



## **Washington State Department of Transportation**

Executive Order 14-04

*Washington Carbon Pollution Reduction and Clean Energy Action*

Review of state grant programs  
to identify and implement opportunities  
to increase statewide investments  
in multimodal transportation.

**January 2015**

**Contact Information**

Amy Scarton, WSDOT  
Steve Gorcester, TIB  
Ashley Probart, FMSIB  
Jay Webber, CRAB

## Introduction

On April 29, 2014, Governor Inslee signed Executive Order 14-04, “*Washington Carbon Pollution Reduction and Clean Energy Action*.” The Executive Order directs the Washington State Department of Transportation (WSDOT), the Freight Mobility Strategic Investment Board (FMSIB), the Transportation Improvement Board (TIB), and the County Road Administration Board (CRAB) to conduct a review of state grant programs to identify and implement opportunities to increase statewide investments in multimodal transportation.

The four state agencies approached this work in two stages – review and implementation. First, we conducted a review of state transportation grant programs in order to identify existing criteria and components that currently result in multimodal investments. The department convened representatives from WSDOT, the three funding boards and the Office of Financial Management to complete an inventory of the multimodal elements of each grant program. We kept our focus on programmatic policies rather than agency governance, as that topic has been recently and thoroughly reviewed. Finally, we reviewed only state-funded programs, and defined the term “grant programs” to include discretionary programs that allow local jurisdictions to apply to the agencies for funds. That inventory is the crux of this report and discussed in greater detail below, with the following three key findings having risen to the top in our review:

1. The state currently has programs in place to invest in multimodal transportation; therefore, we are not recommending the creation of any new grant programs.
2. Although multimodal programs do exist, the demands for these funds and the multimodal needs of the local jurisdictions far outpace the resources available and more funds are needed.
3. In the absence of any new state funding for multimodal investments, the agencies still see opportunities to increase coordination and customer convenience to make our state dollars stretch as far as we can.

## Key Findings from the Multimodal Review

1. The state has created a solid programmatic framework for making multimodal investments.

Overall, our agencies are making meaningful investments in multimodal transportation in communities of all types and sizes across the state. We administer a variety of state grant programs, each with its own core function as enacted by the legislature. This report demonstrates that each agency has programs that currently have multimodal components – either resulting directly from the programmatic criteria the legislature developed or from other existing laws that require multimodal planning by the grant recipients.

Each agency and the customers they serve are summarized below.

- County Road Administration Board (CRAB) programs serve the 39 counties with rural arterial (RAP) grants, county ferry capital and preservation allocations. The RAP addresses structural and design deficiencies on county roads outside the federal urban area. Projects typically reconstruct the road base and alignment to meet current standards. CRAB reports it is considering modifications to add incentives for bicycle and pedestrian features.
- Freight Mobility Strategic Investment Board (FMSIB) program serves cities, counties and port districts to fund projects on strategic freight corridors. Projects facilitate and mitigate truck and rail movement through communities.
- Transportation Improvement Board (TIB) programs serve cities, transportation benefit districts and county arterials inside the federal urban area. Programs for urban agencies address safety, growth and development, physical condition and mobility. Small city programs build and maintain streets and sidewalks. TIB selection criteria incentivize multimodal infrastructure and sustainable design.
- WSDOT Aviation state programs provide funding for public-use airports. Projects include planning, improving and maintaining airports.
- WSDOT Freight Rail state programs provide grants and infrastructure bank loans to support economic development through freight rail system access.
- WSDOT Local Programs provides state-funded grants for cities, counties, tribes, school districts and state agencies to support pedestrian and bicycle safety projects such as pedestrian and bicycle paths, sidewalks, providing safe routes from residential areas to schools and transit on state highways, city streets and county roads. These projects and programs are to increase the number of people walking and biking as outlined in the State Bike Facilities and Pedestrian Walkways Plan.
- WSDOT Public Transportation programs provide state-funded grants that help local organizations provide transit services within and between communities, purchase new buses and other equipment, provide public transportation service for the elderly and people with disabilities, improve public transportation in and between rural communities, invest in multimodal transportation infrastructure, provide vanpools and enlist local partners to help shift commuters to higher-efficiency commute options.

We found considerable diversity in the type, scale, and geographic area covered by the grant programs. See Attachment 1 – Table of Multimodal State Grant Programs.

We also found that the programs include extensive multimodal treatments. In many cases, the arterial and preservation categories include various multimodal components as shown in Table 1.

Table 1. Agency Oversight of Competitive State Grant Programs, by Primary Mode

State Agency	Primary Mode	Modal Focus
WSDOT Public Transportation Division  Transportation Improvement Board	Transit	Fixed route and special needs transit service; transit centers, park and rides, transit priority signal systems and other facilities; transit equipment.  Arterial transit stops, HOV
County Road Administration Board  Transportation Improvement Board  Freight Mobility Strategic Investment Board WSDOT Public Transportation Division	Streets and Roads	County roads, arterial haul routes & preservation Urban complete streets, small city streets & preservation Truck lanes & grade separations park and rides; vanpools; commute trip reduction / transportation demand management (transit passes, preferential carpool/vanpool parking, vanpools, telework, compressed work weeks, bicycle facilities, guaranteed ride home, vanshare, etc.)
Freight Mobility Strategic Investment Board WSDOT Freight Division	Rail	Freight rail & grade separations Freight rail & port access
WSDOT Local Programs Division  Transportation Improvement Board	Pedestrian	Sidewalks, pedestrian paths & crossings, traffic calming, SRTS & ADA improvements Sidewalks & ADA ramps
WSDOT Local Programs Division  Transportation Improvement Board	Bicycle	Bike lanes, crossings & parking facilities, SRTS, traffic calming & ADA improvements Bike lanes & ADA ramps
WSDOT Aviation Division	Aviation	Airport facilities improvements & preservation
County Road Administration Board	Ferry	Ferry facilities improvements & preservation

2. The demand on the state's existing multimodal programs far exceeds the funding capacity.

The multimodal state transportation grant programs administered by WSDOT, FMSIB, TIB and CRAB for the 2013–2015 biennium were highly oversubscribed. As part of our review, each agency calculated the total local requests for their programs to exceed \$3.4 billion, but collectively we were only able to make \$1.5 billion in investments. Thus, less than half of the projects submitted were able to be implemented in the local communities, leaving approximately \$1.9 billion in unfunded multimodal needs. See Attachment 2 – Demands of Multimodal State Grant Programs.

One state program in particular – the Complete Streets program – was envisioned to provide multimodal design guidance but the grant elements of the program have yet to be funded. As this group and other groups working to implement sections of the EO have found, if funding were provided for Complete Streets grants, we could fund more main street highways, sidewalks, bike and bus lanes as well local arterials. This would be an ideal way to increase multimodal investments for local communities.

The Governor's recent transportation proposal "Let's Move Forward" sets a policy direction consistent with the need for increased investments in multimodal transportation. It would increase some – but not all – of our collective state grant programs.

3. In the absence of increased multimodal funding, the state should work to increase customer convenience and coordination of the existing programs.

One way to increase multimodal transportation investments is to increase the number of local jurisdictions who can partner with the state on such projects. If more local agencies are able to compete in the various state grant programs, more local funds will be directed toward multimodal projects statewide. To make it easier for local agencies to access the state grant programs, the state funding agencies can immediately work to cut unnecessary red tape to improve both customer convenience and coordination among the providers.

Simply reducing the number of separate applications that are required to access state funds is a proven method of increasing the applicant pool. For example, WSDOT at one time required numerous separate applications to access a variety of public transportation funds. WSDOT cut red tape and consolidated these applications into one. This resulted in many first time public transportation applicants and winners, increasing multimodal investments in communities in the state that had never before received transit funds.

TIB is undergoing a similar re-engineering of its small city programs. Currently, cities must submit three separate applications for preservation, reconstruction and

sidewalks projects. The board is moving to consolidate three applications into one. This efficiency will make applying for TIB funds easier for cities, thereby increasing the potential pool of applicants and the local funds that match with state funds for multimodal projects.

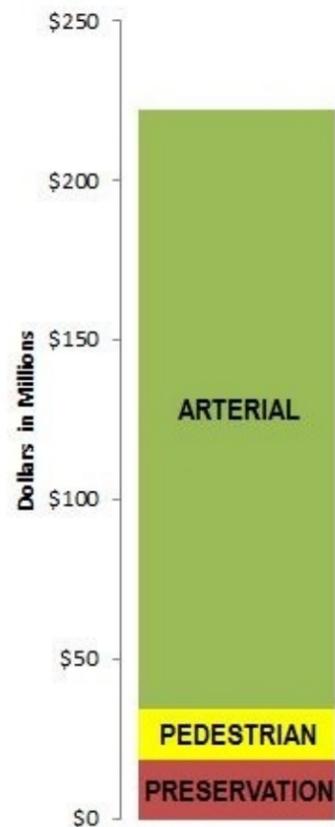
Finally, increasing the information and services that we provide online has greatly improving the customer experience. Each of our agencies has made significant progress in posting more real-time information online. For examples, see the TIB dashboard at <http://www.tib.wa.gov/TIBDashboard/>, the CRAB Active Projects page at <http://www.crab.wa.gov/Funding/Grants/Projects/activeProjectStatus.cfm>, FMSIB's active projects at <http://www.fmsib.wa.gov/projects.cfm>, and the WSDOT Local Programs dashboard at <http://webpub1.wsdot.wa.gov/LocalPrograms/Projects/Dashboard/ProjectMapWA.aspx>.

### Conclusion

Overall, we found most of the state's grant programs either directly fund investments in multiple modes or adhere to complete streets principles calling for consideration of all users. But these programs are heavily oversubscribed, and thus more funding is needed.

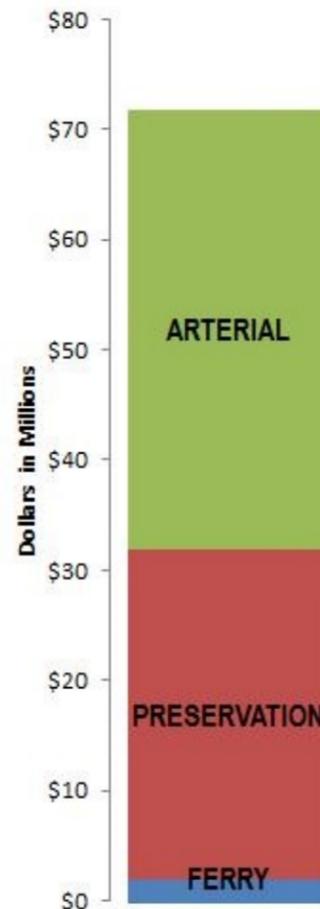
While much good work has been accomplished thus far, our agencies commit to continue working together to identify additional ways to increase customer convenience and coordination of our existing programs. Our next report will focus more on how we are implementing these coordination and customer-focused initiatives.

## **Attachment 1 - Table of Multimodal State Grant Programs**



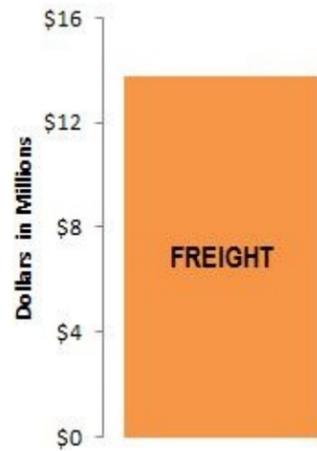
### Transportation Improvement Board

SIDEWALK PROGRAM		RCW 47.26 / WAC 479-14			
Sidewalk Program for Urban agencies and cities below 5,000 population	2013-15 Awards: \$16 million Transportation Improvement Account	Core Function: Promote safety; Build sidewalks in commercial centers by leveraging previous investments, connecting existing sidewalks, and filling gaps	Multimodal Components: Builds sidewalks on arterials consistent with the ADA, focuses on extending existing system in business districts and other activity centers	Multimodal Incentives: Incentivizes connectivity in business districts, other activity centers, and completing system gaps. Provides additional points for sidewalks on both sides of the street and for wider sidewalks and/or a planter strip.	Plan Consistency: City, county comprehensive plan, 6-year transportation improvement program and regional plan.
PRESERVATION PROGRAMS		RCW 47.26 / WAC 479-10			
Arterial Preservation Program (APP) for cities above 5,000 population, AV below \$2 billion	2013-15 Awards: \$7 million Highway Safety Account	Core Function: Provide paving assistance to defray high-cost preservation projects	Multimodal Components: Upgrades ADA ramps and funds sidewalk repairs	Multimodal Incentives: N/A	Plan Consistency: City, county comprehensive plan, 6-year transportation improvement program and regional plan.
Small City Preservation Program (SCPP) for cities below 5,000 population	2013-15 Awards: \$2.6 million Highway Safety Account; Small City Pavement and Sidewalk Account	Core Function: Preserve street surfaces	Multimodal Components: Upgrades ADA ramps and repairs sidewalk	Multimodal Incentives: N/A	Plan Consistency: City, county comprehensive plan, 6-year transportation improvement program and regional plan.
ARTERIAL PROGRAMS		RCW 47.26 / WAC 479-14			
Urban Arterial Program (UAP) for Urban agencies	2013-15 Awards: \$159 million Transportation Improvement Account	Core Function: Build arterials to enhance growth & development, and improve safety, mobility, physical condition	Multimodal Components: Requires sidewalk on both sides of street; Awards mobility points for connecting to existing multimodal facilities; Funds the construction of bike lanes when consistent with plan.	Multimodal Incentives: Provides incentives for added multimodal features beyond minimum requirements, such as wider sidewalks and/or planter strip, bicycle facilities, completing a gap in the HOV system or adding capacity.	Plan Consistency: City, county comprehensive plan, 6-year transportation improvement program and regional plan.
Small City Arterial Program (SCAP) for cities less than 5,000	2013-15 Awards: \$22 million Transportation Improvement Account	Core Function: Enhance street physical condition, geometric deficiencies and safety issues	Multimodal Components: Requires sidewalk on one side of street.	Multimodal Incentives: Provides incentives for added multimodal features beyond minimum requirements, such as wider sidewalks and/or planter strip.	Plan Consistency: City, county comprehensive plan, 6-year transportation improvement program and regional plan.



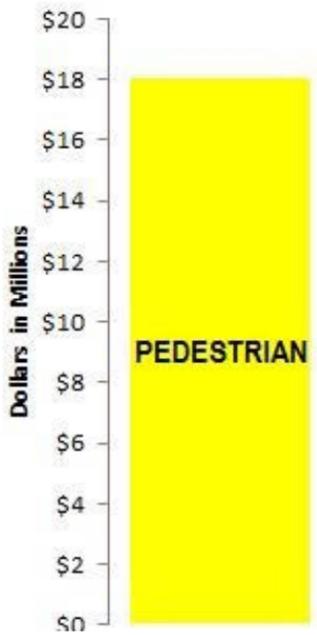
### County Road Administration Board

RURAL ARTERIAL PROGRAM		RCW 36.79 & WAC 136-100 – WAC 136-210			
Program for all counties	Approximately \$40 million per biennium Rural Arterial Trust Account (Fund 102)	Core Function: Fund road and bridge reconstruction based on structural ability to support loaded trucks, ability to move traffic at reasonable speeds, adequacy of alignment and related geometry, accident experience, and local significance	Multimodal Components: Adds shoulders and corrects substandard rural roads.	Multimodal Incentives: Agency is also considering additional incentive scoring for projects that address bicycle and pedestrian traffic needs, beyond the minimum shoulder width requirements.	Plan Consistency: Six year TIP developed thru local hearings and adoption.
COUNTY ARTERIAL PRESERVATION PROGRAM		RCW 46.68.090(2)(j) & WAC 136-300			
Program for all counties	Approximately \$30 million per biennium County Arterial Preservation Account (Fund 186)	Core Function: Help counties preserve existing paved arterial road networks	Multimodal Components: Builds pavement, markings, and surface features that enhance multimodal conveyance.	Multimodal Incentives: Agency is also considering rule changes to reimburse costs for widening for full bicycle and pedestrian capabilities where warranted.	Plan Consistency: Annual CAPP program developed with computerized pavement management system (PMS).
COUNTY FERRY CAPITAL IMPROVEMENT PROGRAM		RCW 47.56.725(A) & WAC 136-400			
Program for four county-operated ferry systems (Pierce, Skagit, Wahkiakum & Whatcom)	Most recent award size: \$7 million in 2007	Core Function: Provide assistance for major capital improvements to county-owned ferry systems for vessel replacement or major upgrades to vessels or docks	Multimodal Components: Replaces obsolete facilities in order to meet growing needs of bicycle, pedestrian and other modes of travel.	Multimodal Incentives: N/A	Plan Consistency: 14 year Ferry Capital Improvement Program (CIP) thru six year TIP process.



### Freight Mobility Strategic Investment Board

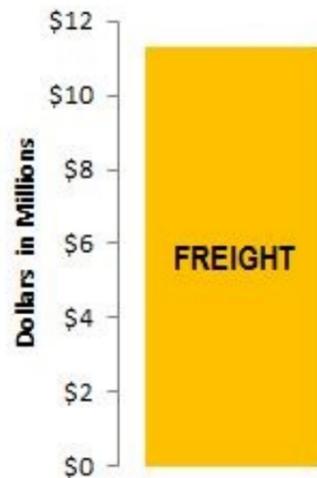
<b>FREIGHT MOBILITY STRATEGIC INVESTMENT PROGRAM</b>	<b>RCW 47.06a.001</b>				
Freight infrastructure program. State, cities, counties and ports facilities are eligible.	<p>Most recent award size: 2014 \$6.892 million</p> <p>Freight Mobility Investment Account, Freight Mobility Multimodal Account, Highway Safety Funds</p> <p>Receives \$14.25 million per biennium</p>	Core Function: Fund projects on strategic freight corridors to improve the movement of freight and/or mitigate the movement of freight through local communities. Program financial assistance must leverage other funds from all potential partners and sources, including federal, county, city, port districts, and private capital.	Multimodal Components: Examples include at-grade rail crossings that improve freight movement on roads and enhance rail movement. Grant funds exclude other multimodal elements such as transit pull-outs, sidewalks, and trails.	Multimodal Incentives: Scoring criteria is structured to provide more points for projects that benefit freight rail and freight road projects.	Plan Consistency: City, county, regional (MPO/RTPO) plan, and port plan. Project must also be on strategic corridor as defined in RCW 47.06A.001.



### WSDOT – Local Programs

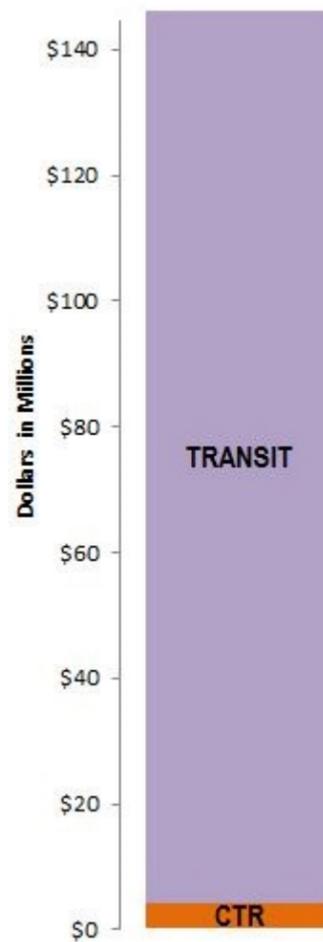
<b>PED / BIKE PROGRAM</b>					
Program for all public agencies.	<p>Approximately \$8 million per biennium</p> <p>Multimodal Account</p>	Core Function: To improve conditions for biking and walking and encourage “complete street” type projects that safely meet the needs of bicyclists, pedestrians, public transportation users and motorists, and also protect and preserve community environment and character. Recognizing that improvements to these roadways are critical to communities across the state, this program provides funds for transportation improvements that support infill and redevelopment, intensify land uses, and connect housing and employment.	Multimodal Components: Includes the addition of sidewalks, bike lanes, public transportation improvements, traffic calming while ensuring all are consistent with the ADA requirements.	Multimodal Incentives: <ul style="list-style-type: none"> <li>Promote healthy communities by encouraging walking, bicycling and using public transportation.</li> <li>Improves or completes ‘connections’ for safer and fully accessible bicycle and pedestrian facilities.</li> <li>Connects to adjacent transit facilities.</li> </ul>	Plan Consistency: Bike & Pedestrian Plan identifies strategies that drive the investments of this program such as: reducing fatalities and increasing biking and walking. Proposed Modifications: N/A
<b>SAFE ROUTES TO SCHOOL</b>					
Program for all public agencies.	<p>Approximately \$10 million per biennium</p> <p>Highway Safety Account &amp; MAP-21</p>	Core Function: To increase the number of children walking and biking to school safely.	Multimodal Components: Includes the addition of sidewalks, bike lanes, bike parking facilities, traffic calming, pedestrian and bicycle crossing improvements, that are consistent with the ADA, vehicle speed feedback signs, crossing guard programs, etc.	Multimodal Incentives: <ul style="list-style-type: none"> <li>Reduces conflict points between motor vehicles and pedestrians and bicyclists.</li> <li>Provides access and mobility by establishing safer and fully accessible trails and bikeways.</li> <li>Increase the numbers of children walking and biking to school.</li> </ul>	Plan Consistency: Bike & Pedestrian Plan identifies strategies that drive the investments of this program such as: reducing fatalities and increasing biking and walking.

### WSDOT – Freight Programs



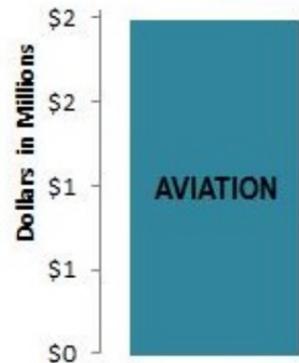
<b>FREIGHT RAIL ASSISTANCE PROGRAM</b>					
Program is open to both public agencies and private businesses.	<p>2013-15 biennium: \$4.0 M</p> <p>Multimodal Account</p>	Core Function: To increase economic development opportunities and improve freight mobility through preserving infrastructure on light density rail lines, improve rail system access to shippers and ports and maintain adequate mainline rail capacity.	Multimodal Components: Project scoring criteria includes reduced impact to roadways. Projects that improve access to ports, provide a rail connection to existing industries not currently served by rail or constructs transload facilities are eligible for funding.	Multimodal Incentives: <ul style="list-style-type: none"> <li>Promotes efficient modal connections.</li> <li>Improves regional rail infrastructure which enables access to multiple modes.</li> </ul>	Plan Consistency: Projects should be documented in either a city, county, port, regional or statewide plan or meet the key investment strategies outlined in the statewide planning efforts.
<b>FREIGHT RAIL INVESTMENT BANK</b>					
Program is open to public sector including counties, cities and port districts.	<p>2013-15 biennium: \$7.33M</p> <p>Transportation Infrastructure Account</p>	Core Function: To increase economic development opportunities and improve freight mobility through preserving infrastructure on light density rail lines, improve rail system access to shippers and ports and maintain adequate mainline rail capacity.	Multimodal Components: Project scoring criteria includes reduced impact to roadways. Projects that improve access to ports, provide a rail connection to existing industries not currently served by rail or constructs transload facilities are eligible for funding.	Multimodal Incentives: <ul style="list-style-type: none"> <li>Promotes efficient modal connections.</li> <li>Improves regional rail infrastructure which enables access to multiple modes.</li> </ul>	Plan Consistency: Projects should be documented in either a city, county, port, regional or statewide plan or meet the key investment strategies outlined in the statewide planning efforts.

## WSDOT – Public Transportation Programs



COMMUTE TRIP REDUCTION PROGRAM					
Program for cities and counties.	Most recent award size: 2013-2015 - \$3.9 million  Multimodal account	Core Function: Reduce drive-alone trip and vehicle miles traveled at major employers in the most congested parts of the state to meet state goals for reducing delay and emissions and conserving fuel.  Most recent award size: 2013-2015 \$3.9 million  Multimodal account	Multimodal Components: Funds affected jurisdictions to implement their CTR plan and meet the requirements defined in state law. Jurisdictions support the development, implementation, and measurement of employer programs to influence employee behavior.	Multimodal Incentives: WSDOT staff will discuss potential changes to CTR Board funding policy due to ongoing evolution in program and the Governor's Executive Order 2014-14. No RCW or WAC changes needed.	Plan Consistency: Funding determined by the CTR Board. Current funding policy is a formula: Number of affected employers in each affected jurisdiction and the number of proposed trips to be reduced through local CTR plan.
REGIONAL MOBILITY GRANTS					
Program for cities, counties, ports and transit agencies.	Most recent award size: 2013-2015 - \$40 million  Regional mobility grant program account	Core Function: Support cost-effective projects that reduce delay for people and goods and improve connectivity between counties and regional population centers.	Multimodal Components: Funds projects that are consistent with local and regional transportation and land-use plans. May be projects such as inter-jurisdictional transit service, park and ride lots, rush-hour transit service, and improved modal connectivity and efficiency.	Multimodal Incentives: The 2015-2017 grant criteria have been revised to align with the Governor's Executive Order 2014-14. Five points have been added to the Greenhouse Gas Reduction grant evaluation criteria. New or expanding park and ride lot projects must contain electric vehicle charging stations. Applicants may now replace a diesel coach with a like kind hybrid or alternative fuel coach. Any new equipment necessary to operate the hybrid or alternative fuel coach is also an eligible grant expense. No RCW or WAC changes needed.	Plan Consistency: Grant awards determined through criteria – readiness to proceed, impact on congested corridors, system integration, cost effectiveness, and greenhouse gas reduction policy. Criteria evaluated each biennium.
CONSOLIDATED GRANT PROGRAMS					
Program for public transportation providers, including public transit, non-profit agencies, tribal governments, port authorities, senior centers, state agencies, cities and counties, schools, and private operators.	Most recent award size: 2013-2015 - \$43 million state  Rural mobility grant program account	Core Function: These grants 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.	Multimodal Components: Funds public transportation services and equipment to support rural mobility and paratransit/special needs.	Multimodal Incentives: A project's ability to connect to other modes was added for the 2015-2017 grant evaluation criteria based on the Governors EO 2014-04. Asset management was also added as a criterion for the grant cycle based on MAP-21 direction. No RCW or WAC changes needed.	Plan Consistency: Some funds awarded by formula; competitive funds awarded based on criteria developed in collaboration with the Washington State Transit Association, Community Transportation Association of the Northwest, the Agency Council on Coordinated Transportation, and the Grants Policy Advisory Committee. Projects must be based on the needs and strategies identified in a regional Coordinated Public Transit-Human Services Transportation Plan.
VANPOOL INVESTMENT PROGRAM					
Program for transit agencies.	Most recent award size: 2013-2015 - Approximately \$6 million  Multimodal Transportation account.	Core Function: Expand vanpooling. Expansion vans prioritized over replacement vans.  Most recent award size: 2013-2015  Approximately \$6 million  Multimodal Transportation account	Multimodal Components: Funds transit agency vanpool programs.	Multimodal Incentives: No RCW or WAC changes needed.	Plan Consistency: Based on legislative proviso, funding is limited to transit agencies to add vanpools or replace vans and incentives for employers to increase employee vanpool use. At least \$1,600,000 of the amount provided must be used for vanpool grants in congested corridors, and \$520,000 for additional vans serving soldiers and civilians at Joint Base Lewis-McChord

## WSDOT – Aviation



AIRPORT AID PROGRAM					
Program for 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.	Most recent award size: 2014 Award - Approximately \$1.8 M  Aeronautics Account  *Typical biennial award is approximately \$2 M	Core Function: Provide crucial financial assistance to airport sponsors for the planning, acquisition, construction, improvement, preservation and maintenance of airports.	Multimodal Components: Projects must be consistent with local plans of public agencies authorized to plan for the development of the area surrounding the airport. Airport sponsors shall consider the interest of communities in or near where the project is located. Sponsors shall consult with affected parties using the airport.  In projects involving the location of an airport, an airport runway, or a major runway extension, sponsors shall hold public hearings for the purpose of considering the economic, social, and environmental effects of the airport or runway location and its consistency with goals and objectives of such planning as has been carried out by the community.	Multimodal Incentives: None at this time.	Plan Consistency: Statewide Capital Improvement Program (SCIP) strategically targets state and federal resources by identifying and prioritizing aviation projects using an objective set of FAA and state scoring criteria. Funds are then allocated in two stages, first by Airport Type, and then by Project Type.

## **Attachment 2 - Demands of Multimodal State Grant Programs**

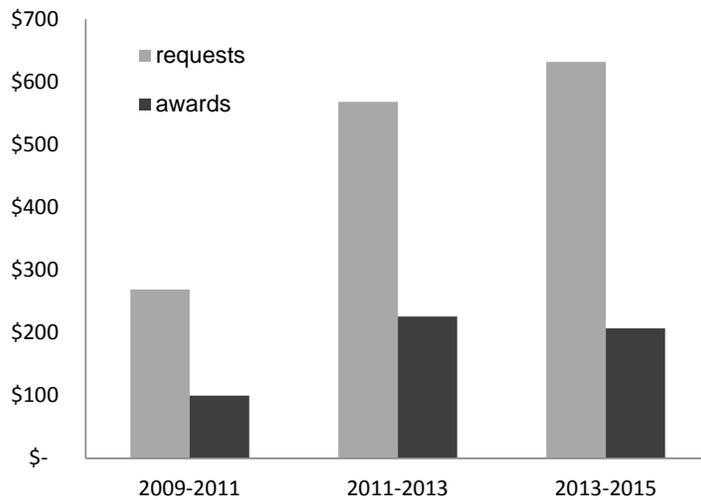
## Demand for TIB Public Transportation Grants

Requests and awards of state funds, in millions, 2009-2015 grant cycles

Grant cycle	Grant program	Requests	Awards	Request % over available
2009-2011	Urban Arterial Program	\$208	\$68	306%
	Urban Sidewalk Program	\$6	\$3	200%
	Small City Arterial Program	\$41	\$24	171%
	Small City Sidewalk Program	\$6	\$3	200%
	Small City Preservation Program	\$8	\$2	400%
	<b>Total</b>		<b>\$269</b>	<b>\$100</b>
2011-2013	Urban Arterial Program	\$419	\$170	246%
	Urban Sidewalk Program	\$18	\$5	360%
	Arterial Preservation Program	\$21	\$16	131%
	Small City Arterial Program	\$77	\$22	350%
	Small City Sidewalk Program	\$12	\$4	300%
	Small City Preservation Program	\$21	\$9	233%
<b>Total</b>		<b>\$568</b>	<b>\$226</b>	<b>251%</b>
2013-2015	Urban Arterial Program	\$488	\$160	305%
	Urban Sidewalk Program	\$35	\$9	389%
	Arterial Preservation Program	\$14	\$7	200%
	Small City Arterial Program	\$58	\$22	264%
	Small City Sidewalk Program	\$23	\$6	383%
	Small City Preservation Program	\$14	\$3	467%
<b>Total</b>		<b>\$632</b>	<b>\$207</b>	<b>305%</b>
<b>Total, 2009-2015</b>		<b>\$1,469</b>	<b>\$533</b>	<b>276%</b>

## Demand for TIB Public Transportation Grants

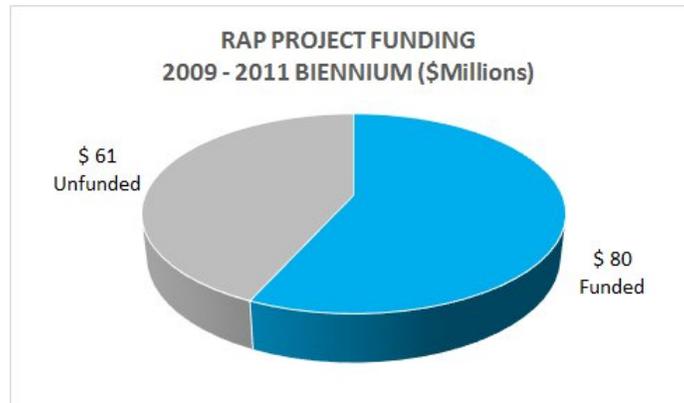
Requests and awards of state funds, in millions, 2009-2015 grant cycles



## Demand for County Road Administration Board (CRAB) – County Road Grants

### Construction Funding Needs – Via Rural Arterial Trust Account (RATA)

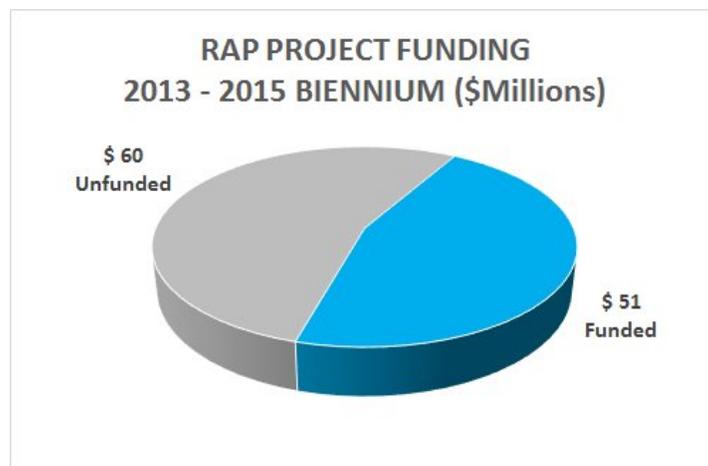
**2009–11 biennium:** 65 of 91 projects requesting funding (at \$141 million total request) were funded to \$80 million. This left 26 projects at a request level of \$61 million, unfunded.



State legislature’s additional appropriation of \$22 million to RATA on March 16, 2010 was “provided solely for additional grants for county road projects...” The funding array at the time was able to absorb the additional funding, yet many projects remained unfunded.

**2011–13 biennium:** The CRAB board did not offer a call for projects during the 2011 - 2013 biennium since the account balance was too low to accommodate a new influx of projects at the time.

**2013–15 biennium:** 63 of 92 projects requesting funding (at \$111 million total request) were funded to \$51 million. This left 29 projects at a request level of \$60 million, unfunded.



The funding shortfall shown is only a minor portion of the total road system improvement and preservation needs counties have, since each county's biennium requested amount is limited (per CRAB's administrative rules) to twice the potential funding amount.

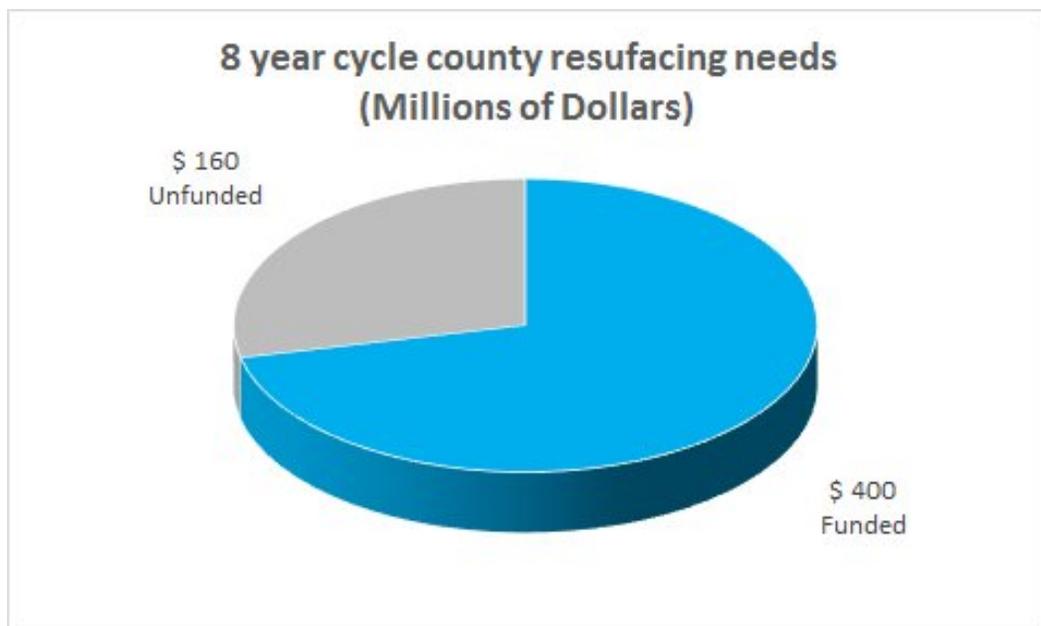
**CRAB's Online RAP Project Management:**

CRAB's new project management tool: "RAP Online", enables county engineers, program managers and project delivery staff to track the funding, project development, compliance and billing requirements that are required by CRAB as a condition of the RATA funds approved for the county. Overall the tool has streamlined CRAB's and the counties' RAP related processes.

**Preservation Funding Needs – Via County Arterial Preservation Account (CAPA)**

The counties of Washington State, through available funding sources including the County Arterial Preservation Account (CAPA), are resurfacing their arterial roads every 13 years based on their annual reports to CRAB. The optimum cycle for resurfacing however is generally every eight years, depending on the climate variations, and percentage of truck traffic. County roads are failing faster than counties can repair them.

The chart below shows the additional overlay funding need the counties face after eight years in order to keep road surfaces at optimum operating condition.



## Demand for Freight Mobility Strategic Investment Board (FMSIB) Grants

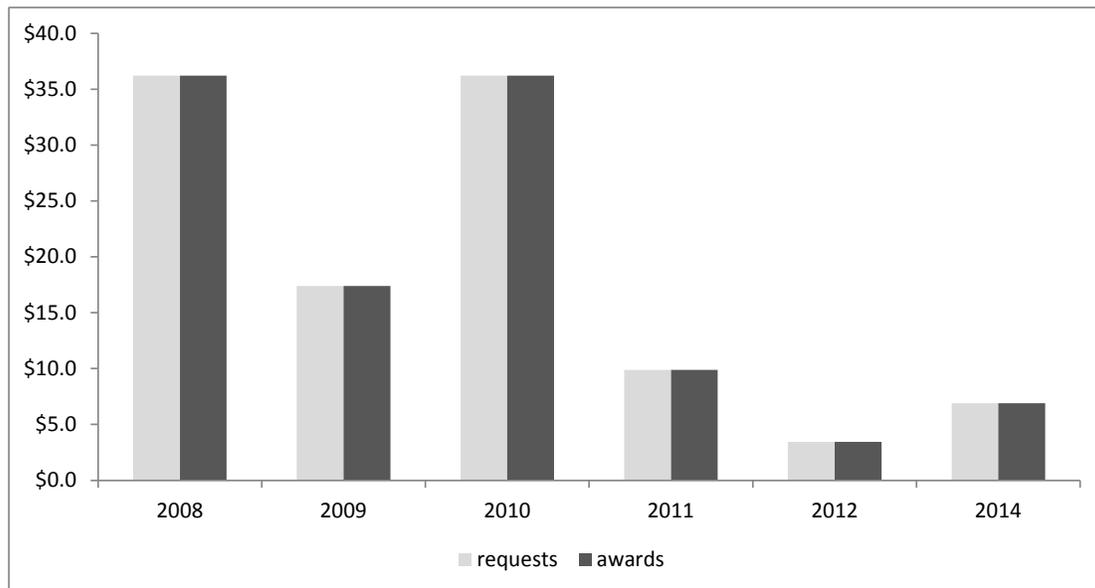
Requests and awards of state and federal funds, in millions, 2008-2014 grant cycles

Grant cycle	Grant program	Requests	Awards	Request % over available
2008	FMSIB	\$36.2	\$36.2	100%
2009	FMSIB	\$17.4	\$17.4	100%
2010	FMSIB	\$36.2	\$36.2	100%
2011	FMSIB	\$9.9	\$9.9	100%
2012	FMSIB	\$3.5	\$3.5	100%
2014	FMSIB	\$6.9	\$6.9	
<b>Total, 2008-2014</b>		<b>\$110.0</b>	<b>\$110</b>	<b>100%</b>

Summary statement: FMSIB only authorizes projects it is able to fund over a six year period. In 2014, all submitted projects that met Board criteria were funded. There was no fiscal capacity to have a call for projects in 2013. \*Prior to 2013, FMSIB funds were subject to available funds and legislative line-item approval. There was only one qualified project in 2012. From 2008 to 2011, FMSIB awarded funds to all qualified projects (subject to legislative line item approval).

## Demand for Freight Mobility Strategic Investment Board Program

Requests and awards of state and federal funds, in millions, 2008-2014 grant cycles



## Demand for WSDOT Local Programs Grants

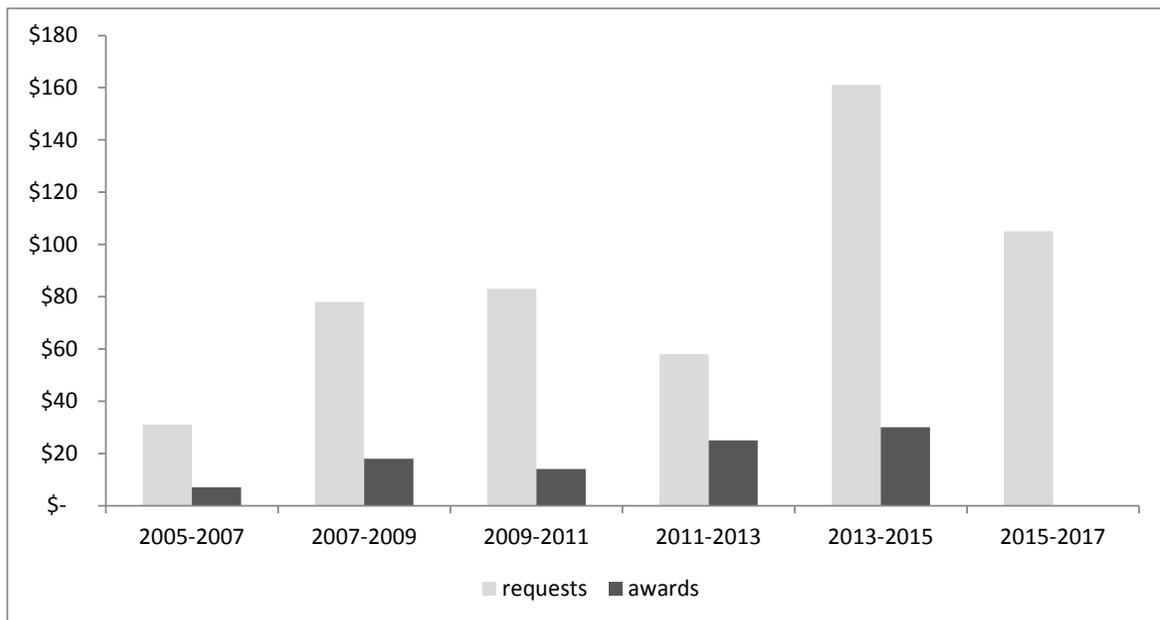
Requests and awards of state and federal funds, in millions, 2005-2017 grant cycles

Grant cycle	Grant program	Requests	Awards	Request % over available
2005-2007	Pedestrian and Bicycle Program	\$24	\$4	600%
	Safe Routes to School Program	\$7	\$3	233%
	Total	\$31	\$7	443%
2007-2009	Pedestrian and Bicycle Program	\$39	\$11	355%
	Safe Routes to School Program	\$39	\$7	557%
	Total	\$78	\$18	433%
2009-2011	Pedestrian and Bicycle Program	\$35	\$7	500%
	Safe Routes to School Program	\$48	\$7	686%
	Total	\$83	\$14	593%
2011-2013	Pedestrian and Bicycle Program *	\$15	\$10	150%
	Safe Routes to School Program	\$43	\$15	287%
	Total	\$58	\$25	232%
2013-2015	Pedestrian and Bicycle Program	\$100	\$12	833%
	Safe Routes to School Program	\$61	\$18	339%
	Total	\$161	\$30	537%
2015-2017	Pedestrian and Bicycle Program	\$61		
	Safe Routes to School Program	\$44		
	Total	\$105		
<b>Total, 2005-2017</b>		<b>\$516</b>	<b>\$94</b>	<b>549%</b>

\* By invitation only.

## Demand for WSDOT Pedestrian and Bicycle Program & Safe Routes to School Programs

Requests and awards of state and federal funds, in millions, 2005-2017 grant cycles



## Demand for WSDOT Public Transportation Grants

Requests and awards of state funds, in millions, 2009-2015 grant cycles

Grant cycle	Grant program	Requests	Awards	Request % over available
2009-2011	Commute trip reduction program (formula)		\$4	
	Regional mobility grants	\$116	\$51	229%
	Competitive consolidated grant programs	\$55	\$14	393%
	Formula consolidated grant programs		\$28	
	Vanpool investment program	\$7	\$6	117%
	<b>Total</b>	<b>\$178</b>	<b>\$103</b>	<b>173%</b>
2011-2013	Commute trip reduction program (formula)		\$4	
	Regional mobility grants	\$62	\$40	155%
	Competitive consolidated grant programs	\$61	\$14	436%
	Formula consolidated grant programs		\$28	
	Vanpool investment program	\$18	\$6	300%
	<b>Total</b>	<b>\$141</b>	<b>\$92</b>	<b>153%</b>
2013-2015	Commute trip reduction program (formula)		\$4	
	Regional mobility grants	\$68	\$40	170%
	Competitive consolidated grant programs	\$65	\$14	464%
	Formula consolidated grant programs		\$28	
	Vanpool investment program	\$15	\$6	250%
	<b>Total</b>	<b>\$148</b>	<b>\$92</b>	<b>161%</b>
<b>Total, 2009-2015</b>		<b>\$467</b>	<b>\$287</b>	<b>163%</b>
			\$191	245% competitive funds only

## Demand for WSDOT Public Transportation Grants

Requests and awards of state funds, in millions, 2009-2015 grant cycles

