

Federal Funds Available from SAFETEA-LU Program (6 Year Program) (January 13, 2006)

The recently passed federal Surface Transportation Act has some changes in programs and funding levels that will provide the opportunity for the Governor to make some decisions on the use of the funds. The overall level of formula funding (not including earmarks) in the six year program rose \$200 million from the previous TEA-21 act. Some programs within the act experienced a reduction in overall funding, while others have increased. The areas where the Governor can influence the spending plan follow:

Bridge Program:

In TEA-21, Local agencies received 40% of the Bridge program for a total of **\$257 million**. State bridges utilized 60% of the Bridge program for a total of **\$367 million**. This was based on the comparative local/state condition of all bridges eligible in the federal program, as evaluated at the beginning of the act. The size of the federal bridge program has gone up in the new act from **\$625 million** to **\$874 million**.

Proposal: Increase the local agency level of funding to **\$323 million** to reflect the current program size through 2009. This proposal revises the split to 37/63. Review the statewide bridge conditions towards the end of the current act in order to develop a proposal for the next reauthorization, this work will be completed before programming additional federal funds beyond 2009.

Safety program:

This is a new program that incorporates the previous HES (hazard elimination safety) program and Rail crossing safety, and adds more funds overall (intended to implement priorities of each state's strategic safety plan). The program level has risen from **\$70 million** to **\$115 million** from TEA-21 to SAFETEA-LU (2004 – 2009).

Proposal: Develop a statewide safety program, targeting available dollars to achieve the greatest benefit identified in the State's strategic safety plan. Investments will be selected to implement the strategic safety plan and would include, City Streets, County Roads and State Highways.

Border Crossing Program:

This is a new stand-alone formula program derived from TEA-21's Border/Corridor program. Washington's share is **\$46 million**, arrived at by a federal formula that weighs the number of international border crossings by volume in each state.

Proposal: Develop a program of projects eligible for funding from this program. The level of investment targeted by major corridor is based on the distribution formulas in SAFETEA-LU. WSDOT and local agencies are working to develop a list of projects to be funded from this program as a proposal.

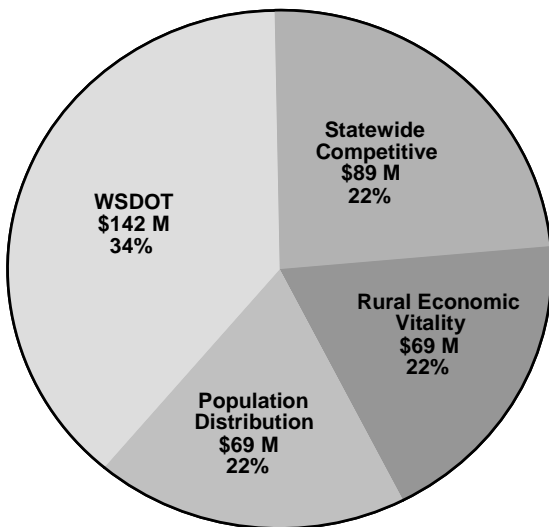
Statewide STP flexible funds:

The STP funds are in part distributed to the Enhancement program, MPO's, population distribution and the state system. Some funds are left to each state's discretion. In TEA-21 this amounted to **\$369 million**, and in SAFETEA-LU this is estimated at **\$296 million**.

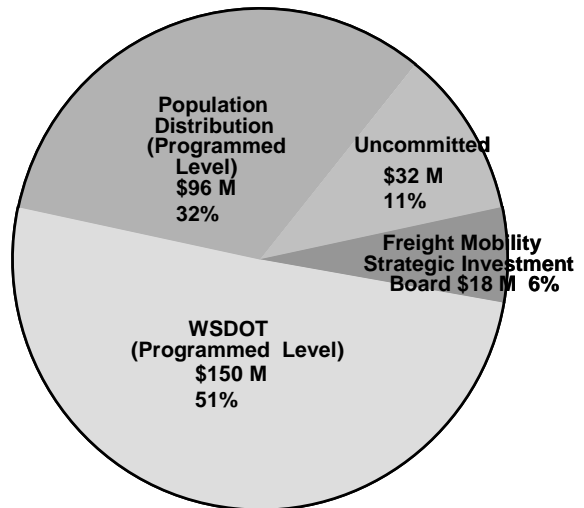
Due to the delay in authorizing SAFETEA-LU, WSDOT and the MPO/RTPO's have assumed a level of funding based on the 2004 allocations, totaling **\$150 million** and **\$96 million** respectively.

In addition, the 2005 Transportation Budget identified **\$18 million** of these federal funds for Freight Mobility Strategic Investment Board projects. This leaves approximately **\$32 million** of STP "state flexible" funds remaining for policy decision.

**(TEA-21) STP- State Flexible
FFY 1998-2003 \$369 Million**



**STP-State Flexible
FFY 2004-2009 \$296 Million**



STP Flexible

Allocation of \$32 Million of Uncommitted Funds

STP Flexible Proposal: Of the **\$32 million** in "state flexible" funds remaining for policy decisions, consider utilizing **\$5 million** to address emergent rock stabilization projects on I-90 and allocate the remaining **\$27 million** to the Population Distribution with a specific focus on addressing small community transportation needs. Only areas under the population of 5 thousand are eligible for the small community funds.

