

Appendix E
SAFETEA-LU Federal Funding Sources

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The Federal Transportation Bill known as SAFETEA-LU (Safe, Accountable, Flexible and Efficient Transportation Equity Act **Error! Bookmark not defined.** – a Legacy for Users) was signed into law by the President on August 10, 2005. This is the third iteration since Congress established the Inter Surface Transportation Act (ISTEA) **Error! Bookmark not defined.** in 1991. SAFETEA-LU was preceded by the Transportation Equity Act for the 21st Century (TEA-21) **Error! Bookmark not defined.** which expired on September 30th, 2003. With guaranteed funding for highways, highway safety, and public transportation totaling \$244.1 billion. The following describes some of the federal funding sources covered under SAFETEA-LU.

Highway Bridge Program

The Highway Bridge Program provides \$21.6 billion in funding through 2009 to allow states to improve the condition of their highway bridges through replacement, rehabilitation, and preventive maintenance. Apportioned funds are distributed using the existing formula that is based on each state's relative share of the total cost to repair or replace deficient highway bridges. The federal share for all projects, except those on the Interstate System, will be eighty percent. The Bridge program is broadened in scope to include systematic preventative maintenance, and freed from the requirement that bridges must be considered "significantly" important. Each state is still required to spend at least 15 percent of its bridge apportionment for bridges on public roads that are not Federal-aid highways (off-system bridges), but the 35 percent cap is removed. Beginning in 2006, \$100 million is to be set aside annually to fund designated projects.

Surface Transportation Program (STP)

This program provides flexible funding that may be used by states and localities for projects on any Federal-aid highway, including the National Highway System (NHS), bridge projects

on any public road, transit capital projects, and intracity and intercity bus terminals and facilities. The program continues existing STP eligibilities and adds the following: advanced truck stop electrification systems; projects relating to intersections that: have disproportionately high accident rates; have high congestion; and are located on a Federal-aid highway; environmental restoration and pollution abatement – on a 4R project the expenditures for this activity may not exceed 20 percent of the total cost of the project; and, control of terrestrial and aquatic noxious weeds and establishment of native species.

Starting in 2006, the safety set-aside is eliminated as the new Highway Safety Improvement Program takes over the funding of the safety programs. The Transportation Enhancements (TE) set-aside is modified to be the greater of 10 percent of the state's STP apportionment, or the dollar amount of the TE set-aside for the state for 2005. 62.5 percent of the amount remaining after the TE set-aside is divided among sub-state areas based on population. The following programs are available under the STP program:

Transportation Enhancement (STPE)

These funds are used for transportation enhancement projects including: bikeways/walkways; highway beautification; acquisition of scenic easements and scenic or historic sites; historic preservation; rehabilitation and operation of historic transportation buildings; preservation of abandoned railway corridors; control and removal of outdoor advertising; archaeological planning and research; environmental mitigation of water pollution due to highway runoff or reduction of vehicle-caused wildlife mortality while maintaining habitat connectivity; safety and educational activities for pedestrians and bicyclists; and establishment of transportation museums. A state's transportation enhancement funding is derived from a set-aside from its annual Surface Transportation Program apportionment. Starting in 2006, the transportation enhancement set-aside will be 10 percent or the amount set aside for transportation enhancement in the state in 2005, whichever is greater.

Regional STP (STPUL, STPUS, STPR)

Formula allocations of these funds to the MPO/RTPO or county lead agencies are based on population and road mileage. The Metropolitan Planning Organization (MPO) /Regional Transportation Planning Organization (RTPO) or county lead agency selects and prioritizes projects for funding.

STP Competitive (STPC)

This is a portion of the STP funds that can be used in any area of the state. The purpose of the program is to offer multimodal choices to the public. Projects of this funding type are programmed in the State Transportation Improvement Program (STIP), either in a grouping or listed individually.

WSDOT's STP (STP)

This is a portion of the STP funds that are for state highway system preservation and interstate reconstruction. The WSDOT selects and prioritizes these projects.

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) replaces the safety set-aside previously under the Transportation Enhancement program. It is a core program to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. Beginning in 2006, it will be funded separately for the first time, with flexibility provided to allow states to target funds to their most critical safety needs. A total of \$5.1 billion is provided for 2006–2009. Of this amount, \$880 million is set aside for a separate distribution for the Railway-Highway Crossing program, with the remainder to be distributed by formula based on each state's lane miles, vehicle miles traveled, and number of fatalities; \$90 million is to be set aside annually for construction and operational improvements on high-risk rural roads. The HSIP requires states to develop and implement a Strategic Highway Safety Plan (SHSP) and submit annual reports to the Secretary that describe at least 5 percent of their most hazardous locations, progress in implementing highway safety improvement projects, and their effectiveness in reducing fatalities and injuries. States that do not develop a strategic plan by October 1, 2007, will be locked

Beginning in 2006, the Highway Safety Improvement Program takes over the funding of safety programs.

in at their FY 2007 HSIP apportionment level pending development of a plan. States with SHSPs have additional flexibility to use up to ten percent of their HSIP funds for behavioral and other safety projects if they meet rail grade crossing and infrastructure safety needs as defined in their SHSPs.

High Priority Projects Program

The High Priority Projects Program provides designated funding for specific projects identified in SAFETEA-LU. A total of 5,091 projects have been identified for a specified amount of funding through 2009. States may do advanced construction using state funds until federal funds are available. High priority projects may also be advanced with funds apportioned from another program under which the project would be eligible. Funding would be restored from future allocations of the high priority project funds for the project. The High Priority Projects program is subject to obligation limitation that is set aside specifically for this program. The limitation is special no year limitation that remains available until used. The obligation limit is assigned individually to high priority projects numbered 1–3,676 and in aggregate to each state for projects numbered 3,677 or higher. The limitation provided to individual projects numbered 1–3,676 may be obligated for any other project under the program as long as it is restored to the individual project when limitation is distributed in the subsequent fiscal year. There are no projects along SR 169 that are currently funded under this program.

Congestion Mitigation and Air Quality (CMAQ)

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) provides funding for projects and programs in air quality non-attainment and maintenance areas for ozone, carbon monoxide (CO), and particulate matter which reduce transportation-related emissions. Funds are apportioned according to a formula based on population and severity of pollution in ozone and carbon monoxide areas, similar to the formula under TEA-21, but weighting factors have been revised. The MPO selects and prioritizes projects for funding. states and MPOs will give priority in distributing funds for

projects and programs to diesel retrofits and other cost-effective emission reduction activities, and cost-effective congestion mitigation activities that provide air quality benefits.

Federal Lands Highways Program (FLH)

The Federal Lands Highways (FLH) program provides for transportation planning, research, engineering, and construction of highways, roads, and parkways and transit facilities that provide access to or within public lands, national parks, and Indian reservations. The FLH program authorizations thru 2009 total \$4.5 billion. FLH program funds can be used as the state/local match for Federal-aid highway or transit projects that provide access to or within federal or Tribal lands.

Recreational Trails Program

The Recreational Trails Program authorizes \$370 million through 2009 to states to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses. Funds are available to develop, construct, maintain, and rehabilitate trails and trail facilities. Trail uses include hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles.

Scenic Byways

SAFETEA-LU authorizes a total of \$175 million through 2009 for technical assistance and grants to states and Tribes to develop scenic byways programs, and to implement projects on highways of outstanding scenic, historic, cultural, natural, recreational, and archaeological qualities designated as National Scenic Byways, All-American Roads, America's Byways, state scenic or Tribal scenic byways. Additional authority totaling \$13.5 million is provided to fund technical support and educational activities provided by the America's Byways Resource Center.

Safe Routes to School

This new program enables and encourages primary and secondary school children to walk and bicycle to school. SAFETEA-LU has authorized \$612 million through 2009 for this program, which is 100 percent federally funded. It funds both infrastructure-related and behavioral projects to provide a safe, appealing environment for walking and biking and support national health objectives. For infrastructure projects, funding can be used toward planning, design, and construction of projects that will substantially improve the ability of students to walk and bicycle to school. These may include sidewalks, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bike parking, and traffic diversion improvements in the vicinity of schools (within approximately two miles). Such projects may be carried out on any public road or any bicycle or pedestrian pathway or trail in the vicinity of schools.

Each state is required to set aside its apportionment not less than 10 percent and not more than 30 percent of the funds for non-infrastructure related activities to encourage walking and bicycling to school. These include traffic education and enforcement near schools, bicycle and pedestrian safety education, public awareness and outreach to press and community leaders, training, volunteers, and managers of safe routes to school programs.

Transportation, Community, and System Preservation Program (TCSP)

The Transportation, Community, and System Preservation Program (TCSP) is intended to address the relationships among transportation, community, and system preservation plans and practices and identify private sector-based initiatives to improve those relationships. State and local governments, metropolitan planning organizations (MPOs), and tribal governments are eligible for discretionary grants, authorized at \$270 million through 2009, to carry out eligible projects to integrate transportation, community, and system preservation plans and practices. Funds must be equitably distributed to a

diversity of populations and geographic regions. A local match is required in accordance with Section 120(b) of Title 23, United States Code. Related is a new Community Enhancement study, funded at \$2 million from TCSP funds, which will examine the impact of well-designed transportation projects on communities.

State Infrastructure Bank (SIB)

SAFETEA-LU establishes a new State Infrastructure Bank (SIB) program which allows all states to enter into cooperative agreements with the Secretary to establish infrastructure revolving funds eligible to be capitalized with federal transportation funds authorized for fiscal years 2005–2009.

The new program gives states the capacity to increase the efficiency of their transportation investment and significantly leverage federal resources by attracting nonfederal public and private investment. The program provides greater flexibility to the states by allowing other types of project assistance in addition to grant assistance.