

WORKING TOGETHER TO SUPPORT TRANSPORTATION EFFICIENT COMMUNITIES



WHAT IS A TRANSPORTATION EFFICIENT COMMUNITY?

Transportation efficient communities support health, prosperous economies, energy conservation and a sustainable environment by requiring less driving to meet daily needs.

Transportation Funding Sources in Washington State



SR 7 Paving Project

INCLUDING FUNDING SOURCES FROM:

- Washington State Department of Transportation
- Washington State Department of Commerce
- Freight Mobility Strategic Investment Board
- Washington State Recreation and Conservation Office
- County Road Administration Board
- Transportation Improvement Board
- Other State and Federal Funding Sources

Following is a summary of transportation funding programs and other transportation revenue sources in Washington state. Funding transportation infrastructure and services is challenging for both state and local governments, requiring us to be flexible, creative, and collaborative. This document will help local governments assess the different kinds of funding opportunities available. For more information on each program, access the links provided or please see the back page for additional contact information. An electronic version of this document is also available at:

www.wsdot.wa.gov/planning/community/GMA.

Name/RCW	Basic Description	Eligibility
Washington State Department of Transportation		
Pedestrian and Bicycle Safety	The purpose of the Pedestrian and Bicycle Safety Program is to improve the transportation system to enhance safety and mobility for people who choose to walk or bike.	All public agencies in Washington are eligible to apply.
Safe Routes to Schools	The purpose of the Safe Routes to Schools Program is to improve safety and mobility for children by enabling and encouraging them to walk and bicycle to school. Funding from this program is for projects within two-miles of primary, middle and high schools (K-12).	All public agencies in Washington are eligible to apply.
Highway Safety Improvement Program (HSIP) Funding	The Federal Highway Safety Improvement Program provides funding to implement engineering countermeasures to reduce fatal and serious injury collisions.	All cities and counties are eligible to apply.

<u>Transportation Alternatives Program (TAP)</u>	The Federal Transportation Alternatives Program provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and improved mobility, community improvement activities or environmental remediation, and safe routes to school projects.	Local agencies, regional transportation authorities, transit agencies, natural resource or public land agencies, school districts, local education agencies or schools, tribal governments, and any other local or regional governmental entity with responsibility for oversight of transportation that the State determines to be eligible.
<u>Congestion Mitigation Air Quality Improvement Program (CMAQ)</u>	The Federal Congestion Mitigation Air Quality Improvement Program provides funding for transportation projects and programs that help meet the requirements of the Clean Air Act. Eligible activities include transit improvements, travel demand management strategies, traffic flow improvements, public fleet conversions to cleaner fuels, projects to improve incident and emergency response or improve mobility, expanded authority for transit operations, and support for installation of facilities serving electric or natural gas fueled vehicles (not at rest areas).	All public agencies within the five MPO's representing maintenance areas including: 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).
<u>National Highway Performance Program (NHPP)</u>	The Federal National Highway Performance Program incorporates Interstate Maintenance, the National Highway System (NHS) and the Highway Bridge Program for bridges that are on the NHS. Projects eligible for NHPP funding include: construction, reconstruction, resurfacing, restoration, rehabilitation, and preservation of highways and bridges; bridge and tunnel inspection and evaluation; safety projects; environmental restoration and mitigation; intelligent transportation systems (ITS); and bicycle and pedestrian infrastructure.	All public agencies that are responsible for Interstate or NHS facilities.
<u>Surface Transportation Program (STP)</u>	The Federal Surface Transportation Program is the most flexible and provides the most financial support to local agencies. Projects eligible for STP funding include highway and bridge construction and repair; transit capital projects; bicycle, pedestrian, and recreational trails; and construction of ferryboats and terminals.	All public agencies that are responsible for eligible transportation facilities.
<u>Freight Rail Assistance Program</u>	The Freight Rail Assistance Program is directed toward larger projects where it is difficult to gain a contribution and where the rail location or the project is of strategic importance to the local community and the state.	Open to applicants in both the public and private sector.
<u>Freight Rail Investment Bank Program</u>	The Freight Rail Investment Bank Program is for smaller projects or for a small part of a larger project, where state funds would enable the project to be completed.	Open to the public sector including counties, cities and port districts.
<u>Airport Aid Grant Program</u>	The Airport Aid Grant Program provides crucial financial assistance to public-use airports in the preservation of Washington's system of airports.	Any city, county, airport authority, political subdivision, federally recognized Indian tribe, public corporation, or person(s) that owns and operates a public-use airport included in the Washington Aviation System Plan (WASP).
<u>Commute Trip Reduction Program</u>	The Commute Trip Reduction Program focuses on improving air quality, reducing traffic congestion, and decreasing fuel consumption through employer-based programs that encourage alternatives to driving alone to work. Local governments are required to develop and implement plans to reduce single occupancy vehicle commute travel to large worksites and dense employment centers in congested urban areas.	The state, through WSDOT, provides funding for nine counties (King, Pierce, Snohomish, Whatcom, Clark, Kitsap, Yakima, Spokane, and Thurston) and 51 cities to implement their programs. Other partners include the state, six RTP/MPOs (PSRC, TRPC, YVCOG, WCOG, SRTC, and RTC) and transit agencies.

<u>Vanpool Investment Program</u>	The Vanpool Grant Program helps public transit agencies expand vanpooling and make it more appealing to commuters.	All transit agencies are eligible to apply.
<u>Regional Mobility Grants</u>	The Regional Mobility Grant program supports local efforts to improve transit mobility and reduce congestion on our most heavily traveled roadways.	All cities, counties, ports and transit agencies are eligible to apply.
<u>Public Transportation Program</u>	The Public Transportation Program helps provide access, mobility and independence to Washington residents. Made possible by state and federal funds, these grants, along with regional mobility grants, provide transit services within and between cities, purchase new buses and other equipment, provide public transportation service for the elderly and people with disabilities, and improve public transportation in and between rural communities.	Transit systems, non-profit agencies, tribal governments, port authorities, senior centers, state agencies, cities and counties, special districts such as schools and ports, and private operators.
<u>Consolidated Grants Program</u>	The Consolidated Grant Program helps improve public transportation within and between rural communities, provide transportation services between cities, purchase new buses and other equipment, provide public transportation service for the elderly and persons with disabilities and low-income people seeking transportation to job-related activities.	Public transportation providers, including public transit agencies, non-profit agencies, tribal governments, port authorities, senior centers, state agencies, cities and counties, schools, and private operators.
Washington State Recreation and Conservation Office		
<u>Land and Water Conservation Fund (LWCF)</u>	The Land and Water Conservation Fund provides grants to buy or develop public recreation trails. Trails funded in LWCF should provide adequate separation from roadways.	Local agencies; special purpose districts such as port, park and recreation, conservation, and school districts; state agencies; tribal governments.
<u>Washington Wildlife Recreation Program (WWRP)</u>	The WWRP Trails category provides grants to acquire, develop, or renovate non-motorized public recreation pedestrian or bicycle trails that provide connections to neighborhoods, communities, or regional trails. Note: trails funded in this category cannot be part of a street or roadway such as a sidewalk or unprotected road shoulder.	Local agencies; special purpose districts such as port, park and recreation, conservation, and school districts; state agencies; tribal governments.
<u>Salmon Recovery Grants</u>	It is possible to use some of the Salmon Recovery Grants to replace culverts under roads that are a barrier to fish passage.	Local agencies; special purpose districts such as port, park and recreation, conservation, and school districts; state agencies; tribal governments; private landowners; nonprofit organizations; and regional fisheries enhancement groups.
Washington State Department of Commerce		
<u>Public Works Board, Construction Loan Program</u>	Provides low-interest loans for local governments to finance public infrastructure construction and rehabilitation. Eligible projects must improve public health and safety, respond to environmental issues, promote economic development, or upgrade system performance.	Counties, cities, special purpose districts, and quasi-municipal organizations that meet certain requirements. Tribes, school and port districts are ineligible for this program.
<u>Community Economic Revitalization Board (CERB)</u>	Community Economic Revitalization Board is a state board focused on economic development through job creation in partnership with local governments. The Board has the authority to finance public infrastructure improvements that encourage new private business development and expansion. In addition to funding construction projects, CERB provides limited funding for studies that evaluate high-priority economic development projects.	CERB provides low interest loans to local governments and federally recognized tribes for public infrastructure that support private business growth and expansion.

Freight Mobility Strategic Investment Board		
<u>Freight Mobility Strategic Investment Board (FMSIB)</u> RCW 47.06a.001	The Freight Mobility Strategic Investment Board designates, solicits, and selects freight projects that will enhance or mitigate the mobility of freight in Washington State. Eligible projects must be on a strategic freight corridor and be listed as part of a state or local transportation plan.	WSDOT, cities, counties, and ports are eligible to apply.
County Road Administration Board		
<u>County Ferry Capital Improvement Program</u> WAC 136-400	The County Ferry Capital Improvement Program (CFCIP) assists the four counties operating car ferries.	The counties currently operating car ferries include Pierce, Skagit, Wahkiakum, and Whatcom.
<u>Rural Arterial Program (RAP)</u> WAC 136-100	Counties can use the Rural Arterial Program funding to correct much more than surface and structural problems on county rural arterial roads. The counties submit RAP projects based on safety, geometry, capacity and structural deficiencies.	All counties are eligible to apply.
<u>County Arterial Preservation Program (CAPP)</u> WAC 136-300	The County Arterial Preservation Program funding is limited to preservation of the road structure on county owned arterials.	All counties are eligible to apply.
Transportation Improvement Board (TIB)		
<u>Small City Sidewalk Program (SCSP)</u> RCW 47.26.345	The Small City Sidewalk Program establishes highly connected pedestrian networks in central business districts. The program constructs and replaces sidewalks to improve pedestrian safety, create system continuity, link pedestrian generators, extend the system and complete gaps. The intent of each project must be transportation-related, not recreational.	The Small City Sidewalk Program is for incorporated cities with a population of under 5,000.
<u>Small City Arterial (SCAP)</u> RCW 47.26.115	The Small City Arterial Program establishes the integrity of small city street system while minimizing costs. The program rehabilitates TIB classified arterial streets, enhances street physical condition, corrects geometric deficiencies and improves safety. The program also supports the construction of multimodal features consistent with local needs.	The Small City Arterial Program is for incorporated cities with a population of under 5,000.
<u>Small City Preservation (SCPP)</u> RCW 47.26.340 - 345	The Small City Preservation Program provides funding for chip seal, overlay of existing pavement, and sidewalk maintenance, with the goal of bringing small city pavement rating average above 70 Pavement Condition Rating (PCR). Funding is for road maintenance opportunities across the state; pavement condition ratings and economies of scale leveraged and are considered as part of the criteria.	The Small City Sidewalk Program is for incorporated cities with a population of under 5,000.
<u>Arterial Preservation Program (AAP)</u>	The Arterial Preservation Program enables larger scale preservation projects at lower unit costs. The program provides funding for overlay of federally classified arterial streets.	The Arterial Preservation Program is for cities with a population of 5,000 or greater and assessed valuation less than \$2 billion.
<u>Urban Sidewalk Program (USP)</u>	The Urban Sidewalk Program establishes highly connected pedestrian networks in downtowns and activity centers. The program constructs and replaces sidewalks to improve pedestrian safety, create system continuity, link pedestrian generators, extend the system and complete gaps. The intent of each project must be transportation-related, not recreational, and the project must be on a federally classified route.	The Urban Arterial Program is for counties with urban unincorporated areas and cities with a population of 5,000 or greater.

<u>Urban Arterial Program (UAP)</u> RCW 47.26.010	The Urban Arterial Program funds projects that enhance arterial safety, support growth and development, improve mobility and physical condition. TIB also rates projects on sustainability and constructability. The program requires sidewalk on both sides of the streets and funds bike lanes when consistent with a local transportation plan.	The Urban Arterial Program is for counties with urban unincorporated areas and cities with a population of 5,000 or greater.
<u>Relight Washington Program</u>	The main goal of the Relight Washington Program is to lower city street light costs by helping cities convert to more energy efficient LED streetlights. TIB is currently working with utility providers who maintain city lights on behalf of many cities through the state. In future years TIB will work directly with cities who own their own lights.	Eligible cities include all small towns (population less than 5,000) and urban cities with a total assessed value of less than \$2 billion. A full list of currently eligible cities can be found <u>here</u> .
Complete Streets Program RCW 47.04.320	The Complete Streets Grant Program is currently under development and will not be available for funding until 2016. This program funds local government arterial retrofits to improve safe access for all users: pedestrians, bicyclists, motorists, public transportation users, and truck drivers.	All cities and counties with an adopted complete streets ordinance are eligible.
Other State and Federal Funding Sources		
<u>Federal Lands Access Program (FLAP)</u>	The Federal Lands Access Program helps improve access to federal lands. The program focusing on public highways, roads, bridges, trails, and transit systems.	State, county, town, township, tribal, municipal, or local governments are eligible to apply.
County Road Property Tax Levy RCW 36.82.040	For construction, preservation, and maintenance of county roads, bridges, and wharves necessary for providing vehicle ferry service, and for other proper county road purposes.	All counties are eligible.
High Capacity Transit RCW 81.104.140-.170	Fund sources: employer tax, motor vehicle excise tax, and sales and use tax.	Regional transit authorities (RTA) in King, Pierce, and Snohomish counties; transit agencies in Thurston, Clark, Kitsap, Spokane, and Yakima counties; Regional Transportation Investment Districts (RTID); and high capacity transportation corridor areas.
High Occupancy Vehicle (HOV) Local Option RCW 81.100.030, .060	For high occupancy vehicle (HOV) lane development, mitigation of environmental impacts of HOV development, support of employer programs to reduce single-occupant commuting, and commuter rail programs.	Regional Transportation Investment Districts (RTIDs) and King, Pierce, and Snohomish counties with voter approval.
Local Fuel Tax Distribution RCW 82.36.025, .030	Funds limited to highway purposes.	State shared revenue between city, county, and state. It is based on user fees and not sensitive to changing growth patterns.
Commercial Parking RCW 82.80.030	For general transportation purposes, including construction and operation of state highways, county roads, and city streets; public transportation; high capacity transportation; transportation planning and design; and other transportation related activities.	County (unincorporated area), city, and Regional Transportation Investment Districts (RTID) are eligible.
County Fuel Tax RCW 82.080.010	For "highway purposes" as defined by the 18th Amendment, including the construction, maintenance, and operation of city streets, county roads, and state highways; operation of ferries; and related activities.	County wide (including incorporated areas).
Passenger-only Ferry RCW 82.80.130	Tax of motor vehicles owned by residents of the taxing district.	Authorizes Public Transportation Benefit Areas, whose boundaries are on the Puget Sound but do not include an area within a Regional Transit Authority, to implement passenger-only ferry service under RCW 36.57A.200.

Vehicle License Fee RCW 82.80.100	License fee based upon the age of the vehicle; excludes vehicles such as farm tractors, snowmobiles, and others.	Regional Transportation Investment Districts (RTID) can impose these vehicle License fees.
Land Dedication & Voluntary Agreements RCW 58.17.010, .110	Provides local governments the basis for the regulation of the subdivision of land to promote public health, safety and general welfare.	All cities and counties are eligible.
SEPA Substantive Authority RCW 43.21C.060	Allows public agencies to condition or deny any proposed governmental action based on its environmental analysis.	State agencies, municipal and public corporations, and counties are eligible.
Growth Management Act (GMA) Impact Fees RCW 82.02.020	Fees imposed as a condition of development approval to pay for the public facilities needed to serve development including streets and roads.	Local governments fully planning under the Growth Management Act are eligible.
Transportation Benefit District RCW 36.73	Allows governments singly or jointly to impose taxes and fees to fund off-site transportation infrastructure improvements.	All cities, counties, and towns are eligible.
Regional Transportation Investment District RCW 36.120	Multiple fund sources: vehicle excise tax, vehicle license fee, regional sales and use tax, parking tax, fuel tax, employer excise tax, vehicle tolls.	Limited to counties within the Puget Sound metropolitan region.
Street Latecomer Agreements RCW 35.72	Allows subsequent developments to reimburse earlier development that paid all up-front costs.	The legislative authority of any city, town, or county.
Transit Tax RCW 35.95.040, 82.14.045	Business and occupation, utility and sales taxes can fund operations, maintenance and capital needs in any city or county. Voter approval is required.	Transit districts and city transit systems are eligible.
Grade Crossing Protective Fund RCW 81.53.261 - .295	Administered by the Utilities and Transportation Commission to make safety improvements at a railroad crossing or along a railroad right-of-way.	Grant program for railroad companies, local governments and other agencies.
Border Cities Fuel Tax RCW 82.47.020	For street maintenance and construction in areas along the Canadian border that are experiencing extraordinary traffic levels and impacts due to Canadian motorists.	Cities and towns within 10 miles of an international border crossing or transportation benefit districts (TBDs) that contain an international border crossing.
Local Transportation Act Impact (LTA) Fee RCW 39.92.030	Allows governments singly or jointly to impose impact fees to fund a portion of the off-site transportation improvements needed to solve the cumulative impacts of planned growth and development.	All cities, counties, and towns are eligible.

For More Information, Please Contact:

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