.6million.

Fifty percent of the State's STP apportionment must be sub-allocated to areas based on their relative share of the total State population, while the 50 percent may be spent in any area of the State. The funds distributed based on population are divided into three categories: 1) Urbanized areas with a population over 200,000; 2) Areas with a population of 5,000 or less; and 3) Urban areas with a population of 5,001 to 200,000. The funds for the off-system bridge set-aside may not be taken from the STP apportionment distributed based on population.

The Governor's MAP-21 Steering Committee[3] agreed to continue to sub-allocate the historic level of STP apportionment based on population and provide the off-system bridge set-aside for locally-owned bridges.

MATCHING REQUIREMENTS

The federal share is generally 80 percent, with an increased share up to 95 percent for states with large amounts of federally-owned lands (i.e. the sliding scale adjustment). The federal share for projects on the Interstate system is 90 percent, also subject to the upward sliding scale adjustment, unless the project adds lanes that are not high-occupancy-vehicle (HOV) or auxiliary lanes. For projects that add single occupancy vehicle capacity, that portion of the project that increases single occupancy vehicle capacity will revert to the 80 percent federal share. Washington's federal share is 86.5%. For STP projects on the Interstate System, Washington's 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.

[3] The Governor's MAP-21 Steering Committee was convened in the fall of 2012 to review the existing distributions of federal highway formula funds between state and local governments. The Committee was composed of two state legislators, the Secretary of Transportation, and representatives of cities, counties, ports, tribes, MPOs/RTPOs, and transit agencies.

Certain safety improvements (as listed in 23 U.S.C. 120(c) (1)) may have a federal share of 100 percent, with limits. The federal share for workforce development, training, and education activities carried out with STP funds is 100 percent. The federal share for projects located on toll roads is limited to 80 percent. Projects that demonstrate an improvement to the efficient movement of freight and are identified in a state freight plan are eligible for an increased federal share, at the discretion of the U.S. Secretary of Transportation: 95 percent for projects on the Interstate System and 90 percent for all other projects.

FEDERAL PROGRAM: **Transportation Alternatives Program**

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

The Transportation Alternatives Program is a set-aside of funds for programs and projects defined as "transportation alternatives," including, but not limited to:

- On- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation;
- Conversion of abandoned railroad corridors to trails;
- Historic preservation and rehabilitation of transportation facilities;
- Construction of turnouts, overlooks, and viewing areas;
- Recreational trail program projects;
- Safe routes to school projects; and
- Projects for the planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways (Washington has no such roads).

Funds are to be competitively awarded by Regional Transportation Planning Organizations (RTPOs) or County leady agency.

RECIPIENTS

The State allocates, or distributes, TAP funds to RTPO/County lead agencies for project selection.

Entities eligible to apply to the RTPO or County lead agency for Transportation Alternatives funding are: local governments, regional transportation authorities, transit agencies, natural resource or public land agencies, school districts, tribal governments and any other local or regional governmental entity responsible for oversight of transportation or recreational trails (other than an MPOs or a state DOT) that a state determines to be eligible. Non-profits are not eligible as direct grant recipients of the funds, though non-profits are eligible to partner with any eligible entity on an eligible Transportation Alternatives project, if state or local requirements permit.

DISTRIBUTIONS

The Transportation Alternatives Program is funded by setting aside 2 percent of the amounts to be apportioned to a state for the following programs: National Highway Performance Program, Surface Transportation Program, Highway Safety Improvement Program, Congestion Mitigation and Air Quality Improvement Program, and Metropolitan Planning.

Each state must obligate the same amount of funding to the Recreational Trails Program that it received in 2009 (approximately \$1.9 million in Washington) and return 1% of the funds (approximately \$19,000 in Washington) to FHWA for administration of the program. The governor of a state may choose to opt out of the Recreational Trails set-aside not later than 30 days prior to apportionments being made for any fiscal year (no later than the September 1st prior to the fiscal year in which the state wishes to opt out). Since the program's creation in FFY 2013, Washington has opted into the Recreational Trails component of the program – no action is necessary to opt in.

The Governor's MAP-21 Steering Committee[4] agreed to funding the Recreational Trails set-aside of the Transportation Alternatives Program and sub-allocating the required 50 percent to MPO/RTPOs based on their relative share of the total state population. The funds distributed based on population are divided into three categories: 1) urbanized areas with a population over 200,000; 2) urban areas with a population of 5,001 to 200,000; and 3) areas with a population of 5,000 or fewer. The remaining Transportation Alternatives Program funding is split between two-thirds of the FFY 2009 level of federal funding for Safe Routes to Schools and the remainder sub-allocated to MPO/RTPOs.

Washington received $12.5 million in FFY 2014 for this program. Of that amount, RTPO/County lead agencies received $10.4 million.

MATCHING REQUIREMENTS

The federal share is generally 80 percent, with an increased share up to 95 percent for states with large amounts of federally-owned lands (i.e. the sliding scale adjustment). Washington's federal share is 86.5%.

[4] The Governor's MAP-21 Steering Committee was convened in the fall of 2012 to review the existing distributions of federal highway formula funds between state and local governments. The Committee was composed of two state legislators, the Secretary of Transportation, and representatives of cities, counties, ports, tribes, MPOs/RTPOs, and transit agencies.

Federal Highway and Motor Carrier Safety Programs

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, 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 funds:

- 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; and,
- Improvements to driver programs.

Partnering With Other State Agencies to Enhance MCSAP

- The State Patrol partners 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 formula that includes factors such as the number of commercial vehicles, miles driven, etc. These funds are then appropriated from the State Patrol Highway Account.

For FFY 2015, the State is applying for $3,460,963 in MCSAP funding, which the state must match with $865,241 in State funds for a total of $4,326,204. WSP is the lead agency for MCSAP grants in Washington State and provides up to $100,000 to the Utilities and Transportation Commission for activities performed on UTC regulated carriers. Representatives of both agencies sign a contract detailing UTC's scope of work. The remaining funds are used by the WSP Commercial Vehicle Enforcement Bureau.

MATCHING REQUIREMENTS

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

FEDERAL PROGRAM: **Border Enforcement Grant (BEG) Program**

FEDERAL AGENCY: Federal Motor Carrier Safety Administration

PROGRAM DESCRIPTION

Federal Motor Carrier Safety Administration (FMCSA) implemented the Border Enforcement Grant (BEG) program with the goal of reducing the number and severity of commercial motor vehicle (CMV) crashes in the United States.

The BEG program provides funding to assist the States and local jurisdictions in carrying out their responsibilities of ensuring foreign and international motor carriers and drivers, who operate within their jurisdiction, are in compliance with all federal and state commercial motor vehicle requirements. The BEG program is intended to enhance the states' existing MCSAP programs.

Program Goals

- Increase the number of CMV safety inspections and commercial driver's license (CDL)/ operating authority/financial responsibility checks focusing on the following types of international traffic:
  - Motor carriers of property, and
  - Motor carriers of Hazardous Materials.
- Increase the number of motor coach inspections.
- Target CMV inspections within corridors where there is a significant amount of international traffic based on State transportation statistics.
- Improve the capability to conduct CMV safety inspections at remote and other sites near the Canadian and Mexican borders.
- Provide other innovative initiatives designed to improve the compliance status of CMVs, drivers, and carriers entering the U.S. from Canada or Mexico.

RECIPIENTS

Washington State Patrol

DISTRIBUTIONS

For FFY 2015, the Washington State Patrol is applying for $626,380 from the Border Enforcement Grant Program. The State of Washington and local governments within the state are eligible to receive BEG funding. Local agencies applying for BEG funding are required by FMCSA to coordinate their application with the MCSAP lead agency, the WSP. After the MCSAP lead agency reviews the local agency's BEG application and determines the application conforms to the State of Washington Commercial Vehicle Safety Plan, the local agency submits its BEG application to FMCSA. WSP does not know of any local government agency that receives BEG funding.

MATCHING REQUIREMENTS

No match requirements

FEDERAL PROGRAM: **State and Community Highway Safety Grants (23 USC Sec 402)**

FEDERAL AGENCY: National Highway Traffic Safety Administration (NHTSA)

PROGRAM DESCRIPTION

The Washington Traffic Safety Commission (WTSC) 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 consistent with priorities and proven strategies identified in the State Strategic Highway Safety Plan: Target Zero. High priorities include impaired driving, speeding, young drivers, occupant protection, run off the road crashes, intersection crashes and traffic data system improvements.

These funds are to be used exclusively for behavioral traffic safety purposes. Projects eligible for funds under this grant include those that:

- reduce deaths and injuries from speeding;
- encourage the use of occupant protection;
- reduce deaths from alcohol impairment;
- prevent motorcycle crashes;
- reduce injuries and deaths from school bus crashes;
- reduce crashes from unsafe driving behavior (including aggressive, fatigued and distracted driving);
- improve enforcement of traffic safety laws;
- improve driver performance (including driver education, testing and examinations and driver licensing);
- improve pedestrian performance and bicycle safety;
- improve traffic records (including crash investigations, vehicle registration, operation and inspection);
- emergency medical services, and;
- teen safety and prevention strategies.

RECIPIENTS

Washington Traffic Safety Commission (WTSC): 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 $4.5 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 around $950,000/biennium. No more than 13% of the federal funds can be used for planning and administration. Money for program operations is matched 80% federal and 20% state with a "soft" match at the state level (for Washington, WSP Field Force expenditures are used as match). Soft match can be an existing expenditure that fulfills the program requirement.

FEDERAL PROGRAM: **National Priority Safety Program (23 USC Sec 405)**

FEDERAL AGENCY: National Highway Traffic Safety Administration (NHTSA)

PROGRAM DESCRIPTION

Created by MAP-21, the National Priority Safety Program consolidates four SAFETEA-LU programs:

- Alcohol-Impaired Countermeasures Incentive Grants;
- Occupant Protection Incentive Grants;
- Safety Incentive Grants for use of Seat Belts; and,
- State Highway Safety Data Improvements Incentive Grants.

The Section 405 program creates tiers by earmarking a portion of the funding for each identified high-priority traffic safety area. States receive funding for each tier by satisfying fairly rigorous eligibility criteria. For those tiers that require a maintenance of effort requirement, there is a one-year waiver provision if the Secretary of the U.S. DOT determines there are exceptional or uncontrollable circumstances. While NHTSA continues to develop specific rules governing the six priority areas, general guidelines for each area are as follows:

1. **Occupant Protection:** 16% of all Section 405 funds ($42.4 million available nationally in FY 2013) are earmarked for states that adopt and implement effective programs to reduce unrestrained or improperly restrained drivers and occupants. The federal share payable is 80%. States would have to satisfy a maintenance of effort requirement. There are two types of grants: high belt use and low belt use. High seat belt use rate states can use up to 75 percent for any project or activity eligible for funding under Section 402 program.
2. **Traffic Records:** 14.5% of all Section 405 funds ($38.4 million available nationally in FY 2013) are earmarked for traffic records incentive grants (previously Section 408 under SAFETEA-LU). The federal share payable is 80% and states would have to satisfy a maintenance of effort requirement. In order to be eligible for funding, Washington must satisfy the following criteria:
    a. Have a functioning Traffic Records Coordinating Committee (TRCC) that meets at least three times a year;
    b. Have a designated traffic records coordinator;
    c. Establish a traffic records strategic plan, approved by the TRCC, that describes specific, quantifiable improvements in the state's safety databases;
    d. Has demonstrated quantifiable progress in relation to accuracy, completeness, timeliness, uniformity, accessibility and integration; and
    e. Has certified that an assessment has been conducted during the preceding five years.
3. **Impaired Driving:** 52.5% of all Section 405 funds ($139 million available nationally FY 2013) are earmarked for grants to states for effective programs to reduce driving under the influence of alcohol, drugs, or the combination of alcohol and drugs or alcohol interlock programs. The federal share payable is 80% and states would have to satisfy a maintenance of effort requirement. States are divided into three categories: low-, medium- and high-range states and given more flexibility depending on the state's status. Washington qualifies as a mid-range state and depending on specific rules published by NHTSA may qualify as a low-range state.

    Medium- and low-range states can use these funds for:
    a. high visibility enforcement;
    b. hiring a full- or part-time impaired driving coordinator to address enforcement and adjudication of impaired driving laws;
    c. court support of high visibility enforcement efforts;
    d. training and education of criminal justice professionals;
    e. DUI courts;

f. alcohol interlock programs;
g. paid and earned media;
h. conducting Standard Field Sobriety Tests, Drug Recognition Expert and Advanced Roadside Impaired Driving Enforcement training;
i. equipment purchases used in connection with impaired driving enforcement;
j. training on Screening and Brief Intervention (SBI);
k. impaired driving information systems; and
l. costs associated with a 24-7 sobriety program.

4. **Motorcyclist Safety**: 1.5% of all Section 405 funds ($3.975 million available nationally in FY 2013) are earmarked for states that adopt and implement effective programs to reduce the number of motorcycle crashes. In order to be eligible for the funds, Washington must satisfy at least two of the following conditions:
    a. An effective motorcycle training course that is offered statewide, provides instruction in accident avoidance and other operational safety skills; and includes innovative training opportunities to meet "unique regional needs."
    b. A statewide motorcyclist awareness program to enhance motorist awareness of the presence of motorcycles on or near the roadway and provide safe driving practices around motorcycles.
    c. A reduction in motorcycle crash rates and numbers in the preceding calendar year.
    d. Implementation of a statewide impaired motorcyclist program.
    e. A reduction in the number and rate of impaired motorcycle fatalities for the preceding calendar year.
    f. The return of all state fees collected from motorcyclists for training purposes back into state motorcycle training and safety.

5. **Distracted Driving:** 8.5% of all Section 405 funds ($22.5 million available nationally in FY 2013) are earmarked for a new distracted driving program. In order to be eligible, a state must enact and enforce two types of laws:
    a. A prohibition on texting for all drivers that is primary with a minimum fine for the first offense and increased fines for subsequent offenses; and
    b. A prohibition on the use of any personal wireless communication device by drivers younger than 18 that is primary with a minimum fine for first offense, increased fines for subsequent offenses. The state must also require distracted driving issues to be tested as part of the driver's license exam.

    The state distracted driving statute may provide exceptions for drivers who use their electronic device for emergencies; emergency service personnel while operating an emergency vehicle or in performance of their duties; or a CMV or school bus driver who has used his/her personal communications device as permitted by FMCSA regulations.

    In the first fiscal year, the Secretary can make 25% ($5.625 million in FY 2013) available to states that have enacted distracted statutes before enactment of MAP-21 which prohibit texting, are primary laws and are otherwise ineligible for distracted driving funding.

    Eligible states can use up to 50% of their funding for any purpose under the Section 402 program. The remaining funds must be used to: educate the public about the dangers of texting and using a cell phone; for traffic signs that notify the public about the state's distracted driving law; for enforcement of the state's law.

6. **State Graduated Driver's License (GDL) Laws:** 5% of all Section 405 funds ($13.25 million available nationally in FY 2013) are earmarked for incentive grants to states that adopt and implement GDL laws that have a 2-stage licensing process and affect novice drivers younger than age 21. Although the age of entrance into the GDL system isn't specified in the requirements, the age of departure from the system is 18. Eligible states must spend at least 25% of the GDL funds for:

a. enforcing a two-stage licensing process;
b. training law enforcement personnel;
c. producing relevant educational materials; and
d. carrying out other administrative responsibilities the Secretary deems appropriate for carrying out a teen safety program.

RECIPIENTS

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

DISTRIBUTIONS

For FFY 2013, the WTSC received $5 million in MAP-21 section 405 funds; in FFY 2014, WTSC received $5.5 million.

- Occupant Protection: Funds are allocated according to the FY 2009 402 formula (see State and Community Highway Safety Grants description in the previous section).
- Traffic Records: Funds are allocated according to the 402 formula.
- Impaired Driving: Funds are allocated according to the 402 formula.
- Motorcyclist Safety: Funds for eligible states are allocated according to the 402 formula and may not exceed 25% of a state's FY 2003 402 apportionment.
- Distracted Driving: Funds are allocated according to the 402 formula.
- State GDL Laws: Funds are allocated according to the 402 formula.

MATCHING REQUIREMENTS

Matching requirements for this program are the same as those outlined under the Section 402 program.

Federal Transportation Programs – Transit

FEDERAL PROGRAM: **Bus and Bus Facilities Program (49 USC Sec 5339)**

FEDERAL AGENCY: Federal Transit Administration (FTA)

PROGRAM DESCRIPTION

MAP-21 established a new formula grant program under 49 U.S.C. Section 5339, replacing the previous Section 5309 discretionary Bus and Bus Facilities program. This capital formula program provides funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities.

RECIPIENTS

WSDOT Public Transportation Division (Program V) and Z for Local Agencies

DISTRIBUTIONS

Funding is distributed to designated recipients and states that operate or allocate funding to fixed-route bus operators. FTA-identified eligible sub-recipients include public agencies or private nonprofit organizations engaged in public transportation, including those providing services open to a segment of the general public, as defined by age, disability, or low income.

Nationwide, $428 million in FFY 2014 was authorized. Each year, $65.5 million will be allocated with each State receiving $1.25 million and each territory (including DC and Puerto Rico) receiving $500,000. The remaining funding will be distributed by formula based on population, vehicle revenue miles and passenger miles. For FFY 2014, Washington received $13.9 million, of which $2.81 million was received by WSDOT to be distributed among small urban and rural areas. WSDOT held a competitive process for these funds and made awards in the spring of 2014.

MATCHING REQUIREMENTS

Federal share is 80% with a required 20% local match.

FEDERAL PROGRAM: **Enhanced Mobility of Seniors and Individuals with Disabilities (49 USC Sec 5310)**

FEDERAL AGENCY: Federal Transit Administration (FTA)

PROGRAM DESCRIPTIONS

The Enhanced Mobility of Seniors and Individuals with Disabilities Program (section 5310) is a formula program intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.

Eligible activities include: capital projects that are public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable; public transportation projects that exceed the requirements of the ADA; public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit; alternatives to public transportation that assist seniors and individuals with disabilities; and operating assistance.

RECIPIENTS

WSDOT Public Transportation Division (Program V): The State is the recipient of section 5310 funding for all areas under 200,000 in population. FTA designated recipients receive section 5310 funding for areas above 200,000 in population. Sub-recipients are defined as states or local government authorities, private non-profit organizations, or operators of public transportation that receive a grant indirectly through a recipient.

DISTRIBUTIONS

Funds are apportioned based on each State's share of the targeted populations and are apportioned to both States (for all areas under 200,000 population) and large urbanized areas (over 200,000 population).

- At least 55% of program funds must be used on capital projects that are:
  - Public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.
- The remaining 45% may be used for:
  - Public transportation projects that exceed the requirements of the ADA.
  - Public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit.
  - Alternatives to public transportation that assist seniors and individuals with disabilities.

For federal fiscal year (FFY) 2014 Washington received $5.7 million in section 5310 funding, of which $1.67 million will be received by the State. WSDOT's Public Transportation Division awards 5310 funds through the Statewide Consolidated Grant Program. Information regarding the Statewide Consolidated Grant Program can be found online at http://www.wsdot.wa.gov/Transit/Grants/Grant_Application.htm.

MATCHING REQUIREMENTS

The federal share for capital projects (including acquisition of public transportation services) is 80%. The federal share for operating assistance is 50%.

FEDERAL PROGRAM: **Fixed Guideway Capital Investment Grants (49 USC Sec 5309 New Starts/Small Starts)**

FEDERAL AGENCY: Federal Transit Administration (FTA)

PROGRAM DESCRIPTIONS

Also known as "New Starts / Small Starts," the Fixed Guideway Capital Investment Grants Program provides multi-year competitive grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors. The program defines a new category of eligible projects, known as core capacity projects, which expand capacity by at least 10% in existing fixed-guideway transit corridors that are already at or above capacity today, or are expected to be at or above capacity within five years. The program also includes provisions for streamlining aspects of the "New Starts" process to increase efficiency and reduce the time required to meet critical milestones.

Small Starts projects must have a total net capital cost of less than $250 million and seek a federal share of less than $75 million, while a New Starts project seeks a federal share of greater than $75 million. Eligible projects include new fixed-guideways or extensions to fixed guideways (projects that operate on a separate right-of-way exclusively for public transportation, or that include a rail or a catenary system); bus rapid transit projects operating in mixed traffic that represent a substantial investment in the corridor; and projects that improve capacity on an existing fixed-guideway system. The program was authorized at $1.9 billion dollars annually for federal fiscal year (FFY) 2014 subject to Congressional appropriations from the General Fund.

RECIPIENTS

State and local government agencies may apply for grant funding, including transit agencies.

DISTRIBUTIONS

This highly competitive discretionary program requires project sponsors to undergo a multi-step, multi-year process with USDOT to be eligible for funding. Small Starts projects are funded through a single year grant or an expedited grant agreement. New Starts and core capacity projects are funded through a multi-year full funding grant agreement (FFGA).

MATCHING REQUIREMENTS

The maximum federal share is 80 percent, though in practice FTA generally only provides a maximum 60 percent federal share.

FEDERAL PROGRAM: **Public Transportation Emergency Relief Program (49 USC Sec 5324)**

FEDERAL AGENCY: Federal Transit Administration (FTA)

PROGRAM DESCRIPTIONS

Modeled on the Federal Highway Administration's (FHWA) Emergency Relief Program, the Public Transportation Emergency Relief Program was created by MAP-21 to assist states and public transportation systems with emergency-related expenses. Emergencies are defined as natural disasters affecting a wide area or a catastrophic failure from an external cause for which the governor of a state has declared an emergency or the President has declared a major disaster.

The program funds capital projects to protect, repair, reconstruct, or replace equipment and facilities. It also funds transit agency operating costs related to evacuation, rescue operations, temporary public transportation service, or changing public transportation route service before, during, or after an emergency in an area directly affected. The grants only cover expenses not reimbursed by the Federal Emergency Management Agency (FEMA).

RECIPIENTS

States and governmental authorities are eligible to receive Public Transportation Emergency Relief funds, including public transportation agencies.

DISTRIBUTIONS

The program will provide immediate funding, similar to the FHWA Emergency Relief Program, as described on page 163. Funding is appropriated by Congress as needed, based on a declaration of an emergency by the governor of a State or the President of the United States and the following considerations:

- The grants are only for expenses that are not reimbursed by the Federal Emergency Management Agency (FEMA).
- Grants made under this program are subject to terms and conditions that the U.S. Secretary of Transportation determines are necessary.
- Operating costs are eligible for one year beginning on the date of declaration or for two years if the U.S. Secretary of Transportation determines there is a compelling need.

MATCHING REQUIREMENTS

The federal share for capital and operating costs is 80 percent, with a 20 percent non-federal share, although FTA may waive the local match.

FEDERAL PROGRAM: **Rural Area Formula Grants (49 USC Sec 5311)**

FEDERAL AGENCY: Federal Transit Administration (FTA)

PROGRAM DESCRIPTIONS

Rural Area Formula Grants, also known as 5311 grants, provide formula funding for public transportation projects in rural areas under 50,000 in population. Eligible activities include planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services. 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. Within the 5311 program there is a tribal program that provides $25 million in formula funds and $5 million for discretionary awards.

RECIPIENTS

WSDOT Public Transportation Division (V): States and Indian tribes are eligible recipients of section 5311 funds, while eligible sub-recipients include state or local government authorities, nonprofit organizations, operators of public transportation or intercity bus service that receive funds indirectly through a recipient. The State is the recipient of section 5311 funds in Washington.

DISTRIBUTIONS

Funds are apportioned to states based on the population of rural areas. For the rural program formula, 83.15 percent of funds are apportioned based on land area and population in rural areas and 16.85 percent of funds are apportioned based on land area, revenue-vehicle miles, and low-income individuals in rural areas. For the tribal program the formula factors are vehicle revenue miles and number of low-income individuals residing on tribal lands. For federal fiscal year (FFY) 2014, Washington received $12.4 million.

WSDOT's Public Transportation Division awards all section 5311 funds to sub-recipients through the Statewide Consolidated Grant Program. Instructions and information regarding the Statewide Consolidated Grant Program can be found online at: http://www.wsdot.wa.gov/Transit/Grants/Grant_Application.htm.

MATCHING REQUIREMENTS

The federal share is 80 percent for capital projects, 50 percent for operating assistance, and 80 percent for American with Disabilities Act (ADA) non-fixed-route paratransit service, using up to 10% of a recipient's apportionment. The cost of the unsubsidized portion of privately provided intercity bus service that connects feeder service is eligible as in-kind local match. Certain expenditures by vanpool operators may be used as local match.

FEDERAL PROGRAM: **State of Good Repair Grants (49 USC Sec 5337)**

FEDERAL AGENCY: Federal Transit Administration (FTA)

PROGRAM DESCRIPTIONS

MAP-21 established this formula-based grant program to maintain, repair and upgrade the nation's rail transit systems along with high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit (BRT).

Eligible projects include capital projects to maintain a system in a state of good repair, including projects to replace and rehabilitate: rolling stock; track; line equipment and structures; signals and communications; power equipment and substations; passenger stations and terminals; security equipment and systems; maintenance facilities and equipment; and operational support equipment, including computer hardware and software. Projects must be included in a transit asset management plan to receive funding.

RECIPIENTS

State and local government authorities in urbanized areas with fixed guideway public transportation facilities operating for at least seven years are eligible to receive State of Good Repair funds.

DISTRIBUTIONS

Eligible recipients include state and local government authorities in urbanized areas with fixed guideway public transportation facilities operating for at least 7 years. In Washington, Bremerton is estimated to receive $235 thousand in State of Good Repair funding in federal fiscal year (FFY) 2014 and Seattle received $53.2 million in State of Good Repair funding in federal fiscal year (FFY) 2014. Funds were received by the Puget Sound Regional Council (PSRC), the Designated Recipient for the urbanized area. PSRC then distributed the funds.

The program comprises two separate formula programs:

- High Intensity Fixed Guideway
  - Comprises 97.15% of FFY 2013 and FFY 2014 apportionments.
  - 50 percent based on SAFETEA-LU formula under the FFY2011 Fixed Guideway Rail Modernization Program, with a key modification: buses operating on lanes not for exclusive use of public transportation vehicles are excluded.
  - 50 percent based on revenue vehicle miles and route miles (with same bus exclusion as above). Includes a hold-harmless provision preventing formula allocations from decreasing by more than 0.25 percent year-to-year.

- High Intensity Motorbus
  - Comprises 2.85 percent of FFY2013 and FFY2014 apportionments.
  - 60 percent based on revenue vehicle miles.
  - 40 percent based on route miles of buses operating on lanes not fully reserved only for public transportation vehicles.

MATCHING REQUIREMENTS

The federal share is 80 percent with a required 20 percent match.

FEDERAL PROGRAM: **Transit-Oriented Development Planning Pilot (MAP-21 Sec 20005(b))**

FEDERAL AGENCY: Federal Transit Administration (FTA)

PROGRAM DESCRIPTIONS

MAP-21 created a discretionary pilot program for transit-oriented development (TOD) planning grants. Eligible activities include comprehensive planning in corridors with new rail, bus rapid transit, or core capacity projects. This pilot program focuses growth around transit stations to promote ridership, affordable housing near transit, revitalized downtown centers and neighborhoods, and encourage local economic development. $10 million was authorized for federal fiscal year (FFY) 2014.

RECIPIENTS

State and local government agencies are eligible to apply to FTA for grants.

DISTRIBUTIONS

FTA will award competitive grants for comprehensive planning based on the following criteria:

- Enhancement of economic development, ridership, and other goals established during the project development and engineering processes;
- Facilitation of multimodal connectivity and accessibility;
- Increases access to transit hubs for pedestrian and bicycle traffic;
- Enables mixed-use development;
- Identifies infrastructure needs associated with the eligible project; and
- Includes private-sector participation.

MATCHING REQUIREMENTS

No matching funds are required for this competitive grant program.

FEDERAL PROGRAM: **Urbanized Area Formula Grants (49 USC Sec 5307)**

FEDERAL AGENCY: Federal Transit Administration (FTA)

PROGRAM DESCRIPTIONS

This program provides formula grants to Urbanized Areas (UZA), defined as aread with a population of 50,000 or more, for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances.

Transit systems in urbanized areas over 200,000 can use their Section 5307 formula funding for operating expenses if they operate no more than 100 buses during peak hours. Systems operating between 76 and 100 buses in fixed route service during peak service hours may use up to 50 percent of their "attributable share" of funding for operating expenses. Systems operating 75 or fewer buses in fixed-route service during peak service hours may use up to 75 percent of their "attributable share" of funding for operating expenses. This expanded eligibility for operating assistance under the Urbanized formula program excludes rail systems.

The Section 5307 formula program includes a $30 million per year set-aside to support passenger ferries, to be awarded on a competitive selection basis. In 2014, Washington received three passenger ferry grants: $4.7 million to WSDOT for the Mukilteo Multimodal Ferry Terminal project; $2.3 million to WSDOT for improvements to the Edmonds terminal and; $3 million to King County for ferry improvements.

RECIPIENTS

WSDOT Public Transportation Division (Program V) and Highways and Local Programs (Program Z) for Local Agencies: FTA apportions funds to designated recipients, which then sub-allocate funds to state and local governmental authorities, including public transportation providers. In Washington State, the large urban area (over 200,000 population) recipients of Section 5307 funds in Vancouver, Seattle-Tacoma-Everett-Bremerton, Richland-Kennewick-Pasco, and Spokane, are determined by the state's four Transportation Management Areas (TMAs). The Governor has delegated authority to WSDOT for the apportioned amounts for distribution to the state's smaller urbanized areas (under 200,000 population). Washington State Ferries receives funding through Seattle-Everett and Tacoma TMA.

DISTRIBUTIONS

In Washington State, transit agencies in large urban areas over 200,000 population identify projects for funding through their metropolitan planning organizations (MPO) such as the Puget Sound Regional Council and Spokane Regional Council. The apportionment of funding for the small urban areas under 200,000 population is granted to the Governor. The Governor has delegated the authority for federal transit funds to WSDOT. WSDOT, as a matter of policy, allows the small urban transit agencies to work with their MPOs to select projects for the Section 5307 funding that is reported in the Federal Register. In most cases, in the small urban areas there is only a single direct recipient. In federal fiscal year (FFY) 2014, Washington's large urbanized areas received $121.4 million and the State's small urbanized areas received $18.9 million in Section 5307 apportionment.

MATCHING REQUIREMENTS

The federal share is 80 percent for capital assistance, 50 percent for operating assistance, and 80 percent for Americans with Disabilities Act (ADA) non-fixed-route paratransit service, using up to 10 percent of a recipient's apportionment.

FEDERAL PROGRAM: **Metropolitan Planning Grants (49 USC Sec 5303)**

FEDERAL AGENCY: Federal Transit Administration (FTA)

PROGRAM DESCRIPTIONS

Provides funding and procedural requirements for multimodal transportation planning in metropolitan areas and states that is cooperative, continuous, and comprehensive, resulting in long-range plans and short-range programs of transportation investment priorities. The planning programs are jointly administered by FTA and the Federal Highway Administration (FHWA), which provides additional funding.

STATE RECIPIENTS

WSDOT Planning and Research Division (Program T); Metropolitan Planning Organizations; and Transportation Management Areas

DISTRIBUTIONS

Under a formula based distribution, Washington received $2.4 million in FFY 2014.

MATCHING REQUIREMENTS

Federal share is 80% formula-based with a required 20% non-federal match.

FEDERAL PROGRAM: **State Planning Grants (49 USC Sec 5304)**

FEDERAL AGENCY: Federal Transit Administration (FTA)

PROGRAM DESCRIPTIONS

Provides funding and procedural requirements for multimodal transportation planning in metropolitan areas and states that is cooperative, continuous, and comprehensive, resulting in long-range plans and short-range programs of transportation investment priorities. The planning programs are jointly administered by FTA and the Federal Highway Administration (FHWA), which provides additional funding.

STATE RECIPIENTS

WSDOT Public Transportation (Program V), Planning Agencies, Transit Agencies, Non Profits

DISTRIBUTIONS

Under a formula based distribution, Washington received $495 thousand in FFY 2014.

MATCHING REQUIREMENTS

Federal share is 80% formula-based with a required 20% non-federal match.

Federal Transportation Programs - Rail

FEDERAL PROGRAM: **Railway-Highway Crossing Hazard Elimination in High-Speed Rail Corridors Program**

FEDERAL AGENCY: Federal Highway Administration and Federal Railroad Administration

PROGRAM DESCRIPTION

This program was originally established in the Intermodal Surface Transportation Efficiency Act of 1991 (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. The purpose of the program was to provide competitive funding for safety improvements at both public and private highway-rail grade crossings along federally designated high-speed rail corridors. The Railway-Highway Crossing Hazard Elimination in High Speed Rail Corridors Program was terminated in federal fiscal year (FFY) 2013.

STATE RECIPIENTS

WSDOT Rail Program (Y).

DISTRIBUTIONS

Grants to states were at the discretion of the U.S. Secretary of Transportation based on application. States along the 11 federally designated high-speed rail corridors were eligible to apply for funding. In federal fiscal year (FFY) 2011 the State received a $3.5 million grant for the Pioneer Street Rail Overpass at the Port of Ridgefield. In FFY 2012 the State received $307,550 to upgrade signaling and install advanced preemption at a railway-highway crossing in Auburn.

MATCHING REQUIREMENTS

The federal share could not exceed 80 percent; however, certain projects were eligible for up to 100 percent federal funding.

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

FEDERAL AGENCY: Federal Railroad Administration (FRA)

PROGRAM DESCRIPTION

The Railroad Rehabilitation and Improvement Financing (RRIF) Program is intended to make funding available through loans and loan guarantees for railroad capital improvements. Under this program, the FRA is authorized to provide direct loans and loan guarantees up to $35.0 billion. Up to $7.0 billion is reserved for projects benefiting freight railroads other than Class I carriers. 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 Rail Program (Program Y).

DISTRIBUTIONS

Loans and loan guarantees are at the discretion of the U.S. Secretary of Transportation based on application. Washington State has not applied for a RRIF loan.

Appendix

American Recovery and Reinvestment Act (ARRA)

FEDERAL PROGRAM: **American Recovery and Reinvestment Act (ARRA) High-Speed Intercity Passenger Rail Grant Program**

FEDERAL AGENCY: Federal Railroad Administration

PROGRAM DESCRIPTION

The American Recovery and Reinvestment Act (ARRA) provided $8 billion for High-Speed Intercity Passenger Rail (HSIPR) Program grants, which were ultimately awarded to projects spanning 31 states. Congress also provided funding for this program through the federal fiscal year (FFY) 2009 & 2010 appropriations process.

WSDOT received $766.6 million in federal high speed rail funding, part of the $8 billion made available through ARRA. An additional $31 million in non-ARRA funding was awarded to Washington in 2010 from two separate federal rail grant programs within the HSIPR Program. The funding will be invested in 20 capital projects along the 300-mile corridor on the Washington segment of the Pacific Northwest Rail Corridor, spanning between Eugene, Oregon and Vancouver, B.C.

The projects include additional rail-line capacity and upgrading tracks, utilities, signals, passenger stations and advanced warning systems. WSDOT will also purchase new equipment for the expansion of the service. These projects, all scheduled to be complete by 2017, will result in two additional round trips, improved on-time performance for business and leisure travelers, and reduced conflicts between passenger and freight trains.

Program Outcomes

- Two additional daily round trips between Seattle and Portland, for a total six, by 2017.
- On-time reliability will increase to 88 percent.
- Travel time reduction of 10 minutes between Seattle and Portland

These improvements will allow Amtrak Cascades to offer more frequent service by reducing passenger/freight congestion and making passenger travel times shorter with better on time performance.

DISTRIBUTIONS

- January 2010 – Washington awarded $590 million in High-Speed Rail Recovery Act funding for corridor improvements mostly between the Seattle to Portland segment.
- October 2010 – Washington awarded $31 million in federal fiscal year (FFY) 2009 and FFY 2010 high-speed rail funding appropriations (non-ARRA). This funding is being used to increase capacity through Mount Vernon, build station improvements in Tukwila and at King Street in Seattle, as well as create an integrated freight and passenger rail plan.
- December 2010 – Washington awarded an additional $161.5 million in ARRA funding redirected from Ohio and Wisconsin. The additional award of $161.5 million in redistributed ARRA funds requires the money be spent on projects that were part of the State's original ARRA application. In addition, a detailed analysis must be done to determine which projects should be funded based on the direct benefits to High-Speed Intercity Passenger Rail.
- May 2011 - Washington wins $15 million in ARRA funding rejected by Florida. With $18.3 million in matching funds from the Port of Vancouver, crews will build a separate track for freight rail cars carrying shipments in and out of the port, eliminating a congestion chokepoint causing delays to passenger and freight rail traffic.

HIGH SPEED RAIL PROJECTS DETAIL

Cascades High Speed Rail Program Capital Improvements

D to M Street Connection – Tacoma - Allows Amtrak Cascades and Sounder passenger rail service to bypass congested Point Defiance route and extends Sounder commuter rail service to stations in South Tacoma and Lakewood. $21.3 million

Point Defiance Bypass – Tacoma - Proposes to reroute passenger trains to an existing rail line along the west side of I-5 through south Tacoma, Lakewood, and DuPont and reconstructs five at-grade crossings to improve safety, and accommodate higher speeds and improves on time Seattle-Portland performance. $89.1 million

Yard Bypass Track – Vancouver - This project builds a 15,000 foot bypass track within the BNSF rail yard in Vancouver thereby increasing Amtrak Cascades service reliability by separating freight and passenger traffic. This is one phase of the larger Vancouver Rail Bypass and W 39th St. Bridge project. $28.5 million

Cascades Corridor Reliability Upgrades – South (Nisqually to Vancouver WA) - Improvements along the entire BNSF mainline corridor infrastructure between Nisqually and Vancouver, WA Improves Amtrak *Cascades* schedule reliability by improving track quality and reducing slow-orders. $92 million

Storage Track - Everett - Eliminates a major source of freight train interference by constructing two new departure/receiving tracks next to the existing Delta Yard tracks, reducing congestion, adding rail capacity and eliminating a substantial rail yard bottleneck. Helps achieve the second Amtrak *Cascades* round trip service to Vancouver, B.C. $3.5 million

Amtrak *Cascades* New Train Set – Corridor Wide- Expanding train service to five round trips may require purchasing new rolling stock. Equipment identical to and compatible with the existing Talgo equipment is no longer manufactured but new train sets will be capable of handling the specific geographic feature of the corridor and accommodate 250 passengers. $23.5 million

Kelso Martin's Bluff Multiple Improvements – Kelso and Longview - New dispatcher-controlled sidings to accommodate arrival and departure of unit freight trains clear of the existing two-track main line and builds third main track between Kelso Station and Longview Junction. $194.2 million

King Street Station Track Upgrades – Seattle - Improves schedule reliability for north and southbound trains arriving and departing King Street Station allowing Amtrak and Sound Transit passenger trains to simultaneously move in and out of the station. $50.4 million

Advanced Signal System – Corridor Wide - Installs an integrated command, control, communications, and information system for controlling train movements, reducing the probability of collisions between trains, roadway worker casualties and equipment damage. $60.1 million

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

FEDERAL AGENCY: Federal Aviation Administration

On February 17, 2009, the President signed the American Recovery and Reinvestment Act of 2009 (ARRA) into law, designating $1.1 billion for Airport Improvement Program (AIP) projects. These funds were intended for transportation infrastructure projects that would provide long-term economic benefits, preserve and create jobs, and promote economic recovery. ARRA also established tight timeframes for distributing and expending funds and expressed preference for projects that could be completed in 2 years.

Washington airports received 11 ARRA AIP grants worth $43,479,332:

- Port of Benton $2,195,470
- Port of Moses Lake $1,178,144
- Pangborn Memorial Airport $1,317,000
- Port of Bellingham $1,500,026
- Port of Bellingham $780,746
- Snohomish County $11,002,765
- Spokane International Airport $6,265,931
- Spokane International Airport $7,078,364
- Tri Cities Airport $9,077,593
- Town of Wilbur $2,211,899
- Town of Wilburn $871,394

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

FEDERAL AGENCY: Federal Highway Administration

PROGRAM DESCRIPTION

Signed by President Obama on February 17, 2009, the transportation portion of the American Recovery and Reinvestment Act (Recovery Act) was aimed at funding improvements to the nation's infrastructure and saving or creating tens of thousands of jobs. ARRA provided over $26 billion for highway and bridge projects, which the Federal Highway Administration (FHWA) committed to more than 12,000 projects across the country.

DISRIBUTION

Nationally, over $26 billion in highway formula funding was apportioned to states with the distribution formula based on a 50/50 combination of the formula under the Surface Transportation Program and the same ratio as the obligation limitation distribution for Federal Fiscal Year (FFY) 2008. Washington State received $491 million in ARRA highway stimulus funds for highway and road projects, of which $152 million was distributed to local governments.

For more information, see: http://www.wsdot.wa.gov/funding/stimulus

MATCHING REQUIREMENTS

There were no matching requirements for the ARRA program.

ARRA HIGHWAY PROJECTS BY TYPE

The ARRA highway investment funded many different types of highway construction projects.

In Washington, ARRA highway funds were used to fund 219 projects: 128 preservation projects, 40 bicycle and pedestrian projects, 20 mobility projects, 17 safety projects, 8 freight projects, and 6 economic development projects. ARRA-funds allocated to highway projects are scheduled to be expended by September 2013.

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

FEDERAL AGENCY: Federal Transit Administration (FTA)

PROGRAM DESCRIPTION

Signed by President Obama on February 17, 2009, ARRA provided $8.4 billion for transit projects to the FTA. FTA funds from ARRA could be used for capital projects only. Those funds could be used for "...the acquisition, construction, improvement, maintenance of facilities, and equipment for use in transit."

DISRIBUTION

Nationally, $8.4 billion in transit formula funding was apportioned to states through existing formula programs. Washington State received $179 million in ARRA transit formula funds for investments in transit and other public transportation projects. Large Urban Areas received $142 million, Small Urban Areas received $12 million, and Rural Public Transportation received $12 million.

Projects in the urbanized areas were selected locally through the appropriate metropolitan planning organization (MPO), for instance the Puget Sound Regional Council. Projects for rural areas were selected by the state using a competitive process. In December 2008 and January 2009, WSDOT developed a capital project list in anticipation of the Recovery Act. This list consisted of a variety of project types including: purchasing replacement and expansion vehicles; purchasing new communication equipment; constructing facilities and transit centers; repairing buildings; and installing bus shelters. WSDOT identified more than $45 million in projects that met the definition of "ready to go" in rural areas. An independent Grants Review Team prioritized project types and selected projects for funding.

MATCHING REQUIREMENTS

There were no matching requirements for the ARRA program.